



The FlakSheet

April 2017

All the News We Make Up to Fit



*Boeing NB-52A 52-0003
Pima Air & Space Museum
03/27/17*

© Frank Landrus

Cover Photo



*Boeing NB-52A, 52-0003, cn 16493
03/27/17 © Frank Landrus*

The Boeing B-52 Stratofortress is an American long-range, subsonic, jet-powered strategic bomber. The B-52 was designed and built by Boeing, which has continued to provide support and upgrades. It has been operated by the United States Air Force (USAF) since the 1950s. The bomber is capable of carrying up to 70,000 pounds (32,000 kg) of weapons, and has a typical combat range of more than 8,800 miles (14,080 km) without aerial refueling.

Beginning with the successful contract bid in June 1946, the B-52 design evolved from a straight wing aircraft powered by six turboprop engines to the final prototype YB-52 with eight turbojet engines and swept wings. The B-52 took its maiden flight in April 1952. Built to carry nuclear weapons for Cold War-era deterrence missions, the B-52 Stratofortress replaced the Convair B-36. A veteran of several wars, the B-52 has dropped only conventional munitions in combat.



*B-52A, Serial 52-0003
Note the photo-theodolite target on the fuselage*



B-52A, Serial 52-0003 landing, parachute extended

The Boeing B-52's official name *Stratofortress* is rarely used; informally, the aircraft has become commonly referred to as the *BUFF* (Big Ugly Fat Fucker).

The B-52 has been in active service with the USAF since 1955. As of December 2015, 58 were in active service with 18 in reserve. The bombers flew under the Strategic Air Command (SAC) until it was disestablished in 1992 and its aircraft absorbed into the Air Combat Command (ACC); in 2010 all B-52 Stratofortresses were transferred from the ACC to the newly created Air Force Global Strike Command (AFGSC).

Superior performance at high subsonic speeds and relatively low operating costs have kept the B-52 in service despite the advent of later, more advanced aircraft, including the canceled Mach 3 B-70 Valkyrie, the variable-geometry B-1 Lancer, and the stealth B-2 Spirit.

The B-52 completed sixty years of continuous service with its original operator in 2015. After being upgraded between 2013 and 2015, it is expected to serve into the 2040s.



*The North American X-15-2 Serial 56-6671, making its first public appearance, poses with the Boeing NB-52A Stratofortress, serial 52-0003, launch aircraft at the May 19, 1959 Edwards Air Force Base Open House.
2008 © Richard Lockett Sr.*



The NB-52A, Serial 52-000 carrying X-15-2 Fall of 1959

During ground testing on 29 November 1951, the XB-52's pneumatic system failed during a full-pressure test; the resulting explosion severely damaged the trailing edge of the wing, necessitating considerable repairs. A two-hour, 21-minute proving flight from Boeing Field, King County, in Seattle, Washington to Larson AFB was undertaken with Boeing test pilot Johnston and air force Lieutenant Colonel Guy M. Townsend. The XB-52 followed on 2 October 1952.

The thorough development, including 670 days in the wind tunnel and 130 days of aerodynamic and aeroelastic testing, paid off with smooth flight testing. Encouraged, the air force increased its order to 282 B-52s.

Only three of the 13 Boeing B-52As ordered were actually built. All three were returned to Boeing, and used in their internal test program. On 9 June 1952, the February 1951 contract was updated to order the aircraft under new specifications. The final 10 on the contract, the first aircraft to enter active service, were completed as Boeing B-52Bs. At the roll out ceremony on 18 March 1954, Air Force Chief of Staff General Nathan Twining said:

"The long rifle was the great weapon of its day. ... today this B-52 is the long rifle of the air age"



The NB-52A, Serial 52-0003, taxis along the flightline. 1960 © Richard Lockett Sr.



The NB-52A, Serial 52-0003 in 1960 © William Jeffries

When early production B-52s had completed their initial service tests and became available for other uses, the benefits of using a Stratofortress were quickly realized. The third B-52A and the fifth B-52B were sent to North American for modification as launch aircraft for the X-15 program.

Modifications to the two aircraft were made at Plant 42 in Palmdale. The B-52A, serial 52-0003, arrived at Plant 42 from Boeing on November 29, 1957 and was moved into the North American hangar for the beginning of modifications on February 4, 1958. The B-52B, serial 52-0008, arrived on December 13, 1958 and was moved into the North American hangar on January 6, 1959.

The modifications included a pylon under the starboard wing, inboard of the engine nacelles and capable of carrying 50,000 pounds. The pylon provided three shackles for the support of the X-15 and umbilical attachments for Liquid Oxygen, nitrogen, breathing oxygen and electrical power. The No. 3 main fuel tank located in the wing above the pylon was removed.

To accommodate the vertical stabilizer of the X-15, a notch was cut into the trailing edge of the starboard wing directly behind the X-15 pylon. The inboard flaps were disabled, but the outer flaps remained functional.

A 1,500 gallon liquid oxygen tank was installed in the



The NB-52A, Serial 52-0003, 1962 © Tom Brewer



The NB52-A had returned from modifications at Boeing in Wichita, Kansas, to be displayed with the X-15 at Edwards AFB Open House 05/16/65

© Tom Brewer

bomb bay of each B-52 to refill the X-15's tanks as the volatile fluid boiled away while the X-15 was being carried to the launch altitude of 45,000 feet. Closed circuit television, film motion picture cameras, and lights were installed on the starboard side of the fuselage. Tail gun turrets and tip tanks were removed.

A launch panel was installed on the upper deck of the B-52, at which the operator could monitor the fueling and other services of the X-15. Through the launch panel, altitude and velocity data were fed into the X-15 inertial guidance computer until launch. The launch panel operator watched for the liquid oxygen top-off overflow and checked the function of the X-15 flight control surfaces.

Later in the program, a plexiglas dome was mounted on the upper deck of each B-52 for direct observation of the X-15 by the launch panel operator. The release system for the X-15 was installed for operation by the pilot of the B-52.

A panel of five launch indicator lights was installed to coordinate the pilots of the B-52 and X-15. Three lights confirmed the pylon hooks have securely engaged the X-15. The "ready to launch" light and the "launch" light were operated by switches in the cockpit of the



The NB-52A, Serial 52-0003, Back at MASDC, unused. November 12, 1973 © Brian Lockett



The NB-52A in storage at MASDC on April 24, 1971. The NB-52A carried the name "The High and Mighty One" and nose art depicting an eagle dropping an X-15 from its talons which can partially be seen in the lower right corner.

© Brian Lockett

X-15 to indicate, first, that its systems had been configured for launch and, second, that the X-15 pilot was ready to begin the launch countdown. This was installed as a precaution after a couple of incidents in earlier rocket programs when pilots had been inadvertently launched after they had tried to abort the mission.

Its first flight with the X-15 was on 19 March 1959, with the first launch on 8 June 1959. The NB-52A, named "The High and Mighty One" carried the X-15 on 93 of the program's 199 flights. Indeed, this logo is one of the identifying markings for what came to be called "Balls 3" due to the leading three zeros in the serial number.

The Boeing NB-52A was retired in October 1969 and transferred to MASDC. "Balls 8", the Boeing NB-52B would soldier on for NASA until November 2004 where it currently is a gate guard at Edwards AFB in California.



The NB-52A carries the M2-F2. "The High and Mighty One" logo is easily seen under the "Force" with the spread eagle wings.



*Boeing NB-52A 52-0003 with X-15 No. 1 (SN 56-6670)
© USAF*

At some point, the Boeing NB-52A, 52-0003 was transferred from MASDC (now AMARG) sometime after 1978 and put on display at the Pima Air and Space Museum in Tucson sometime before 2005. In 2016, "Balls 3" was pulled into Pima's restoration area to be repaired and repainted. The photographs that accompany this article that I took show her stripped of paint and waiting on rivet repairs prior to getting in line to get a fresh coat of paint.



*NB-52A carries the M2-F2.
"The High and Mighty One" logo*



*Boeing NB-52A, 52-0003
03/27/17 © Frank Landrus*



*Boeing NB-52A, 52-0003
03/27/17 © Frank Landrus*



*Boeing NB-52A, 52-0003
03/27/17 © Frank Landrus*



*Boeing NB-52A, 52-0003
03/27/17 © Frank Landrus*



ALL STORIES BRAND NEW !



BATTLE ATTACK

OCT.
10¢
K





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

Membership

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

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

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

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

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

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

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

Canada or Mexico \$35.00 per Year

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

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

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

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

manager@ipmsusa.org



The VP's Notes!

April 9, 2017 1:00 pm

TBD

Bring your Jeeps!

Irving Garden and Arts 906 Senter Road

May 14, 2017 1:00 pm

TBD

Bring your Jeeps!

Irving Garden and Arts 906 Senter Road

June 11, 2017 1:00 pm

TBD

Bring your Jeeps!

Irving Garden and Arts 906 Senter Road

July 9, 2017 1:00 pm

Joint Meeting with IPMS MCMA

Irving Senter East 228 Chamberlain

Hot dogs and Hamburgers and Pie, Oh My!

August 13, 2017 1:00 pm

TBD

Irving Garden and Arts 906 Senter Road

September 10, 2017 1:00 pm

TBD

Irving Garden and Arts 906 Senter Road

October 8, 2017 1:00 pm

TBD

Irving Garden and Arts 906 Senter Road

November 12, 2017 1:00 pm

TBD

Irving Garden and Arts 906 Senter Road

December ?, 2017

Annual Christmas Party

Impending Victim's Humble Abode





*Mountain Man Mike!
Sandia Peak, New Mexico*

Lone Star Models now owns Cobra Company

I stuck my foot in my mouth a few weeks ago! I received an e-mail from a customer asking if this rumor was true? I kinda flipped out because at that time there were NO!!! plans to buy Cobra Company. As far as I knew Chris Miller was selling the equipment and throwing all masters and molds in the dumpster. So what do I do? I go on Hyperscale and rail on about rumors and how they get started and state categorically that I have not nor do I have any plans to purchase Cobra Company!

Seriously! - not five minutes later I received an e-mail from Chris Miller about selling the company. He had someone else interested but it fell through the next day.



Cobra Company 1/72 PB4Y-2 Privateer Set

So here we are today. There were 150 items in the Cobra catalog, some simple sets and some others with a lot of parts. It will be a while before I have all remolded and available once again. Today I am molding the 1/72 U-2 cockpit and antennae sets and the 1/48 OV-1 wheel well set.

Cobra had also made a cockpit set for the old Hawk H-43 Husky. It is on top of the to-do list. Others include the 1/72 Privateer detail set, and the 1/144 Privateer kit.

If you are looking at the Cobra page on my site, you notice kit numbers beginning in LSMCC these are new Lone Star Models molded sets.

The ill-fated 1/72 NC-4 kit met with yet another setback. Something I should have seen but I missed. Corrections have been made and I will be shipping these corrections now to the few that have the kit and the whole kit to those still waiting.

The Cletrac parts have arrived from Shapeways. I have begun casting the Cletrac running gear today. This kit along with the 1/48 O-47 should be available in Omaha in July.

Coming in approximately 3 weeks 1/72 update set for the Revell/Matchbox PB4Y-2 Privateer kit. With the clear parts there are close to 100 parts to this set.

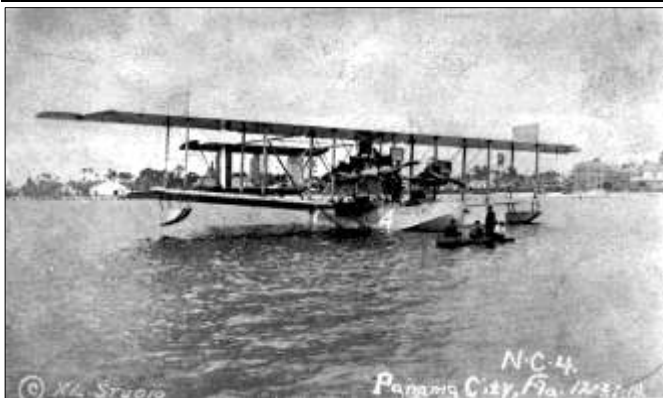
I will also be selling the forward fuselage interiors separately for use on your Consolidated B-24 kits. Some adjustments may be required.

Lone Star Models is now Back on Facebook!

Look for the Martin B-10 model in the header as before

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.
Thanks!



1/48 Beech 18 Floatplane Conversion

Available soon, in two configurations: Early and Late. The Early version is just the floats, interior and dorsal fin. The Late version has longer nacelles, cargo doors, new wing tips, spinners and 3 blade props, interior and larger inner wing leading edges.



1/48 Grumman Guardian Wing Fold Set

New wing stubs and separate keyed wing panels, and doors. Available toward the end of April



1/32 AH-1G Cockpit

Now Available LSMCC 32001 Vietnam Era AH-1G cockpit update set for the Revell kit

\$35.00 (Does not include S&H)



New 1/48 SR-71 After Burners

Now Available \$35.00 (Does not include S&H)



Photo above is only half of the set of 10 parts.



Grumman Guardian tanker by Boyd Waechter



*1/48 Felixstowe
Photo shows my built up of the original kit made
approximately 26 years ago, for illustration only*

Whats next??

Not in this order per se but coming soon. 1/48 Felixstowe. Yes, this one is still coming, I have someone working on drawings for it now.

- 1/72 AT-6 Hollywood Zero **Now available**
- 1/48 LNS-1 glider trainer
- 1/48 Grumman Guardian wing fold set
- 1/48 P-1 conversion
- 1/48 Beech 18/AT-11
- 1/48 Beech 15 on floats (conversion)
- 1/48 Cobra UH-1 detail set
- 1/48 Cobra CH-47D aft pylon detail set
- 1/32 Cobra AH-1G cockpit
- 1/72 B-24 forward fuselage interior set
- 1/48 P-40 detail combo set



*1/48 Grumman Guardian wing fold set
www.lonestarmodels.com*

Mike

Museums

American Airlines C. R. Smith Museum

<http://www.crsmithmuseum.org>

Fort Worth, Texas 76155



Cavanaugh Flight Museum

<http://www.cavanaughflightmuseum.com>

4572 Claire Chennault, Addison, TX 75001



Cold War Air Museum

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

Lancaster, Texas 76106



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

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

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

Lancaster Municipal Airport

630 Ferris Road, Lancaster, Texas 75115



Dallas-Fort Worth Wing, Commemorative Air Force

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

Lancaster Municipal Airport

630 Ferris Road, Lancaster, Texas 75115



Flight of the Phoenix Air Museum

www.flightofthephoenix.org

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

<http://www.texasmilitaryforcesmuseum.org>

Camp Mabry, Austin, Texas



Tyler Historic Aviation Memorial Museum

<http://www.tylerhamm.org>

Jake Smith Exhibit Hall Tyler, Texas



Vintage Flying Museum

<http://www.vintageflyingmuseum.org>

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

Local Plastic Emporiums



M-A-L Hobbies

<http://www.malhobby.com>

108 S. Lee St., Irving, TX 75060
(972) 438.9233

HobbyTown USA Fort Worth



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

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

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

HobbyTown USA Lewisville



<http://htudallastx.com/>

500 East Round Grove Road

Lewisville, TX 75067

(972) 315-3700

HobbyTown USA Plano



<http://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) 771-123



*Transmuting
Fe to
Au*

By Patricio Villarreal

Tamiya 1/48 F-51D Mustang



*North American P-51D-5-NA "Cookie", CV-D
Lt. John T Gordon, East Wretham, Autumn 1944*

Got this finished last night with help of a rainy Sunday and a day off from work yesterday while I recovered from a respiratory infection. I must say, the calming effect of building models is great medicine for overcoming the feeling of being sick.

The build is a 48th scale Tamiya F-51D Mustang (which is the same kit for the P-51D). The markings are from AeroMaster for the 359th Fighter Group out of East Wrentham known for having green noses on their Mustangs.

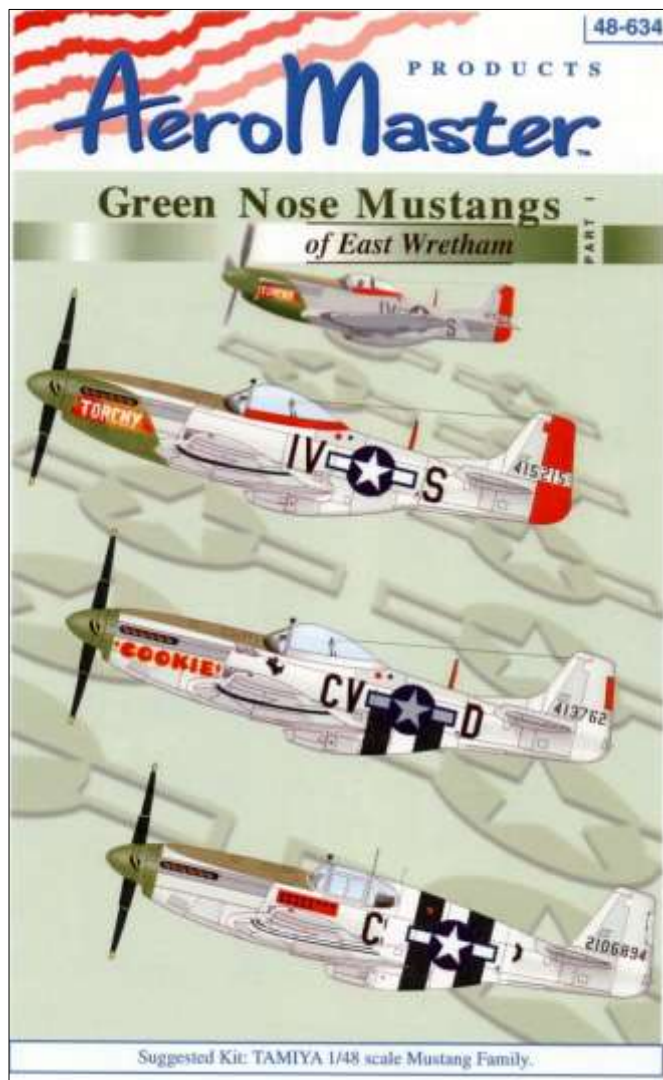


Tamiya 61044 1/48 F-51D Mustang



*North American P-51D-5-NA "Cookie", CV-D
Sn 44-13762, 368th FS, 359th FG*

I've build this kit before in 2012 so I knew some of the pitfalls during the process. One thing different I tried was correcting the MLG wheel wells. I cut out the aft wall (which is incorrect) and installed plastic sheet to a more accurate configuration. It's not perfect but 'more accurate' than the original. Overall, it was a good learning experience for the next build.



Aeromaster48-634 Green Nose Mustangs Part 1

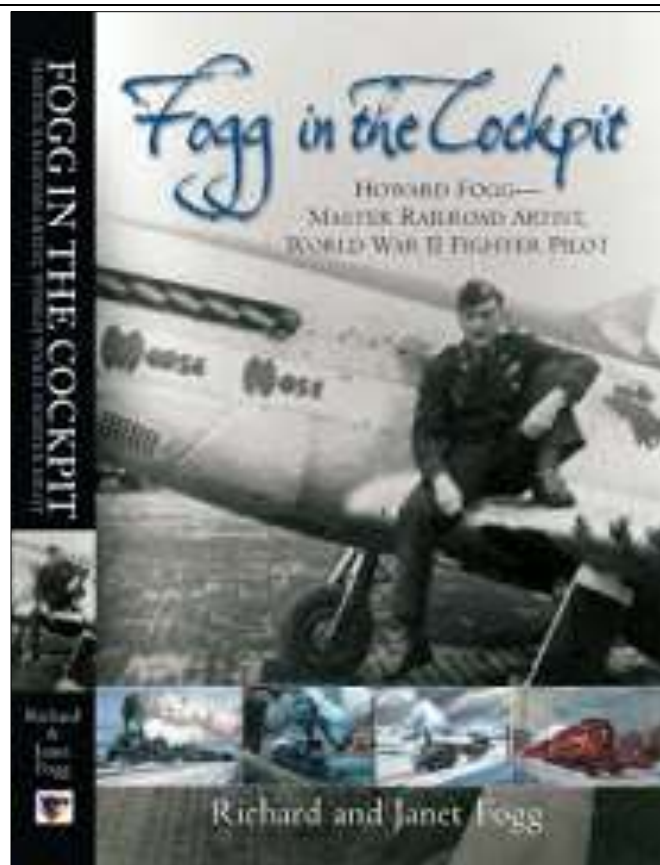


Aeromaster 48-634 Green Nose Mustangs Part 1

Other fixes and aftermarket items include adding an Eduard photo-etch cockpit, installing wire to represent the vertical rods in the inlet and outlet of the belly radiator, installing brake lines along the main landing gear, adding wire rings to the landing gear inner hub for tie down loops (painted red), modified the gun sight with a holographic sheet, drilled out the holes in the



*North American P-51D-5-NA "Cookie", CV-D
Earlier in its career, this airframe was called "Moose Nose"
Pilot Captain Howard Fogg, June 14, 1944*



*Fogg in the Cockpit book
By Richard and Janet Fogg
Hardcover published July 28, 2011
Pilot Captain Howard Fogg's "Moose Nose"*

exhaust and gun ports, corrected/filled the gap in the flaps on the inboard side, and added fuel lines coming out of the auxiliary tanks into the wing.

I did have problems with this build by way of the primer I used. What you see in the pictures is the SECOND coat of Alclad Aluminum I had to spray on. The initial primer I used was Alclad II Gray Primer & Micro Filler (that I bought YEARS ago). It sprayed on beautifully and I then sprayed on the Alclad Aluminum. The problems came in the masking. I used Tamiya tape, which has a pretty low tack by the way, but when I pulled it off after the aluminum coat the primer came up as well . . . in BUNCHES.



*North American P-51D-5-NA "Cookie", CV-D
Note the Invasions Stripes are still present*



*Lt. John T Gordon, later Captain
Flew 55 missions, 294 hours
July 1944 – July 1945*

I had heard there was a problem in the past (years ago) on this primer (maybe it was the batch) on plastic surface but now I was experiencing the rumor. BTW, I did prep the surface of the plastic by cleaning it before the primer coat. Frustrated but undaunted I decided to pull off ALL the paint from the model using clear packaging tape due to its high adhesive properties.



Lt. John T Gordon in front of "Cookie"



North American P-51D-5-NA "Cookie" fueling

This second primer coat attempt was Model Master Flat Medium Gray enamel. I sprayed it on highly thinned and lightly and used a very depreciated dryer sheet to smooth the surface. Then Alclad Aluminum followed with two coats of Future to give it some durability for masking. Worked very well.

Once all the decals were added, I Future coated them for protection and then sprayed Model Master Clear Flat lacquer over the entire model. The flat coat gave the surface 'teeth' for the weathering. Weathering was done with ground up chalk of black, white and sienna.



*North American P-51D-5-NA "Cookie", CV-D
Sn 44-13762, 368th FS, 359th FG*



*North American P-51D-5-NA "Cookie", CV-D
Sn 44-13762, 368th FS, 359th FG*

Overall a good build with lessons learned on the primer and correcting the MLG wheel wells.



*Tamiya 61044 1/48 F-51D Mustang
Main Gear Well Kit Detail*

Enjoy the pictures and "Build On!"

Cheers!



*North American P-51D-5-NA "Cookie", CV-D
Lt. John Gordon, East Wretham, Autumn 1944*

Pat

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

Floyd's Fling

Kitty Hawk 1/48

SH-2G "Super Seasprite"

By Floyd S. Werner, Jr.



Kitty Hawk 80126

Manufacturer: Kitty Hawk

Manufacturer website: www.kittyhawkmodel.com

Mfr Stock No.: KH80126

MSRP: \$55.95

Provided by: Kitty Hawk

Vendor Web Site: www.kittyhawkmodel.com

Direct Link to Item:

<http://www.kittyhawkmodel.com/kh80126>



Kitty Hawk 80126 main decal sheet



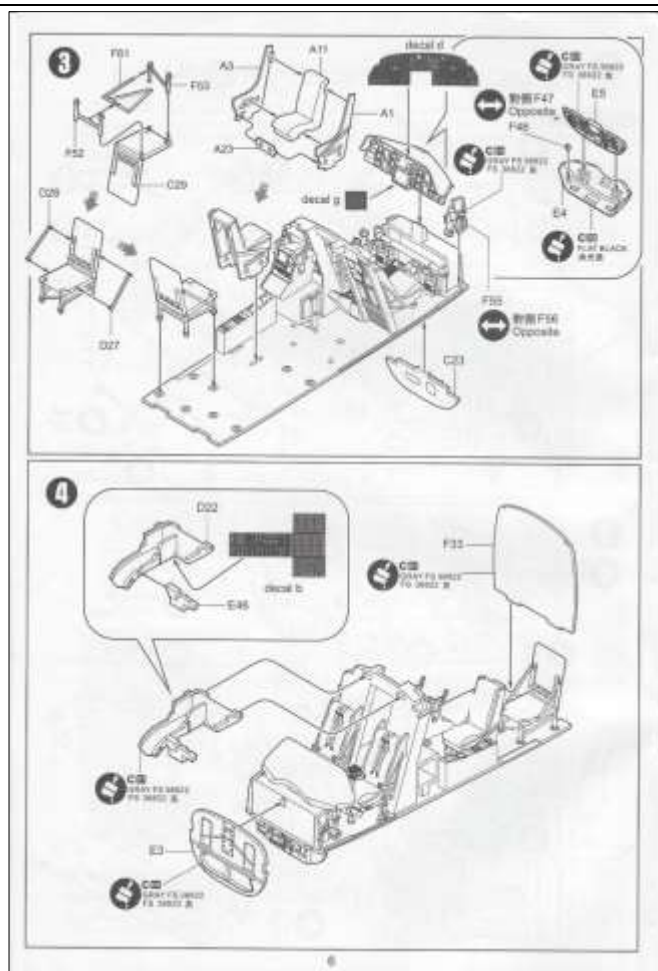
Kitty Hawk 80126 special markings decal sheet

Before I begin the review I must say that I 'work' with Kitty Hawk. I'm responsible for their helicopter range of products. The Seasprite was not one I worked on, but you will see the Werner's Wings product label on the boxtop. So with that in mind let's get to the review

The Super Seasprite is the final variant of the Seasprite helicopter which dated back to Vietnam. The original plan was to phase out the Seasprite and replace them with the MH-60. But there was a problem, the MH-60 couldn't physically fit on the smaller frigates. The Seasprite would have to sail on. The F model was upgraded to the G model. Bigger engines and transmission were the upgraded as was the mission equipment in the back. The SH-2G was also sold overseas primarily to New Zealand and more recently to Egypt and Poland.



Kitty Hawk 80126 instructions cover



Kitty Hawk 80126 instructions sample page

The previous release from Kitty Hawk on the SH-2F was found to have the wrong forward cowling. Cobra Company fixed that issue with a correction set. It was also criticized for lacking mission equipment in the back and having the bench seat used for personnel transport. Again Cobra Company had a set for that. Would that be the issue this time? Let's see what's in the box.



Kitty Hawk 80126 sprues



Kitty Hawk 80126 sprues



Kitty Hawk 80126 sprues



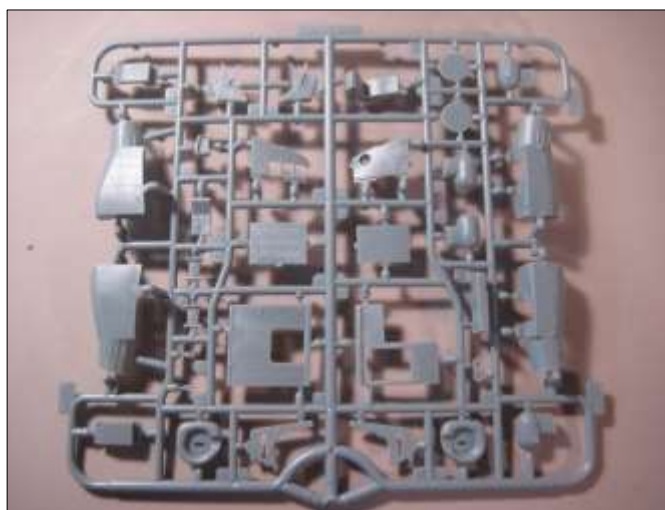
Kitty Hawk 80126 sprues



Kitty Hawk 80126 fuselage

Before you begin remember that the tolerances are quite tight. Remove all the sprue stubs. Test fit before committing to glue. I recommend that you follow the instructions for the assembly sequence. It may prevent some issues during assembly.

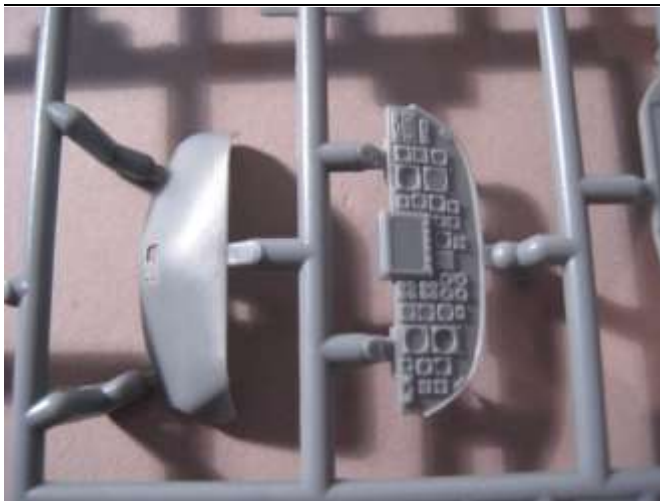
The box top has a beautiful rendering of a SH-2G from the HSL-94 Willow. Inside the top opening cardboard box contains six sprues and two fuselage halves of light grey plastic that is free from flash and no short shot parts.



Kitty Hawk 80126 sprues



Kitty Hawk 80126 sprues

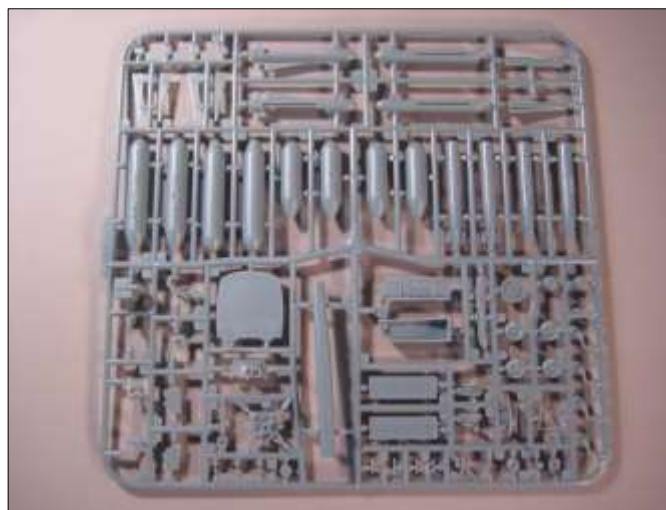


Kitty Hawk 80126 instrument panel closeup



Kitty Hawk 80126 floor closeup

Kitty Hawk recently changed the metal cutter for their plastic so this should prevent the problems that have plagued previous releases. The plastic is different than previous releases and not as soft plastic that Kitty Hawk has used in the past. Sprue A is different from the previous release.



Kitty Hawk 80126 sprues



Kitty Hawk 80126 transparencies

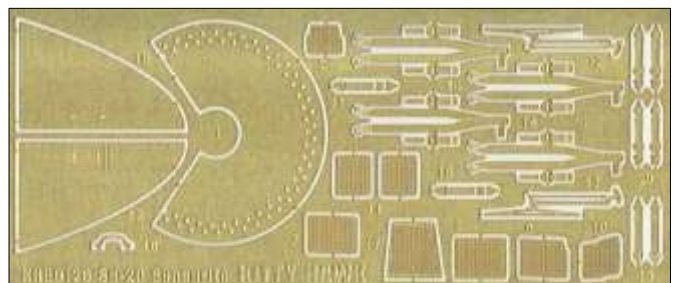
This new sprue includes new rear seats, sonar station, engine sponsons and new sliding cargo door. A sprue of clear plastic is included. All the sprues are wrapped individually.

A fret of photo etch is included for the screens and other various options. This fret is different from the previous release to include the seatbelts for the new rear seats.

There are two sheets of decals in full color. There are decals for the US Navy, Poland, Egypt and New Zealand. The Polish dragon is impressive and quite colorful.

The instructions are printed in book format. They are quite extensive. You will have to be careful of what version you are making to include the right parts.

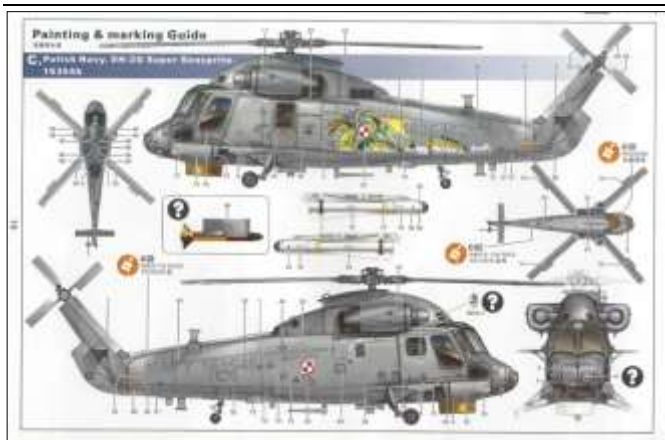
The parts breakdown is quite extensive. The interior is the typical starting point.



Kitty Hawk 80126 photo etch



Kitty Hawk 80126 Markings Option 1



Kitty Hawk 80126 Markings Option 2



Kitty Hawk 80126 Markings Option 3

The first thing you will notice is that there is a sonar operators station included so there is no need for any aftermarket sets here now. Kitty Hawk listened to the criticism.

After that it is just a matter of putting the fuselage together. The fit of the fuselage is very nice as can be seen in their packaging together. The nose can get a bit confusing so check the drawings to be sure which nose you are going to use. The new engine and upper cowling assembly are made up of a few parts so be careful during assembly

Armament options include Maverick missiles, Torpedoes, sonar dipping bouy, and external fuel tanks so there are plenty of options when it comes to adding armament.



Kitty Hawk 80126 Markings Option 4



Polish Navy SH-2G Super Seasprite 163546

You'll have to pick what you want to put on your helicopter to build up the proper stub wings.

The color callouts are for the Gunze but they also give out the FS number so you can use whatever paint you'd like.

If you like your helicopters this kit is right up your alley. Kitty Hawk has listened and answered the critics, by addressing the soft plastic and the short shot parts. This version of the Super Seasprite features a complete interior and the new engine pods. Sure the parts breakdown is still intensive but that means they can do multiple variants from one mold. Is that for everybody? No, but if you take your time and remove all the sprue stub this kit will fit like a champ. There are lots of little parts hanging off of this helicopter, which is typical of helicopters. Kitty Hawk has been going from strength to strength. I can't wait for their future releases in helicopters and airplanes.

Highly recommended

Thanks to Kitty Hawk for the review copy. You can obtain your copy at your local hobby shop or online retailer.

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



Royal Australian Navy SH-2G Super Seasprite

Upcoming Contests



April 8, 2017

30th Annual TMF Open Contest & Show
Theme: "TBD"

Tulsa Modeler's Forum

<http://tulsaipms.org/>

Bixby Community Center

211 North Cabaniss Avenue

Bixby, Oklahoma 74008



April 8, 2017

Super Invitational 2017

Theme: "Heavyweights"

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

IPMS New Orleans Flying Tigers Scale Model Builders

St. Jerome K.C. Hall

3310 Florida Ave., Kenner, Louisiana



April 29, 2017

Model Mania 2017

IPMS Houston

Theme: "Land of the Rising Sun"

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

Stafford Center

10505 Cash Road

Stafford, Texas



HMSNEO

And Fantasy
THE HISTORICAL MINIATURES SOCIETY
OF NORTHEAST OKLAHOMA

June 2 – 3, 2017

The Tulsa Show 2017

The Historical Miniatures Society of NorthEastern
Oklahoma

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

Tulsa Wyndham Hotel

41st at Highway 169

Tulsa, Oklahoma 74008

Upcoming Contests



June 3 - 4, 2017

WonderFest

www.wonderfest.com

Crowne Plaza Louisville Airport Hotel

830 Phillips Lane

Louisville, Kentucky 40209



June 3, 2017

ScaleFest 2016 / Revlon VI Convention

IPMS North Central Texas

Theme:

<http://ipmsnct.net/>

Grapevine Convention Center

1209 South Main Street

Grapevine, Texas 76051

Upcoming Contests



June 10, 2017

Soonercon 2017

IPMS Metro OKC

Theme: "The Vietnam War"

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

The Cube at Council Road Baptist Church
7903 NW 30th, Bethany, Oklahoma



June 16-18, 2017

Squadron EagleQuest XXVI

Theme: "TBD"

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

Embassy Suites Dallas

DFW Airport North Outdoor World

2401 Bass Pro Drive, Grapevine, Texas 76051



July 26 - 29, 2017

IPMS USA 2017 National Convention

<http://fortcrookipms.com/>

LaVista Conference Center

12520 Westport Parkway, La Vista, Nebraska 68128



August 12, 2017

HAMS 11th Annual Model Car Show and Contest

Theme: "Sun, Surf, & Sand"

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

Cypress Creek Christian Community Center

Annex Building Gym

6823 Cypresswood Drive

Spring, Texas 77379



September 23 2017

AutumnCon 2017

Theme: "Back in the USSR"

IPMS Northshore Scale Modelers

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

American Legion Post 16

Ronald Regan Hyw

Covington, Louisiana 70433

October, 2017

ReaperCon 2017

Premier Event Center

Lakeland Plaza

1165S Stemmons Freeway

Lewisville, Texas 75067

Local Events of Interest



April 2, 2017 (Sunday)

IPMS MCMA

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

Monthly Meeting

Irving Garden & Arts

Irving, Texas 75060



April 6, 2017 (Thursday)

Lone Star Aero Club

www.lonestaraeroclub.org

Lt. Col. Jerry Singleton:

Lockheed NF-104 Mission Profile

Waterford at Pantego

2650 West Park Row,

Pantego, Texas 76013-2270

Fort Worth



Scale Modelers

April 17, 2017 (Monday)

IPMS Fort Worth Scale Modelers

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

Auction !

First Baptist Church of Benbrook

1015 McKinley Street

Benbrook, Texas 76126



April 18, 2017 (Tuesday)

B-36 Peacemaker Museum

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

Bert Yetman - Mike Golas - Dawn Golas:

F-104 Starfighter

UNT Health Science Center Room 124, West Building

1000 Montgomery Street

Fort Worth, Texas

Local Events of Interest



April 29, 2017

Hops and Props

Fort Worth Aviation Museum

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

<https://www.facebook.com/events/414226812247845/>

3300 Ross Avenue, Meacham Airport
Fort Worth, Texas



May 4, 2017 (Thursday)

Lone Star Aero Club

www.lonestaraeroclub.org

Robert Hopkins: Strategic Reconnaissance and ICBMs:
From Khrushchev to Kim
Waterford at Pantego
2650 West Park Row
Pantego, Texas 76013-2270



May 6, 2017

Pioneer Flight Museum

<http://pioneerflightmuseum.org>

Wings & Wheels Spring Air Fair!

Old Kingsbury Aerodrome

190 Pershing Lane, Kingsbury, Texas 78638

Addison, TX 75001



May 7, 2017 (Sunday)

IPMS MCMA

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

Monthly Meeting

Irving Garden & Arts, Irving, Texas 75060



May 27 - 28, 2017

Breckenridge Airshow XX

<http://breckenridgetexas.com/breckenridge-airshow-2017/>

622 County Road 150

Stephens County Airport

Breckenridge, TX 76424

30th Annual

Tulsa Modelers Forum Contest & Show

Saturday, April 8th, 2017
Bixby Community Center
211 N. Cabaniss, Bixby, OK 74008



FREE To The Viewing Public
REGISTRATION
9AM-12 NOON

\$10 – First Entry (IPMS members \$8*)
\$2 – Each Additional Entry
FREE – Intermed. and Junior Modelers

RAFFLE DRAWINGS
GRAND PRIZE DRAWING
AWARDS PRESENTATION

*must show current IPMS membership card
to get discount

Tulsa Modelers Forum Contest & Show is a
family event. Nudity and risqe modeling sub-
jects are prohibited.

For more information visit **tulsaIPMS.org**
(printable registration forms and model categories)
E-Mail greg.kittinger@gmail.com

VENDOR TABLES AVAILABLE:

\$30 First Table, \$20 Each Additional Table

MASTER AWARDS

- Best of Show
- Best Aircraft of Show
- Best Military Vehicle of Show
- Best Figure of Show
- Best Fantasy and Sci Fi of Show
- Best Ship of Show
- Best Misc. of Show
- Best Automotive of Show

SPECIAL AWARDS

- Judge's Choice
- Modeler's Choice
- Best Foreign Car of Show
- HobbyTown USA Award
- Mystery Award
- And More

INTERMEDIATE/NOVICE AWARDS

- Intermediate/Novice Best of Show

JUNIOR AWARDS

- Junior Best of Show

1ST, 2ND & 3RD PLACE AWARDS



SPECIAL GUEST:
SPENCER POLLARD
 EDITOR, MODEL AIRPLANE INTERNATIONAL

IPMS NEW ORLEANS SUPER-INVITATIONAL SCALE MODEL CONTEST NEW ORLEANS, LOUISIANA SATURDAY, APRIL 9, 2016



2017 CONTEST THEME:

HEAVY-WEIGHTS

9:00 AM TO 5:00 PM DOUBLETREE HOTEL
2150 VETERANS MEMORIAL BLVD, KENNER, LA 70062 (EAST OF WILLIAMS BLVD)

ADMISSION & REGISTRATION FEES		EVENT SCHEDULE	
GENERAL ADMISSION	\$3.00	7:00AM	VENDOR AND CONTEST SET UP
ADULTS – UNLIMITED MODELS	\$20.00	9:00AM	REGISTRATION AND VENDING OPEN
JUNIORS (UNDER 17)	\$5.00	1:00PM	REGISTRATION CLOSSES; JUDGING BEGINS
EACH ADDITIONAL MODEL	FREE	4:00PM	AWARDS CEREMONY
VENDOR TABLES (EACH)	\$40.00	5:00PM	CONTEST CLOSSES

SPONSORED BY: IPMS NEW ORLEANS – FLYING TIGERS SCALE MODEL BUILDERS

CONTEST CATEGORIES AND RULES ON OUR WEBSITE:

IPMSNEWORLEANS.WIX.COM/FLYINGTIGER

REGIONAL AND NATIONAL VENDORS

72 ADULT CATEGORIES

8 JUNIOR CATEGORIES

11 SPECIAL AND BEST-OF CATEGORIES

MODELING DEMONSTRATIONS

MANUFACTURER'S REPRESENTATIVES

CONTACT INFORMATION:

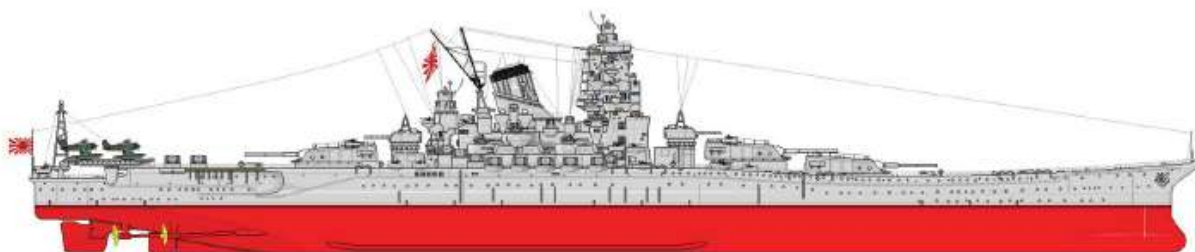
CONTEST COORDINATOR

LEE COLL

LEECOLL@COX.NET OR (225) 921-1598

DOOR PRIZES AND RAFFLE

RIVER CITY CREOLE GRILL RESTAURANT ON SITE



BRECKENRIDGE AIRSHOW

RETURN OF ONE OF THE LARGEST
WARBIRD AIRSHOW GATHERINGS.

MAY 27-28, 2017

GATES OPEN AT 9AM - AIRSHOW 1PM - 5 PM



FOR TICKETS AND INFO GO TO www.breckenridgetexas.com

WWI AERIAL REENACTMENTS
AND FLYING DISPLAYS.
50+ WWII
AIRCRAFT EXPECTED.

P-51 MUSTANGS
F4U CORSAIRS
P-38 LIGHTNINGS
TRAINERS
BOMBERS

Warbird
Rides

#warbirdgathering2017

BRECKENRIDGE, TX - STEPHENS COUNTY AIRPORT

12 YEARS OLD AND UP \$20
SAVE \$5 ONLINE

MILITARY \$10 ONLINE
AND AT THE GATE

PARKING \$5 PER CAR
GET HERE EARLY!

5 YEARS OLD AND UNDER
FREE

6-11 YEARS OLD \$5
SAVE \$1 ONLINE





IPMS METRO OKLAHOMA CITY

In association with SOONER AMPS

Presents

SOONERCON 2017

Saturday, June 10th, 2017 9am-4pm

Council Road Baptist Church

Building is named "The Cube" north of main church building

7903 NW 30th Bethany, OK 73008

THEME: THE VIETNAM WAR 1955-1975

Any subject from the Vietnam War is eligible from 1955 to 1975

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

ALL MODELERS ARE WELCOME

Entry Fee is \$15 for unlimited entries

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

General Admission is FREE

Donations are welcome

For more details on SoonerCon 2017 see:

www.ipmsmetrookc.com

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

VENDOR TABLES AVAILABLE

Vendor Tables \$35 each until May 31, 2017 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



June 16 & 17, 2017

**Embassy Suites
Dallas DFW Airport North
Outdoor World
2401 Bass Pro Dr., Grapevine, TX 76051**





**THE 8TH ANNUAL
RACERS REUNION BANQUET**
FEATURING THE HISTORY OF THE
**INTERNATIONAL MOTOR
CONTEST ASSOCIATION**

NOVEMBER 11, 2017



WWW.RADIUSNATION.NET

Babe Of The Month

Emily Beecham



Emily Beecham (born May 1984) is a British-American actress. She is perhaps best known for her roles in the television series *The Street* and *The Village*. In 2011, she received Best Actress award at the London Independent Film Festival.

Beecham was born in Manchester, Greater Manchester. Her father is British and her mother is American from Arizona. In 2003, she enrolled at the London Academy of Music and Dramatic Art (LAMDA), graduating with BA Hons in 2006.

In her final year at LAMDA, Beecham started accepting professional acting opportunities, with her first appearance occurring in thriller *Bon Voyage* and in the supernatural TV series *Afterlife*.



The following month saw the premiere of her first feature film, *Bon Voyage*, receiving positive notices following its October debut on ITV. It won the Golden Nymph award at the June 2007 Monte Carlo Television Festival.

In mid-2007, she was chosen by director Jan Dunn for the leading role in her independent film *The Calling* which she won Best Actress Award for at London Independent Film Festival.

She was a recipient of the Edinburgh International





Film Festival Trailblazer Award. The film received mixed reviews, one of which commented that "newcomer Emily Beecham plays a young woman determined to take the veil and holds her own well against such stalwarts as Brenda Blethyn and Susannah York".



In highlighting the impression made by Beecham, film columnist Hannah McGill, who served as the Edinburgh Festival's artistic director from 2006 to 2010, decided that she should be one of the recipients of the coveted Skillset Trailblazer Award. That same year, Beecham gave her first professional stage performance in Ian McHugh's debut play, *How to Curse*, at the Bush Theatre in Shepherd's Bush, London, directed by the theatre's artistic director Josie Rourke.



Beecham has appeared in numerous television series, including *Agatha Christie's Marple*, *Tess of The D'Urbervilles*, and *The Street*.

She was listed by *Nylon* magazine's "Young Hollywood" issue as one of 55 "Faces of the Future", with the photograph captioned "Young Hollywood London". John Rankin, *Esquire* magazine's veteran glamour photographer, was quoted as stating that she has "that something special, that thing you just feel



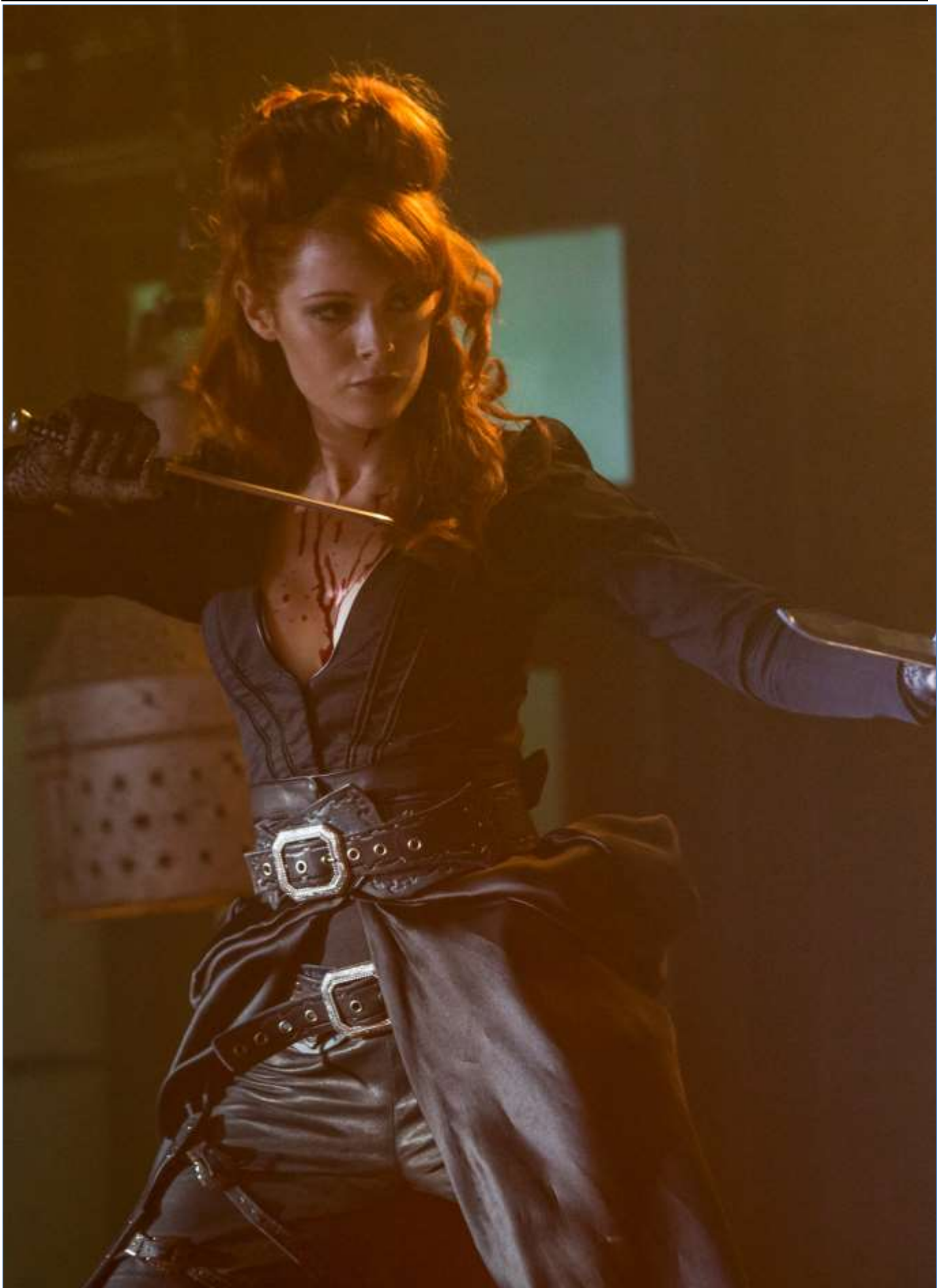


She currently stars as The Widow in the AMC martial arts action drama series *Into the Badlands*.

about someone... she's one of the most exciting actresses out there".

In 2013, Beecham starred as Caro Allingham in *The Village*.

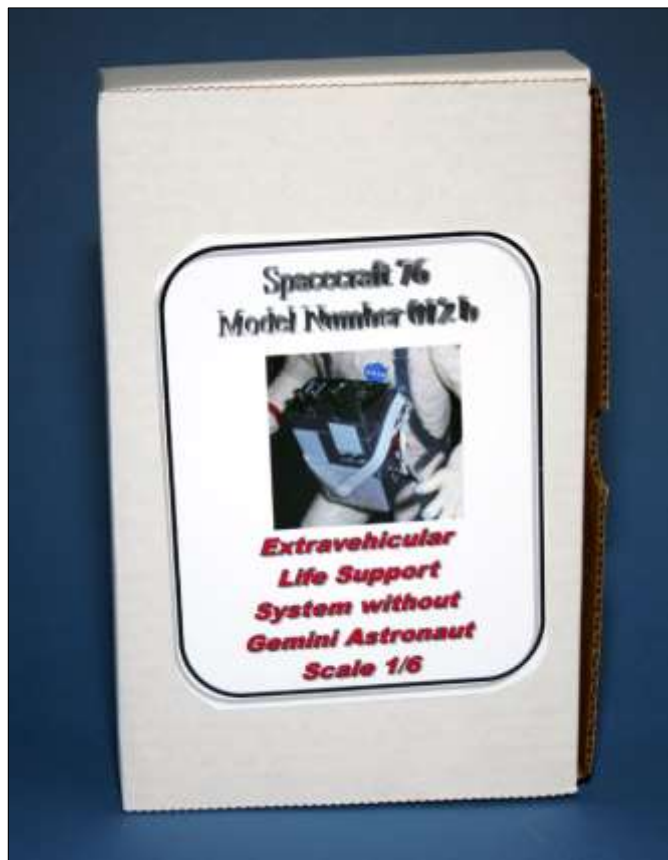




Spacecraft 76 1/6 Gemini ELSS

By Sven Knudson, IPMS 32490

www.ninfinger.org



The kit box has an assembled and painted ELSS in place on the Gemini astronaut figure.

Background

The Gemini space suit is a space suit worn by American astronauts for launch, in-flight activities (including EVAs) and landing. It was designed by NASA based on the X-15 high-altitude pressure suit. All Gemini spacesuits were developed and manufactured by the David Clark Company in Worcester, Massachusetts.

The G3C and G4C suits were the primary spacesuits worn for all but the Gemini 7 mission. The G3C consisted of six layers of nylon (the innermost containing a rubberized nylon "bladder") and Nomex, with a link net retaining layer and an outer layer of white Nomex fabric. It had removable combat-style boots, also made of Nomex fabric, along with a full-pressure helmet (containing a set of earphones and microphones) and gloves detachable by improved locking rings that allowed easy rotation of the wrists.

On Gemini 3, the G3C suit was worn by both Gus Grissom and John W. Young and was the only flight to use this suit.

The G4C suit was identical to the G3C suit, but came in two different styles. Both had additional layers of Mylar insulation for temperature control (250 °F (121 °C) in direct sunlight and -250 °F (-157 °C) in shadow), but the commander's suit retained the removable boots, while the pilot's version had integrated boots and a detachable sun visor which clipped onto the helmet.

The G4C suit was worn by all subsequent Gemini crews from Gemini 4 to Gemini 12 (except for Gemini 7) and it was in this suit that Ed White made the first American spacewalk in 1965. A further modification, the incorporation of additional layers in the legs, as well as an outer layer of Chromel R fabric, was made to the EVA suit worn by Eugene Cernan on Gemini 9A, to



G3C suit



*Suited test subject equipped with Gemini 12 Life Support System and waist tethers for extravehicular activity.
March 10, 1966*

accommodate a planned test of the Air Force Astronaut Maneuvering Unit (AMU).

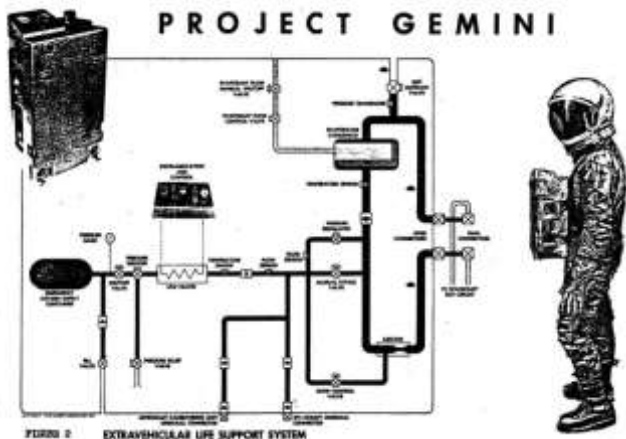
On this version, the Plexiglas helmet faceplate was replaced with one made of higher strength polycarbonate plastic. This version was also worn by Buzz Aldrin on Gemini 12 for a similar AMU test, though this test was canceled two months before the mission.

For the 14-day Gemini 7 mission, both Frank Borman and Jim Lovell wore modified G3C suits, but incorporating several changes:



*Test subject Fred Spross, Crew Systems Division, wears the spacesuit and extravehicular equipment planned for use by Gemini VIII astronaut David R. Scott. The helmet is equipped with a gold-plated visor to shield the astronaut's face from unfiltered sun rays. The system is composed of a life-support pack [ELSS] worn on the chest and a support pack worn on the back.
January 1966*

- Replacement of the pressure helmet and neck ring with a zippered hood incorporating a clear, fixed polycarbonate visor, with the astronauts wearing modified Navy-style aviator crash helmets that incorporated the communication equipment (microphones and earphones).
- Additional zippers for in-flight adjustment, along with provisions for complete removal of the suit.



1984 Revell 4731 1/6 Astronaut with MMU



Test subject Fred Spross, Crew Systems Division, wears the Gemini 9 configured extravehicular spacesuit assembly. The legs are covered with Chromel R, which is a cloth woven from stainless steel fibers, used to protect the astronaut and suit from the hot exhaust thrust of the Astronaut Maneuvering Unit. May 1, 1966

This configuration was designated the G5C suit. During the mission, Lovell was the first person to take his pressure suit off, which was achieved with great difficulty due to his size. Borman later was able to get his suit off, and biomedical data collected during the flight confirmed that astronauts would be more comfortable during Apollo lunar flights in a shirt-sleeve environment, wearing flight suits during "non-critical" phases of the mission. This led to the wearing of such



Here's what comes in the box.



Here's a closer look at the front of the resin ELSS part.

flight suits from Apollo 7 to the present day. The G5C suit somewhat resembles the current Soyuz Sokol pressure suits worn by Russian-launched ISS crews.

The Gemini space suit was chosen by NASA for the initial Apollo Block I Earth orbital concept demonstrator phase of the Apollo program. Since EVA was impractical due to the hatch design of the Block I spacecraft, and with a design competition underway between ILC Dover, Hamilton Standard (later Hamilton Sunstrand), and David Clark for a new Block II lunar EVA suit, NASA decided to use the G3C suit as the base for the Apollo Block I suit, designated A1C.

This version added new electrical and environmental disconnects, and a protective shell over the helmet visor, which reverted to the more economical Plexiglas. Since Apollo would use a launch escape system in place of Gemini's ejection seats, a yellow-colored U-shaped inflatable "Mae West" personal flotation device replaced the pilot parachute and its harness. Only two Apollo Block I flights were initially planned until December 1966, when the second one, to be flown by Wally Schirra, Donn F. Eisele, and Walter Cunningham, was canceled as unnecessary duplication.

Astronauts Grissom, White, and Roger B. Chaffee were wearing A1C suits on January 27, 1967 in a



Here's the left side of the ELSS. The umbilical connections plug into holes on this side.



Here's the back of the ELSS, showing the pre-installed connectors.

preliminary countdown demonstration test for the planned February 21 Apollo 1 launch, when they were killed in a cabin fire, leading to NASA cancelling manned Block I flights and use of the A1C suit. Since the fire had burned through the suits, NASA added a fireproofing requirement to the new suit, which replaced the outer layer with beta cloth. The Block II suit was designated **A7L** and manufactured by ILC Dover. The new suit was first used on Apollo 1's replacement flight, Apollo 7 flown by Schirra, Eisele and Cunningham in October 1968.

The Gemini suit was looked at for the Manned Orbiting Laboratory program (canceled in 1969), and has since been used as the baseline for all high-altitude pressure suits worn by U.S. Air Force pilots. It was also the basis for NASA's Advance Crew Escape System (ACES) pressure suit. On June 11, 2008, the David Clark Company was selected by the Houston, Texas - based Oceaneering International as a subcontractor for the manufacture of the new Constellation Space Suit system, in which its "Operation One" configuration, resembles the current ACES suit, but functions in the same manner as that of the Gemini suit.

The suit family system included both parachute and flotation systems. For EVAs Gemini 4 used the



Here's the right side.



And here's the top of the ELSS.

Ventilation Control Module (VCM), for Gemini 8-12 the Extravehicular Life Support System (ELSS) was used.

The ELSS was also designed to optionally supply autonomous life support though they never made it to EVA, two oxygen supply packs were developed for it, one was the Extravehicular Support Package (ESP)(provide an hour's worth of life support) carried aboard Gemini 8 but not used and the other for the Astronaut Maneuvering Unit (provide an hour's worth of life support) carried on-board Gemini 9 and to fly while tethered but was not used.

The AMU was also meant to be launched and flown on-board Gemini 12, and to fly untethered from the Gemini spacecraft but was scrubbed two months before the mission.

Review

This kit is intended to be used with the astronaut figure from either the Revell Gemini Astronaut or Astronaut with MMU (which we all know is really a Gemini spacesuit with the MMU) kit to represent the ELSS used on the Gemini 9 thru 12 missions. (And we all know it was carried on Gemini 8 but wasn't used.)



Here's a closer look at the pre-assembled umbilical.



1967 Revell H-1837 Gemini Astronaut

The kit contains the chest pack, mounting parts and a pre-assembled umbilical section that plugs into the ELSS.



Astronaut Eugene Cernan in weightlessness training aboard KC-135 wearing ELSS and AMU.



Astronaut Edwin Aldrin in 30-foot vacuum chamber of the McDonnell Aircraft Co., St. Louis, Mo., on Aug. 15, 1966.

The resin part is very light: I believe that it is hollow, since it appears that a piece of styrene was glued on at the bottom. This is a good thing, since it keeps the model from being front-heavy. The part has a crisply molded details and some slight molding flaws. There are no major air-holes in my part. The styrene rod fits into pre-drilled holes in the back of the part to mount it to the astronaut figure in which you'll have to drill the corresponding holes. The velcro is to be cut and added to the front of the chest-pack and to the 2 elastic straps and helps to hold the ELSS to the astronaut, just like in the real thing. The instructions include photos that show where to drill the holes in and attach the straps to the astronaut figure. They also include painting and decal instructions. A large scale three-view drawing shows where to place the included decals. Decals are also included for the astronaut figure. The CD-ROM includes some photos of Gemini spacesuits and a PDF document entitled *Project Gemini Extravehicular Life Support System (ELSS)*. Along with the text reports, tables, charts and schematics, it includes some nice photos of the ELSS, including a nice shot of the top of the unit showing the dials and controls.

Contents: 1 resin part, pre-cut styrene rod
Velcro, 2 elastic straps
pre-assembled umbilical
decals
CD-ROM, instructions

Price: \$ 35.00 plus \$7.25 shipping

Order from: Thomas Castronuova
368 E Nesquehoning St.
Easton, PA 18042
email: tcastronuova@rcn.com

Review By Sven Knudson, IPMS 32490

Hobby Boss 1/35

Soviet T-18

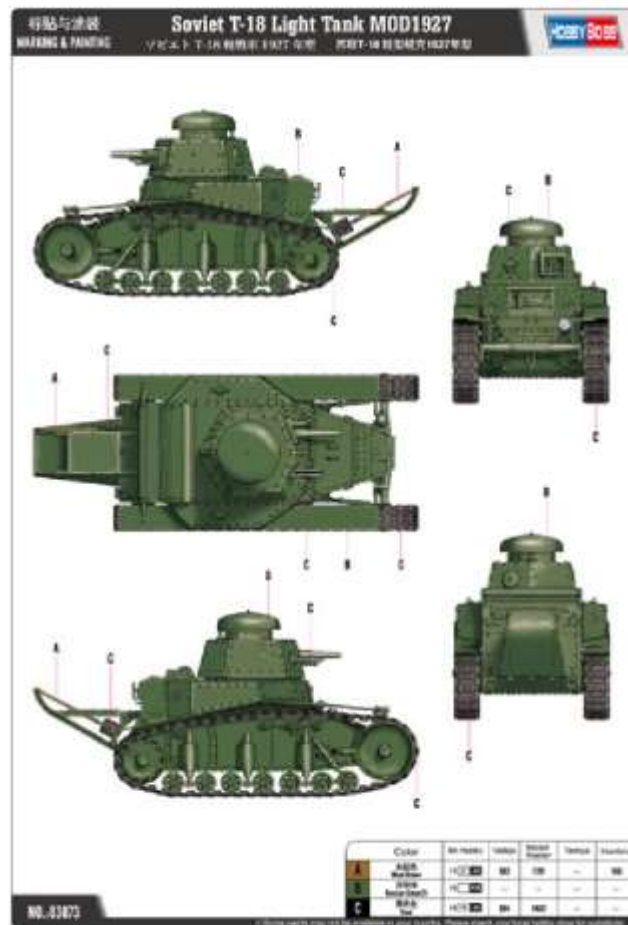
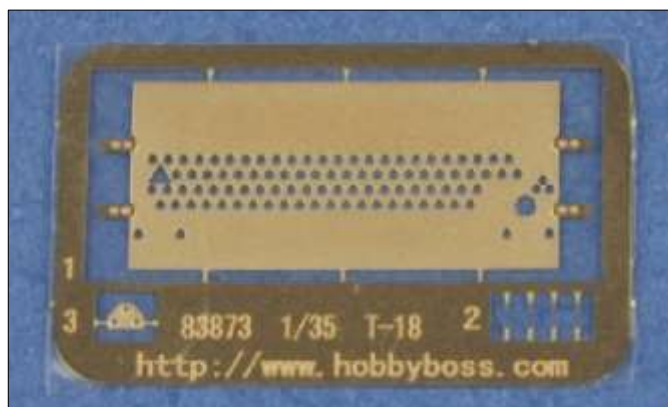
Light Tank Model 1927

By Cookie Sewell



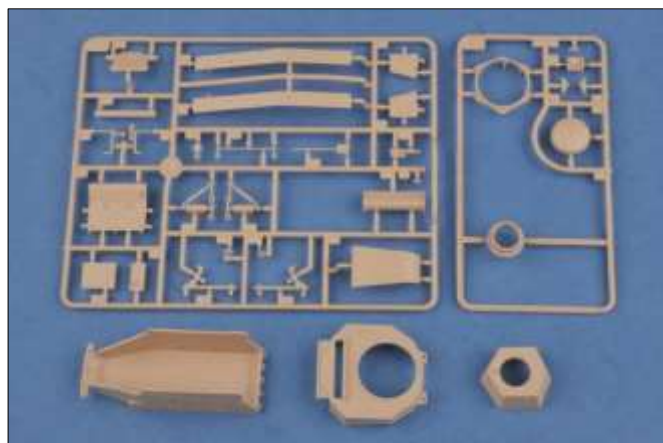
Box Top

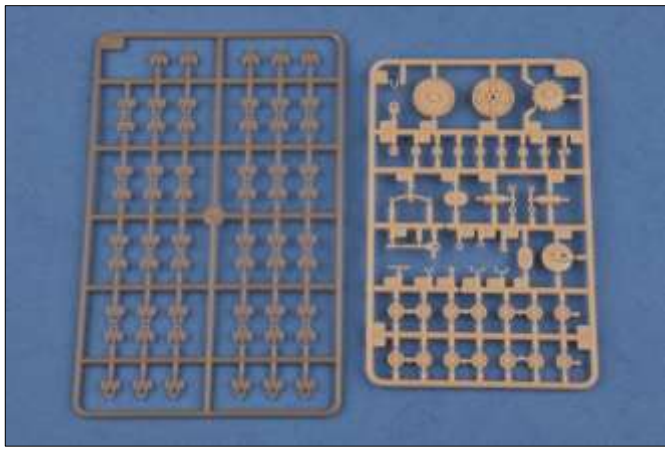
- Kit Number:** 83873
- Media:** 254 parts (126 in tan styrene, 118 in brown styrene, 10 etched brass)
- Advantages:** Clean, crisp accurate kit of this seminal Soviet tank
- Disadvantages:** Only builds as first production lot and not series production lot
- Recommendation:** Highly Recommended for all inter-war and early Soviet tank fans
- Price:** US \$ 42.99



Occasionally I am in the right place at the right time, and in 1999 the late Bob Lessels sent me a new Russian book for translation. The book, "Pervye Sovetskiye Tanki" by Mikhail Svirin and Andrey Beskurnikov, covered the first Soviet tank designs from the 1920s to early 1930s. One of the tanks covered was the MS-1, better known by its designator as the T-18.

The Soviets began their tank industry in 1920 with some 23 copies of the Renault FT light tank as the so-called "Russkiy Reno". But it was not what they wanted, and after purchasing some Fiat 3000 tanks (basically improved FT tanks) they decided in 1926 to strike out on their own.





Spure T on the left (x2); Sprue D on the right (x2)

The first prototype from the “Bol’shevik” factory, the T-16, was not up to what they wanted and an improved version, the T-18 was accepted for service as the T-18 Model 1927 or its functional designation of “Maliy Soprovozheniy Tank (Small Escort Tank) 1” - MS-1.

The tank had a Hotchkiss 37mm infantry gun and a 6.5mm twin-barrel Fedorov-Ivanov machine gun, but as it was a two-man tank the commander could either use the cannon or the machine guns but not both. A 3-speed transmission and 35 HP engine gave it a top speed of just under 15 kph, but since it was an infantry escort tank not a major problem.

But it had poor mobility and very little traction on slick or hard ground, and also the turret was far too cramped for even one man. Therefore in 1928 work was begun on an improved version with a 4-speed transmission, 40 HP and a much larger turret with a bustle (“nishe” to the Russians).

121 T-18 Model 1927 tanks were built before it was replaced by the improved Model 1930 of which 838 were made. Its only major combat service was in the East China Railroad conflict of 1929.

Over 20 years ago AER of Russia released a kit of the T-18 Model 1927; they were the first to do so in any scale and medium, but in two words it was plain awful.



No Model 1927 T-18 (MS-1) tanks survived as originally built. Here is a pre-series T-16 in 1929 without mounted guns. Note there are only six road wheels instead of the seven on the kit version.



Recent scratch-built replica built for re-enactments
<http://fishki.net/1753264-instrukcija-kak-sobrat-tank-svoimi-rukami.html>

Any attempt to build it saw at least half of the model scratchbuilt and no matter what it was still lousy at the end.

Now HobbyBoss has release this kit, and molds in the kit indicate that they will follow up with the Model 1930 as well. As noted it builds up as the original production version of the tank, but shortly after they went into service the Fedorov-Ivanov twin-barrel gun was deemed unsuitable and it was quickly replaced with a ball mount for a standard 7.62mm DT machine gun. Alas, the kit only provides the twin-barrel gun and not the service gun.

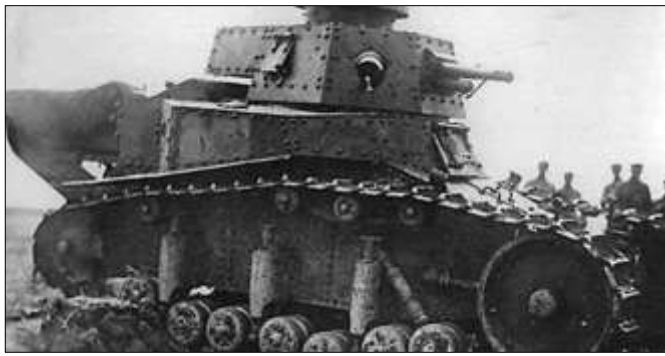
The rest of the model is excellent. Happily HobbyBoss appears to have based its model on accurate plans of the tank such as those in the Svirin book and NOT the “restored” examples in museums. The best one of the lot is at Kubinka but needs major improvements and corrections.

The vehicle is correct in having the original short hull of the 3-speed version as well as the original design of drivers and smoothplate tracks. (The Model 1930 introduced new drivers and tracks with built-in grouzers for better traction, which were eventually



T-18 at the Central Museum of Armed Forces in Moscow.

© Michel Boer



refitted to a number of Model 1927 tanks).

Construction is straightforward with the bogies and return rollers. These are nicely detailed (the AER ones were at least round) with the three-wheel bogie and shock absorber a single assembly. As this was their first design some things seem odd, such as the horn and headlight (A19 and A9) seemingly hanging out in the breeze under the front fender supports. HobbyBoss has done a nice job but most modelers will want to put a lens in the headlight which is solid.

The upper hull consists of a number of parts around the central casemate/turret base but does have an etched brass cover for the rear of the hull with venting for the radiator air and engine exhaust. A three-piece tail is also provided.

The track runs require 51 links per side but the links are pretty straightforward and should not be a major problem other than wrapping them around the drivers. Like the originals, they rely on the road wheels and rollers to keep them in alignment (!) and are not positively engaged. The track guides fit between the teeth of the driver.

The turret will permit the stubby gun (slide molded with an open bore) to elevate if the modeler desires, but as noted only the twin-barrel gun is offered. Only one finishing option is offered, either 3B or 4BO green (colors are close and only the paint mixture



Note the soldier standing on the left...



would appear to be the difference). No decals were included as markings were not generally applied until the mid 1930s. However, three early production tanks were named with white Cyrillic names on the sides of the rear of the hull: METALLIST (metal worker), RABKRINOVETS (ceramic worker) and TEKSTIL'SHCHIK (textile worker). The actual prototype was painted a khaki brown at the last minute before presentation in Moscow (it was supposed to be in natural metal, so anyone wanting a different finish could try this!!!)

Overall this is a great upgrade to the selection of early Soviet armor kits and relegates the poor AER one to raffle "booby prize" fate.

Sprue Layout

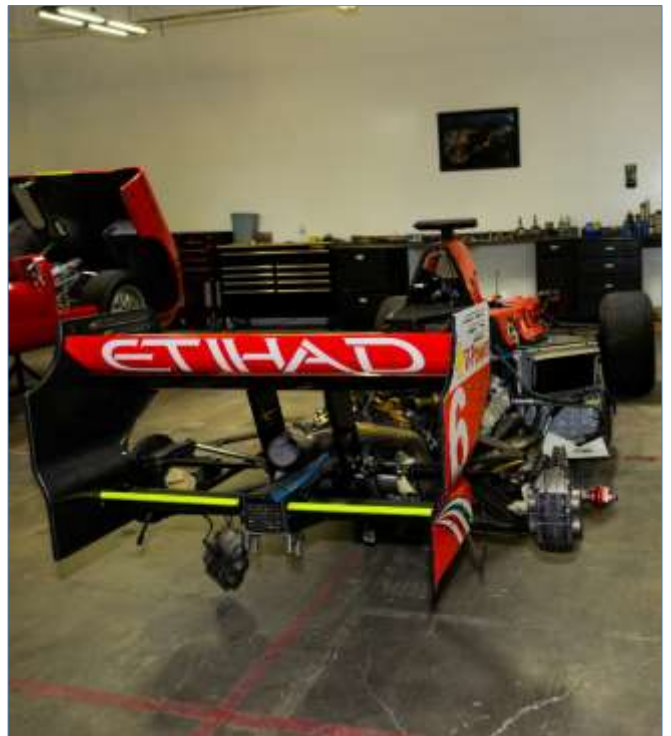
- A 105x2 Wheels, suspension, suspension details
- B 8 Glacis, left skirt assembly, reshetka panel
- C 10 Glacis, right skirt assembly, hull panels
- D 96 Upper hull details, "Afganit" launcher tubes, turret details
- E 67 Turret, missiles, gun
- F 15 Turret details
- GP 21 Clear styrene
- PE 67 Etched brass
- T 96x8 Tracklinks, rubber "asphalt" pads
- – 1 Twisted copper wire
- – 1 Lower hull
- – 1 Upper hull

Cookie Sewell





Flying Low with François





Radius Reunion 09/16/16

© Frank Landrus

Art for Art's Sake



"Front Runners" A pair of Beech AT-10 "Wichita" multi-engine trainers over the Midwest in mid-1943
24" x 36" oil on canvas, 1993, © Gerald Asher

Tail Shot



ERCO 415C Ercoupe, NX86951, on twin Edo floats, probably based in Manhattan
Photo © Jay Miller Collection, IPMS #45, Proud IPMS-NCT member since 1964

IPMS North Central Texas

President:	Randy Spurr		rls4440@yahoo.com	IPMS USA # 7854
Vice President	Adam Coleman	(956) 330-6525	Ca920@sbcglobal.net	IPMS USA # 41325
Contest Director	Lynn Rowley		ldr.rocket@gmail.com	IPMS USA # 31765
Treasurer:	Trevin Baker	(214) 797-9766		IPMS USA # 33247
Secretary	Robert Fawcett	(817) 358-9031	rtexfawcett@gmail.com	IPMS USA #
IPMS USA Judging Liaison	Ed Grune	(817) 473-8492	efgrune@att.net	IPMS USA #
Facebook Director	Richard Hanna		rwhanna@swbell.net	IPMS USA #
Hannibal Lecter:	James Sharp		boxstock@tx.rr.com	IPMS USA # 39333

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

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

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

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

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.

