

The FlakSheet

February / March 2018
All the News We Make Up to Fit



*By Modelers
- For Modelers®*



*North American P-51D-25-NA 44-73264
CAF Wings Over Dallas Airshow
October 7, 2017*

© Frank Landrus



The Prez Sez!



Steve Eggers' 1/43 Millennium Falcon WIP

Hello again and welcome to March. Once again it is time for meeting which will once again be at the HERITAGE PARK facility at 217 Main St. in Irving, Texas. This month's program will be Photos of Telford England. We will also have an update from San Antonio and on the progress of NCT ScaleFest.

Now for some new we have received a request for trophy sponsorship from the National Convention. I think we should do this in the memory of Doc Webber. I will give the information to Trevin once we decide on the Category.

Along these lines we have been invited to do a Make & Take with the Ft. worth Aviation Museum on April 28th at their facility at the Meacham Airport in Ft. Worth., Frank Landrus has the details for this.

In October w will be needing volunteers for two different Make & Takes. The first being the Commemorative Air Force at the Executive Airport (Redbird) in Dallas. The other being the Alliance air



Brad Belsheim's A-9 WIP

show at the Alliance airport in Ft. Worth. These events are very well attended by the public and are a great way for us to do community outreach.

Now for the next two meeting agendas in April once again at the Heritage Park location we will do some Scalefest prep work. In May we will be at the Senter East Facility and the program is the fund raiser. We had to move this to this date due to the size of our current facility. So until Sunday March 11th at the Heritage Park facility let us say so long remember to SPRING FORWARD 1 HOUR on Saturday night. As always HAPPY MODELING.

Randy

President I.P.M.S/NCT IPMS # 7854

Proud IPMS NCT Member since the Dawn of Time.



*Don Capone's Sanger Engineering 1/48 NB-52A WIP
Will be Ball 8 when finished, carrying the X-15*





En Garde!

ON GUARD FOR AMERICA'S AIR DEFENSE

THE F-102 IS A RAPIER IN THE HAND OF THE U.S. AIRMAN.

At its controls, he flashes through the skies at supersonic speeds, day or night in any weather. With it, he can seek out the invader . . . strike and destroy him.

Built for the U.S. Air Force, Convair's F-102 interceptor is delta-winged and jet-powered, designed for the men who are *on guard for America's air defense*.

Advanced aircraft like the F-102 are the result of engineering that aims at the maximum . . . the Nth degree of air power . . .

Engineering to the Nth power

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION



Wear the wings of the U.S. Air Force. If you are 19 to 26, you may qualify for cadet training. Write to: Aviation Cadet, Headquarters United States Air Force, Washington 25, D.C.

Cover Photo



*North American P-51D-25-NA sn 44-73264
c/n 122-39723 N5428V "Gunfighter"
<http://www.p51gunfighter.com/>
2017 © Frank Landrus*

The Great Plains Wing of the Commemorative Air Force (CAF) is the owner and operator of this North American P-51D Mustang "Gunfighter", which is on display at the museum in Council Bluffs, Iowa, and is available for airshows, flybys, film and warbird rides. "Gunfighter" is probably one of the most recognizable Mustangs in the world and is also a member of the extremely popular United States Air Force Heritage Flight program.

The P-51 was designed by The North American Aviation Company in 1940, from specifications provided by the British Government. The first P-51 models (the A-36, the P-51 and the P-51A) were powered by Allison engines. The subsequent models; the B, C, D, H, and K, were powered by Rolls-Royce Merlin engines, or variants of that engine. The Packard Motor Car Company was licensed to build the Merlin engine in the United States to provide sufficient numbers of the engine as production of the P-51 increased.



*North American P-51D-25-NA sn 44-73264
2017 © Frank Landrus*



*North American P-51D-25-NA sn 44-73264
c/n 122-39723 N5428V "Gunfighter"
2017 © Frank Landrus*

A combined total of over 15,000 Mustangs were produced, including all models. The Mustang was produced by North American in Inglewood, California and in Dallas, Texas.

The Mustang's maximum speed is 505 mph, with a cruising speed of 437 mph (at 25,000 feet). The average fuel consumption is 60 gallons per hour at economy cruise. During WWII combat conditions, pilots confirmed indicated speeds of 600 mph in a vertical dive in pursuit of enemy aircraft and both the pilot and aircraft survived to fly and fight in future air battles.

The P-51 originally cost the U.S. Government \$51,000. As late as 1959, they were sold at surplus auction for an average sales price of \$1,490. Today these aircraft are valued in excess of \$1,000,000, depending on aircraft condition.

This particular aircraft is a "D" model, serial number 44-73264, which was the most produced P-51 model during the War with over 8,000 built. Today, about 140 Mustangs exist, world-wide, in Museums, flying or under restoration. No country in the world any longer flies the Mustang as part of their inventory.



*North American P-51D-25-NA sn 44-73264
c/n 122-39723 N5428V "Gunfighter"
2017 © Frank Landrus*



*North American P-51D-25-NA sn 44-73264
Painted in 343rd FS, 55th FG, 8th AF markings
2017 © Frank Landrus*

The Dominican Republic was the last country to do so and sold these aircraft on the civilian market in 1985.

44-73264 was built in the North American plant in Inglewood, California and accepted into the USAAF in March, 1945. That same month, it was trans-shipped to England, where it was assigned to the famous 'Mighty Eighth' Air Force. In July of the same year, after the War had ended in Europe, it was returned to the U.S. and assigned to Olmstead Field in Pennsylvania, where it remained until 1947. For the next nine years the aircraft served with four different state Air National Guard units in Wyoming, New Mexico, Illinois and finally the Kentucky ANG, where in 1956, it was declared surplus and sold on the civilian market.

The Wyoming Air National Guard unit, based in Cheyenne, was activated on April 1, 1951. Serving in the Korean War, 18 WANG pilots flew 1,500 combat missions. Mustang pilots began transitioning to Lockheed F-80C Shooting Stars in 1953 along with the Lockheed T-33. The Wyoming Air National Guard became the 187th Fighter Interceptor Squadron in 1956.

What would become the New Mexico Air National Guard was created on July 7, 1947 as the 188th Fighter Bomber Squadron and was composed of Douglas A-26



*North American P-51D-25-NA sn 44-73264
2017 © Frank Landrus*

Invaders, 25 F-51D Mustangs, and three North American T-6 Texan trainers. The New Mexico ANG was born September 18, 1947 when the USAF and ANG were created from the US Army Air Corps. Pilots from the New Mexico ANG also served in the Korean War, supplying 54 officers and 400 airmen. The transition to the Lockheed F-80C began in 1953.

What is now the 169th Airlift Squadron (AS) originated during World War II as the 304th Fighter Squadron (FS), which was activated on July 23, 1942. The 304th FS was assigned to the 337th Fighter Group (FG) at the Pinellas (FL) County Airport, and served as an operational training unit equipped with the P-39 Airacobra and the P-40 Warhawk. The 304th FS was disbanded on May 1, 1944. On May 24, 1946, it was reconstituted, redesignated the 169th FS, and allocated to the Air National Guard.

Led by Lt Col Ralph Pickering, the 169th FS held its first drill in December of 1946, and it received federal recognition on June 21, 1947. By the end of the first year, the unit consisted of 40 officers and 215 airmen. The original base consisted of a shale runway and a single hangar for eight F-51 Mustang fighters, four AT-6 trainers, and a B-26 tow target plane. The first annual training was held at Chicago Municipal Airport (now



*North American P-51D-25-NA sn 44-73264
2017 © Frank Landrus*



*North American P-51D-25-NA sn 44-73264
2017 © Frank Landrus*



*North American P-51D-25-NA sn 44-73264
2017 © Frank Landrus*

known as Midway), with flying done at Douglas Field (now known as O'Hare). In 1952, the 169th FS was re-designated the 169th Fighter Interceptor Squadron (FIS) and then the 169th Fighter Bomber Squadron.

The Kentucky Air National Guard origins date to 9



*North American P-51Ds
Pre-1947 USAAC – USAF split - Note the Wyoming
state emblem in place of the national insignia*



*North American P-51D 44-63746
Pre-1947 USAAC – USAF split - Note the New Mexico
state emblem in place of the national insignia*

June 1947 with the establishment of the 123d Fighter Group (FG) and it is oldest unit of the Kentucky Air National Guard. It was federally recognized and activated at Standiford Field, near Louisville. Its 165th Fighter Squadron, the flying component of the 123d, was equipped with P-51D Mustangs. Its mission was the air defense of the state. 18 September 1947, however, is considered the Kentucky Air National Guard's official birth concurrent with the establishment of the United States Air Force as a separate branch of the United States military under the National Security Act of 1947.

With the surprise invasion of South Korea on 25 June 1950, and the regular military's complete lack of readiness, the ANG was mobilized into federal active duty. The 165th Fighter Squadron was federalized and ordered to active duty on 10 October 1950. The squadron was moved to Godman Air Force Base at Fort Knox along with the 123d Fighter Group. At Godman, the squadron was joined by the North Carolina ANG 156th Fighter Squadron and the West Virginia ANG 167th Fighter Squadron. All three squadrons were equipped with P-51Ds.

44-73264 is restored in the colors of the 343rd Fighter Squadron, 55th Fighter Group, 66th Fighter Wing, 8th Air Force, USAAF, using the nose art "Gunfighter", providing the name by which the aircraft is widely known. The 55th Fighter Group was the first American Air Force unit to become operational in the Lockheed P-38 Lightning prior to transitioning into the P-51.



*North American P-51D 44-73428
Illinois ANG; Post-1947 USAAC – USAF split - Note the
national insignia*



*North American P-51D, 1656th FIS formation
Kentucky ANG*

On March 3, 1944, the 55th Fighter Group was the first USAAF combat unit to fly over Berlin and was one of the units to provide top cover over the Invasion Beaches at Normandy on "D-Day", June 6th, 1944.



*North American P-51D 44-13602 CY-N "Oh Murder"
343rd FS, 55th FG, 8th AF*

"Gunfighter" appears to be a tribute to the 343rd FS as there is no reference to the code CY-U being assigned according to the 343rd Fighter Squadron page <http://www.station131.co.uk/55th/343rd%20FS%20Planes.htm> Of course this doesn't mean that CY-U was never assigned in the 343rd FS, its just not listed.



*North American P-51D 44-14985 CY-G "The Millie G"
343rd FS, 55th FG, 8th AF
Maj Edward B Giller, 343rd FS C.O.*



*North American P-51D 44-13350 CY-D "Miss Velma"
343rd FS, 55th FG, 8th AF*

All armor plate and armament have been removed from Gunfighter and the average gross weight is approximately 7,500 lbs. The current maximum fuel capacity is 184 gallons. The engine is a twelve cylinder in a 'V' configuration, rated at 1,490 HP and has a displacement of 1650 cubic inches. It is equipped with a supercharger which allows for a service ceiling of 41,000 feet.

The primary pilot of "Gunfighter", Reg Urschler, served 32 years on active service with the United States Air Force, logging in excess of 15,000 flying hours. He retired as a Brigadier General and now resides in Bellevue, Nebraska, and is responsible for maintaining "Gunfighter" in flying condition, aided by a crew of dedicated volunteers. Captain Larry Lumpkin, of Elkhorn, NE, also flies "Gunfighter".



*North American P-51D-25-NA sn 44-73264
© T J Johansen, January 1, 1968*



Immediately prior to its trip to El Salvador, circa early 70's.



*North American P-51D-25-NA sn 44-73264
Before the Accident
June 1, 1980*

A son of Austrian immigrants recalls his father's admonition about the good fortune to be born in America. "You were given your freedom as a gift," his father told him. "You didn't have to work for it. Don't ever forget that." Retired Brig. Gen. Reg Urschler never forgot it. A decorated former Cold War and Vietnam War command pilot with more than 1,500 hours in combat. His tours of duty included Japan, Turkey, Greenland and England.

Growing up in "an immigrant community" in Pittsburgh during World War II, young Urschler would run outside and look skyward every time he heard an airplane. Following graduation from high school he enlisted in the U.S. Air Force and completed basic training at Sampson Air Force Base, N.Y. His initial duty assignment was at Reese Air Force Base, Texas. In April 1954 General Urschler entered pilot training as an aviation cadet, completing primary training at Hondo Air Base, Texas, and basic training at Vance Air Force Base, Okla. He was commissioned a second lieutenant and received his pilot wings in August 1955.



*North American P-51D-25-NA sn 44-73264
c/n 122-39723 N5428V "Gunfighter II"
01/30/12 by Michael Bloodworth*



*North American P-51D-25-NA sn 44-73264
2017 © Frank Landrus*

During the Cold War, he flew reconnaissance missions over the Soviet Union, China and North Korea. He quips that he often had "fighter escorts" during those missions. The only problem was that the "escorts" had the Soviet Red Star or other foreign insignia.

Urschler's military honors include the Distinguished Service Medal, the Legion of Merit, the Distinguished Flying Cross and the Bronze Star.

He and crewmates once helped detect the testing of previously unknown Soviet intercontinental ballistic missiles that were launched without an actual nuclear warhead.

In 1978 at Offutt, he became commander of the 55th Strategic Reconnaissance Wing. He retired from the Air Force in 1985. He underwent five-bypass heart surgery in 2001, and returned to flying his P-51 for several years.

A proud veteran of the old Strategic Air Command, he recalls the stirring stand-down ceremony at Offutt Air Force Base in 1991, after the breakup of the Soviet Union, when SAC was retired. "I stood in that hangar," he said, "and had tears rolling down my cheeks."

In retirement, Urschler flew 3,000-plus hours at air shows in his P-51 Mustang, named Gunfighter.



*North American P-51D-25-NA sn 44-73264
2017 © Frank Landrus*



Retired Brigadier General Regis F.A. Urschler

"I've been very lucky," Urschler said. "I've worked with wonderful people who made me look good."

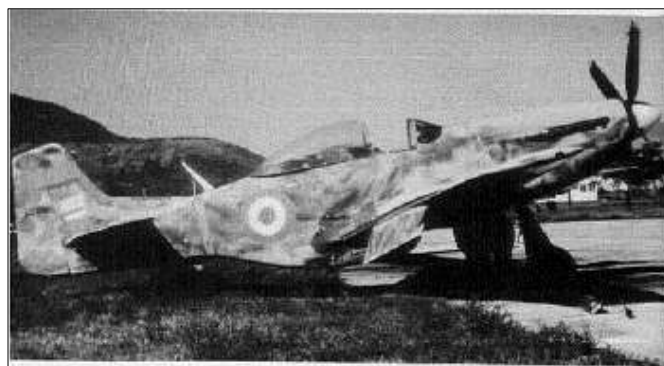
44-73264 Timeline

- Delivered to U.S. Army Air Force as 44-73264 on March 1945.
- Allocated to the 343rd FS, 55th FG, 8th AF
- Returned to the USA in July, 1945
- Transferred to the 4108th Base Unit, Newark, NJ, in September 1945
- Transferred to the 4412nd Base Unit, Olmstead Field PA in December 1946.



*North American P-51D-25-NA sn 44-73264
2017 © Frank Landrus*

- Assigned to the 187th FS Wyoming ANG, Cheyenne, WY, March 1947
- Assigned to the 50th FBW TAC, Clovis AFB NM in January 1952
- Returned to the 187th FBS Wyoming ANG, Cheyenne, WY, January 1952
- Assigned to the 169th FBS IL ANG in September 1953
- Assigned to the 165th FBS Kentucky ANG, Sandiford Field in February 1955
- Sent to the Sacramento AMA and recommended for reclamation in October 1956
- Dropped from the USAF inventory in September 1957
- Registered as N5428V by Mathew P. Kilber of Luray, VA, in 1963.
- Owned by Charles B. Schalebaum of Ridgewood, NJ, from 1963-1964.
- Bought by John M. Sliker of Wadley, GA, in 1966.
- Bought by William Ross Enterprises Inc. of Chicago, IL, in 1969.
- Joined the Confederate Air Force in Harlingen, TX, in 1970.
- Owned by George F. Williams of Hobbs, NM, in 1972.
- Reported illegally flown to El Salvador, 1973.
- Used in Soccer war by El Salvador flying against Honduras.
- Bought by Regis Urschler (CAF/ Commemorative Air Force) in Omaha, NE, on November 3, 1977
- Badly damaged during a ground loop on landing, Council Bluffs, NE, June 17, 1981.
- Repaired using parts from 44-73273/N200DD.
- Currently flown as Gunfighter CY-U and based in Omaha, NE with the Great Plains Wing



*Cavalier Mustang II (ex P-51D-25-NA, 44-73273)
Originally registered as YS-210P, 44-73273 was converted
by Cavalier and delivered to El Salvador
She served in under the code of FAS 402 but ended up
being FA Salvordorena's first loss when she crashed on
crashed during a take-off run at Ilopango airport in the
final stages of the Soccer War
44-73273 was recovered by Donald R Anderson of Saugus,
CA in 1978 and registered as N200DD.
She ended up donating parts to repair 44-73264 in 1981*



<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!

February 11, 2018 1:00 pm

Show N Tell

Irving Heritage Park

March 11, 2018 1:00 pm

Brad Hoskin – Telford Show & Nearby Museums

Irving Heritage Park

April 8, 2018 1:00 pm

ScaleFest Preparation

Irving Heritage Park

May 13, 2018 1:00 pm

Auction

Senter East Building

June 10, 2018 1:00 pm

TBD

Irving Heritage Park

July 8, 2018 1:00 pm

Pitch-In

Joint Meeting with MCMA

Hamburgers / Hot Dogs

Irving Heritage Park

August 12, 2018 1:00 pm

TBD

Irving Heritage Park

September 9, 2018 1:00 pm

TBD

Irving Heritage Park

October 14, 2018 1:00 pm

Auction

Senter East Building

November 11, 2018 1:00 pm

TBD

Irving Heritage Park

December 12, 2017

Annual Christmas Party

Impending Volunteer's Humble Abode

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





*Mountain Man Mike!
Sandia Peak, New Mexico*

I hope all of you had a great holiday season with your families. 2018 is already looking to be a busy year for me. I have been sorting through the thousands of Cobra Company parts and separating them in preparation for remaking the mold sets. I know there are many anxious to have these available once again.



Sorting Cobra Company parts



The Dangers of AA



*SR-71 Chevy Starter Cart
My first fully printed kit will be coming soon too.
Chevy and Buick 1/48 SR-71 starter carts*

Slowly getting more Cobra Co. sets back in the catalog as new molds get made:

In 1/48:

LSMCC 48006 AH-1W Whiskey Cobra cockpit set is \$24.00

The following 1/35 scale kits are listed under the Cobra Company sets on my website:

LSMCC 35014 MI-24 Hind exterior set \$28
LSMCC 35015 MI 24 Hind interior set \$50
LSMCC 35016 UH-60 open exhaust set \$13
LSMCC 35027 UH-1 Heat suppression kit \$20
LSMCC 35031 EGMS .50 cal MG \$28

Additional releases include:

LSM 720662 P-3 tire set \$10
LSM 480661 Curtiss P-1D conversion \$30
LSM 480663 XF5F Skyrocket interior set \$18

For any of you waiting on orders: I was ill much of January which put me even further behind on filling orders than usual. Also, as I add more LSM and Cobra products, this will not improve. Thank you for being so understanding and patient.

Lone Star Models is on Facebook!

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

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

Lone Star Models
13511 Greywood Drive
Sugar Land, Texas 77498



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

1/48 North American O-47 Owl

Those of you that took a chance on me should be receiving your long awaited O-47 kits. I am not posting this kit on my site for sale until I have all of these very patient gentlemen taken care of first.



1/48 Beech 18 Floatplane Conversion

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

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

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

1/48 Curtiss P-1 Conversion



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

This is a new 1/48 conversion which includes a new fuselage and undercarriage with cockpit interior and decals. You will need the Lindberg 1/48 P-6E kit for the struts and flying surfaces. It is now available and listed in the 1/48 scale conversions on my web site.





Transmuting

Fe to

Au

By Patricio Villarreal Meng 1/72 F-102A



*Meng 1/72 DS-005 F-102A (Case XX) Box Top
MSRP \$28.99*

My latest effort to reduce the stash is the Meng 1/72nd scale F-102A Delta Dagger (Case XX). The markings are in Oregon ANG from Draw Decal.

For this build I decided to install the canopy, airbrake and bomb bay in the closed position. Aftermarket item is a Quickboost nose radome. Scratch built items are the intake covers, tape seatbelts, and nose probe.

The kit's nose probe is very 'wimpy' due to the thinness of the scale so I knew it was a matter of time before it would be snapped-off (based on personal experience). Therefore I decided to try my hand at making it out of the straight part of a paper clip. Using my variable speed hand drill I chunked-in the paper clip and with the aid of some files I began to slowly rotate and grind away the metal. After 30 minutes I had a decent taper in the metal that closely resembled the kit's plastic probe.



I was surprised I was able to accomplish this. Using 2-part epoxy to install the probe it is now very durable to minor bumps it may encounter when being moved.

The overall gray color is from Model Master Aircraft Gray (FS16473). Various Alclad shades used for the metallic areas. Landing gear wheel wells is MM Interior Green with a glazing coat mixture of Future/Vallejo Black/Water. The nose radome was base coated with a Black Sharpie marker and then painted with MM Flat Black. Once cured I covered it with some thinned Future to give it a slight sheen to differentiate it from the flat black antiglare panels around the canopy.

Then yellow pressure seal line on the canopy is Tamiya tape. I cut the tape with a new Exacto blade to less than 1 mm (or as thin as I could stand it). After placing one end of the tape on I used the eye opening of





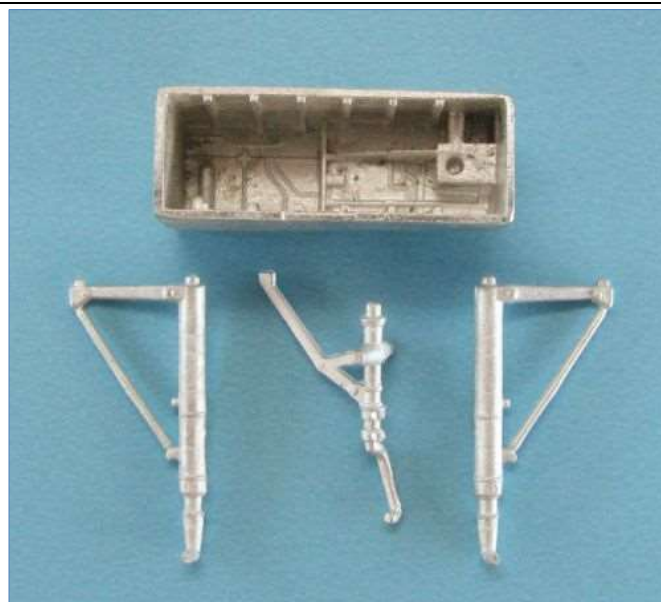
a sewing needle (since it was smooth), installed in a pin vise, and then 'massaged' the rest to follow the canopy framing. Last, I brushed on Future over the tape to secure it into place since the tape's 'memory' will want to move it back to straight over time.



Some weak points on the kit (besides the nose probe) includes landing gear. Very flexible due to scale size and an easy break point. Next time I will buy SAC metal gear to replace them. Another surprise was the decals especially since they are Cartograf.



Quickboost 72-412 Nose Correction



SAC 72056 Nose Gear Bay and Landing Gear

The clear film is thick and did not react to Micro Sol and they silvered on the first few that I placed. To help with decal adhesion & conformity I used a 50/50 mixture of Future & Micro Sol. After the decal came off the sheet from the water soak, I ran the decal thru this mixture and then placed it promptly to the model. This seemed to work much better since the Future portion will "pull" the clear film in to the surface



Master 72026 Turned Brass Pitot Tube



Wolfpack 72078 Ejection Seat Set

as the Micro Sol helps to conform it and it did not silver.

There is no weathering on this plane since the ANG's kept it pretty clean state side. Also, working with RC-135 SIGNET/ELINT planes with the same gray color the panel lines are very difficult to see unless it is a doubler skin lap.



Quickboost 72-415 Antennas and Details



Draw Decals 72-F-102A Western ANG F-102s



So the panel lines were left alone and not darkened.

Overall a good build but with lessons learned about the quality of the kit. There is some good engineering from the Meng creators on assembly but some short comings in landing gear and nose probe. Also, there are some fit issues in the canopy and the wing root area. Not an easy kit but not impossible. Some skill is needed for completion but that's with any model.

Enjoy the pictures and “Build On!”

Cheers! – Pat V.

Pat Villarreal, IPMS 467836
Proud IPMS NCT member since 2007



*Meng 1/72 F-102A (Case XX)
123rd Fighter Interceptor Squadron
Oregon Air National Guard*

EVENT COUPON

\$2 OFF
ADULT
ADMISSION

SCALEFEST 2018

BETWEEN THE WARS



WWI - 1919 - 1939 - WWII

Saturday, June 2, 2018

9 AM - 5 PM

Grapevine Convention Center

This coupon is good for \$2 OFF
the admission price for all adults in your party.
Valid only June 2, 2018

SCHEDULE OF EVENTS

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

ADMISSION

Adults: \$9.00*

Juniors: \$1.00 (ages 6-17)

*See reverse for discount coupon

MODEL REGISTRATION FEES

Adults: 1-5 models, \$3.00 per model
Ea. Add'l. \$2.00 per model
Juniors: \$1.00 per model

CONTACT INFO

Scalefest 2018

c/o MAL Hobby Shop

108 S Lee St

Irving, TX 75060

Web: ipmsnct.net

Facebook: facebook.com/ipmsnct

Email: Scalefest@gmail.com



BIRTHPLACE OF IPMS/USA

SCALEFEST 2018

BETWEEN THE WARS



WWI - 1919 - 1939 - WWII

Saturday, June 2, 2018

9 AM - 5 PM

Grapevine Convention Center

1209 South Main Street

Grapevine, TX 76061



IPMS METRO OKLAHOMA CITY

In association with SOONER AMPS

Presents

SOONERCON 2018

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

Council Road Baptist Church

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

Themes:

THE PHABULOS 50'S 1950-1959

Any subject from the 1950's from 1950 to 1959

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

Any subject from World War I from 1914 to 1918

ALL MODELERS ARE WELCOME

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

Entry Fee is \$15 for unlimited entries

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

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

General Admission is FREE

Donations are welcome

For more details on SoonerCon 2018 see:

www.ipmsmetrookc.com

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

VENDOR TABLES AVAILABLE

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



happy

NEW YEAR

Wishing you all the best for 2018!

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

Date: June 21 - 23

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

Theme: 100th Anniversary of World War I

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

We hope to see you there?

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

Babe Of The Month

Ingrid Bolsø Berdal

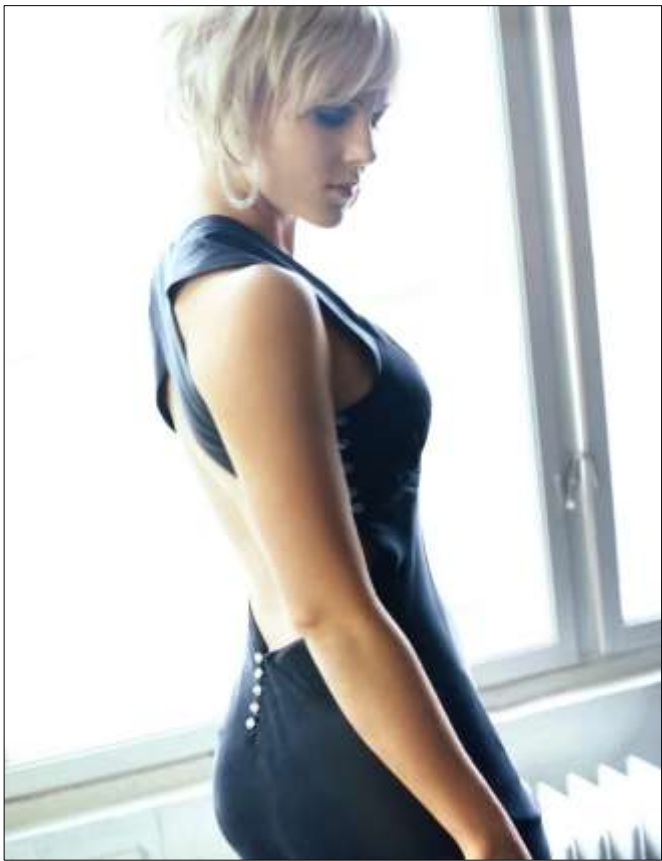


Ingrid Bolsø Berdal, born 2 March 1980, is a Norwegian actress. She started her career with the 2005 short film *Limbo*. Her first leading role was in the Norwegian slasher film *Cold Prey*, released in October 2006. She has since appeared in fourteen films, including *Chernobyl Diaries*, *Hansel & Gretel: Witch Hunters*, and *Hercules*. In 2016, she played the role of Armistice in the HBO series *Westworld*.



Ingrid Bolsø Berdal was born in Utøy, Inderøy. She started studying music and singing in high school; after graduating, she continued her music education at the University of Trondheim (NTNU), studying jazz singing and improvisation for two years. She moved to Oslo and was accepted at Oslo National Academy of the Arts (KHiO), where she studied acting for three years. In her second year there, she played Sofia in *Platonov* and the title character in *Antigone*. In her final year, she played The Girl in *The Name* and the title character in *Hedda Gabler*.





Since graduating, Berdal has been employed at The Norwegian Theatre in Oslo. After her first year at the theatre, she was awarded the Hedda Award (the Norwegian Theatre Award) for Best Debut of the Year. During her years at the theatre, she has played both classical and contemporary plays, such as Sasha in *Ivanov*, Shura in *Black Milk*, and the title character in *Yvonne, Princess of Burgundy*.

Berdal has also worked in film, television, and radio. She is the recipient of the Amanda Award (the Norwegian Film Award) for Best Actress for the film *Cold Prey*. She was also nominated for Best Actress for *Cold Prey 2* two years later. She hosted the Norwegian Film Awards (The Amanda Awards) in 2010 and 2012.



In January 2011, she opened her monologue *Frøken Else* at The Norwegian Theatre, receiving positive reviews.

In 2014, she played the only female warrior, Atalanta, in the film *Hercules*.





Berdal has been working at The National Theatre in Oslo since her graduation in 2004.

Plays piano and guitar. Plays bass and sings in a hard rock band. Good rock/jazz/impro-singer. PADI certified Scuba Diver, good swimmer. Trained taekwondo and kick-boxing for two years, good at football, volleyball, basketball, handball, cross-country skiing. Horse-riding. Driver's license.





Museums

American Airlines C. R. Smith Museum

<http://www.crsmithmuseum.org>

Fort Worth, Texas 76155



Cavanaugh Flight Museum

<http://www.cavanaughflightmuseum.com>

4572 Claire Chennault, Addison, TX 75001



Cold War Air Museum

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

Lancaster, Texas 76106



Corsair (Goodyear FG-1D), Commemorative Air Force
<https://www.facebook.com/commemorativeairforcefg1dcorsair>

Lancaster Municipal Airport
 630 Ferris Road, Lancaster, Texas 75115



Dallas-Fort Worth Wing, Commemorative Air Force

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

Lancaster Municipal Airport
 630 Ferris Road, Lancaster, Texas 75115



Flight of the Phoenix Air Museum

www.flightofthephoenix.org

Hanger One, Gilmer Texas 75644



Frontiers of Flight Museum

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

6911 Lemmon Avenue Dallas, Texas

Hangar 10 Flying Museum

Hangar 10 Flying Museum

<http://www.hangar10.org>

1945 Matt Wright Lane
 Denton Municipal Airport
 Denton, Texas 76207



National WASP WWII Museum

<http://www.waspmuseum.org>

Sweetwater, Texas



OV-10 Bronco Museum

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

3300 Ross Avenue, Meacham Airport, Fort Worth, Texas



Invader Squadron, Commemorative Air Force

<http://www.invadersquadron.org>

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



Silent Wings Museum

www.silentwingsmuseum.com

6202 North I-27 Lubbock, Texas 79403



BG John C. L. Scribner

Texas Military Forces Museum

Camp Mabry Austin Texas

Texas Military Forces Museum

<http://www.texasmilitaryforcesmuseum.org>

Camp Mabry, Austin, Texas



Tyler Historic Aviation Memorial Museum

<http://www.tylerhamm.org>

Jake Smith Exhibit Hall Tyler, Texas



Vintage Flying Museum

<http://www.vintageflyingmuseum.org>

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

Local Plastic Emporiums



M-A-L Hobbies

<http://www.malhobby.com>

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

HobbyTown USA Fort Worth



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

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

HobbyTown USA Dallas



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

HobbyTown USA Arlington



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

4634 South Cooper St
Arlington, TX 76017
(817) 557-2225

HobbyTown USA Lewisville



<http://htudallastx.com/>

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

HobbyTown USA Plano



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

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

HobbyTown USA Hurst



<http://htudallastx.com/>

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

HobbyTown USA Rockwall



<http://htudallastx.com/>

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

Local Plastic Emporiums

HobbyTown USA Tyler



French Quarter Shopping Center

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

4566 S. Broadway

Tyler, TX 75703

(903) 509-3000

Mason's Hobby Lobby



6905 Grapevine Hwy.

Fort Worth, Texas 76180

(817) 284-0264

Roy's Hobby Shop



1309 Norwood DR.

Hurst, TX 76053

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

(817) 268-0210

Wild Bill's Hobby Shop



535 East Shady Grove Rd.

Irving, Texas 75060

(972) 438-9224

AFV Club 1/35 M109A3 / M185A3 Shop Van on M109A3 By Cookie Sewell



AFV Club 35304 Box Top

- Kit Number:** 35304
- Media:** 527 parts (446 in olive drab styrene, 41 etched brass, 27 clear styrene, 11 black vinyl tires, 1 length of copper chain, 1 length of black nylon string)
- Advantages:** First kit of this vehicle body option in this scale in styrene; complete basic interior for a generic vehicle; nice variety of options with the kit
- Disadvantages:** Some ejection pin marks; could use a PU-619 generator trailer to complete it!
- Recommendation:** Highly Recommended for all Cold War and modern era US Army and allied fans
- Price:** US \$ 69.95





During WWII the Germans, British, Soviets and Americans all decided they needed to field mobile repair bases to keep equipment up and running, especially electronics and mechanical systems such as engines and hydraulic devices. As a result, standard truck chassis were modified to take a box body shelter with windows, work benches, parts storage and other necessary items to support specific systems. Most of the US ones were an ST-5 or ST-6 body fitted to the reliable GMC CCKW 2 ½ ton 6 x 6 truck chassis.

After the war, a search went on for a replacement vehicle that suited the same purpose. The M44 chassis from Reo was the winner in the new 2 ½ ton 6 x 6 category, and right off the bat they built the M34 six wheel and M35 ten wheel versions of which the latter became the more popular variant. The new shop van variant was the M109; initially it was a “gasser” (gasoline engine) but as with the rest of the family evolved to the A1 (multifuel) and A2 (diesel variants. The A3 was a further upgraded version but visually identical to the early A2; the last variant, the M109A4, has a new hood and grille, headlights, fenders, engine, automatic transmission and large single tires.

The basic M109 series was set to provide two large workbench areas inside the shelter with a choice of 115 volt AC or 24 volt DC power for most items; for extended work and to power equipment such as drills, milling machines, and other devices, the vehicle was



either hooked up to a generator set or commercial power if available in 115 volt 60 cycle AC.

The most common generator set was a PU-619 consisting of two 10 kW 115 volt generators on a 1 ½ ton flatbed trailer with bows and tarp, racks for six 5 gallon fuel cans, and a power distribution box to work off either generator.

I had them with me in the field on REFORGER 74 and 75 with signal maintenance personnel for support of my equipment, but they were used for just about anything from small arms to engine rebuilding in other units. One in the 3rd Armored Division headquarters was rebuilt with a bed, closets, desk and sink for the use of Colonel John Abrams when he was chief of staff of the division and nicknamed the “Winnebago” by the troops!

The only plastic models of the M109 released to this date were from ROCO in HO scale, one in the early 1960s and a much better version in the 1990s. While AFV Club released a great model of the M35A2 several years ago, up until now you had to either scratch build the body or get a resin conversion kit to make an M109 of any sort.

This well done new kit uses their excellent M35A2 (M44A2 is the designator for just the chassis) and adds a new body and details consisting of some 168 new parts covering the body, interior, and tools and





equipment. While generic they are nicely done and can lead to a excellent model or diorama based around the vehicle, but sadly there are no generator set kits offered yet to match it.

The kit offers a wealth of options such as positionable doors, window blackout slides, a boarding ladder, and a set of basic machine tools: stool, bench grinder, compressor, drill press, vise, closed and opened TK-105 tool boxes, and hand tools like a hacksaw and wrenches. This is a nice change from other kits that come empty or with nothing to put inside their spacious interiors.

Assembly starts with the very detailed chassis and driveline, which takes up the first five steps. The vinyl tires are not bad but only have a Goodyear logo on them and no size or other data, which given mold makers' skills these days is a bit surprising.

The next steps cover the winch or no winch, with the optional parts called out. One thing not present in the kit is an engine; the transmission seems to have been designed to take one but there is only an oil sump molded as part of the front fenders (B45) instead. While all levers are present in the cab, there are no pedals provided. A complete set of decals and placards is provided on the detailed decal sheet for the dashboard.



The directions show that if the winch is selected the modeler must trim the lower screen for the grille (G1) to fit the correct part. The kit offers the modeler a choice between the normal canvas "soft" top or a fixed hardtop; as most vehicles had heaters in Germany, the latter cab roof was more common. The most complex action here is to roll the exhaust heat shield to fit on the vertical stack portion.

Steps 9-11 cover building the workbenches for the inside of the body. AFV Club offers two drawers in each bench as separate parts (I16-17, I21-22) so they may posed partially open. I seem to recall most of the benches were good old governmental battleship grey with dark grey or black linoleum work surfaces; the body interior and ceiling are duck egg green. Floors were usually covered with black rubber matting for both non-slip and insulation reasons. Breaker boxes on the rear wall are as called out.

Most of the time only the left hand door in the rear was opened; the right one was for removing the benches or moving bulky objects into the van.

Step 18 covers the tools and equipment for the vehicle as well as the dome lights; the big ones are the 115 volt ones (H4) and the small ones are the 24 volt ones (H3). In some vehicles these were "blackout" lights and a blue color rather than white lights.





At least the model does lend itself to leaving the roof loose to show the interior.

The M09s usually did not have a rack on the back of the vehicle to stow their organic boarding ladder as did the M820 and M934 expandovan trucks. Most of the time it was just thrown into the back between the benches when moving.

There are six finishing options given: 518th Maintenance Battalion, 31st ADA Brigade, forest green overall (should be FS34079 but directions call for FS34151) bumper code MT 206;

1-1 CAV, 1st US Armored Division (MERDC winter verdant), 1Delta 1CAV1 F 20, white 96 on doors; 703rd Maintenance Battalion, 3rd US Infantry Division, REFORGER 76 (USAREUR pattern) 3-703 MT A34 in white, black stars and codes; Maintenance Company, Support Battalion, 64th ROK Armored Brigade (FS34079 green), registration 48-60633 with white wrench on bumper and panels on doors in Korean; Same unit, registration number 48-30032; 141st Support Battalion, 41st US Infantry Brigade (MERDC summer verdant) 41 EIB - 141 SPT HQ-183. A large decal sheet is provided for these option as well as color views.

Overall maintenance units need love too and this kit is a welcome change from combat vehicles.



As they were used by just about all units of battalion size and larger, it should find a good home on a lot of dioramas or just as a focal point.

Thanks to Tony Chin of Merit for the review sample.

Sprue Layout

1. A 129 M44 series 2 ½ ton chassis
2. B 64 M44 series cab, mud flaps, details
3. C 58 M49A2 tanker body
4. F 9 Clear styrene
5. H 6x2 Wheels
6. H 18 M109A3 clear styrene
7. I 36x2 Benches, tool bins, parts bins, racks, tie-downs, 26 extra rivet/bolt heads
8. L 26 M109A3 Box body, doors, window shutters, details
9. N 2 M109A3 Box body sides
10. 29 M109A3 access ladder, body details
11. Q 35 M109A3 interior details - tools, compressor, tool boxes
12. R 19 M109A3 hardtop, winch details, body details
13. 11 Black vinyl tires
14. 1 Length of copper chain
15. 1 Length of black nylon string
16. 2 35004 - M35A2 Truck etched brass
17. 30 35304GC - etched brass
18. 9 35304GB - etched brass

Cookie Sewell



Gassers



Quain Stott's 1941 Willys, "Grand Illusion"

Name That Plane



Deuce of the Month



F-102A-90-CO Delta Dagger, 57-0776 circa 1968. She served with the 498th FIS at Geiger Field, WA; the 37th FIS at Niagara Falls APT, NY; at the 331st FIS at Webb AFB, TX; at the 460th FIS at Portland APT, OR; with the Oregon ANG, 213rd FIS at Portland, OR; with the California ANG 196th FIS at Ontario APT, CA. She was withdrawn from service and transferred to the MASDC before being converted to a PQM-102A ("623") in January 1975. She was shot down 04/30/82. Check out Pat Villarreal's Meng 1/72 model of this bird.

Deuce of the Month



F-102A-15-CO, 53-1802, FC-802, Case X Wing, Short Tail, was the last of the -15 Block aircraft. A 3' taller tail was introduced with Block 25 aircraft. All previous aircraft were retrofitted to improve roll/coupling issues. The insignia red artie tail and wingtip markings indicate that this bird, as a JF-102A, is from the Wright Air Development Center and was involved in cold-weather testing. The horizontal stripe across the tail is an orange fluorescent band with white borders. She served with the ARDC, 16th FIS, 317th FIS, 509th FIS, 190th FIS before going to AMARC in May of 1971. Struck off charge 08/31/72 and salvaged in February 1977.

Afrika Korps of the Month



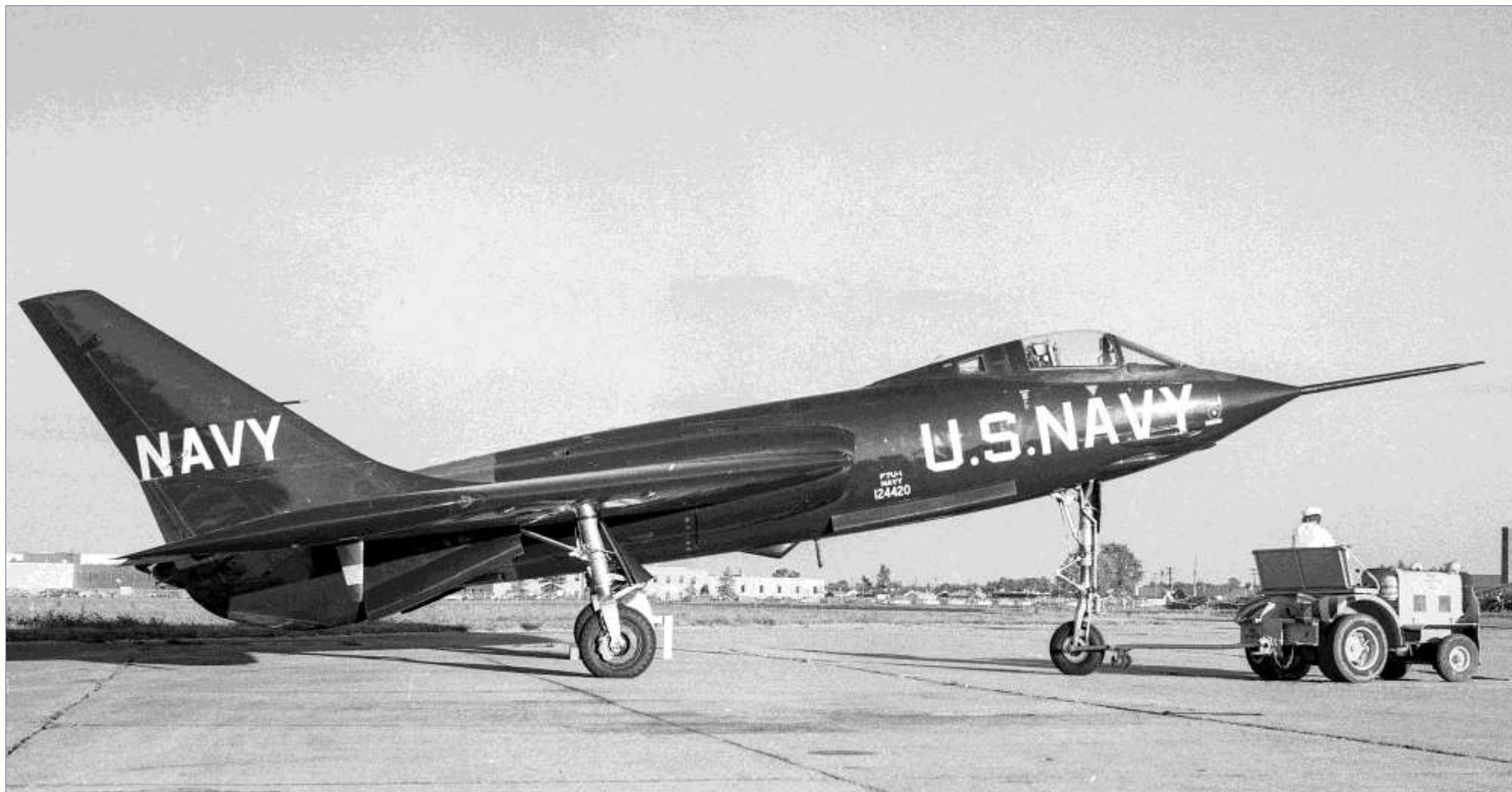
SdKfz. 251

Art for Art's Sake



Vampires At Sunrise
COL Don Kutyna's assigned F-105D "Polish Glider." 22" x 28" oil on canvas, 1985, © Gerald Asher

Tail Shot



Vought F7U-1, 124420; The 6th production F7U-1 Cutlass (after the three XF7U-1 prototypes); After completion of spin trials in 1952, 124420 was put on the PR circuit. The wingtip spin canisters have been removed as has the nose flash paint job. This scene is possibly at the 1953 Dayton Air Show where LTNCDR Ron Puckett thrilled the Dayton crowd. Puckett made an inverted pass at 500 mph at 200' off the ground. As he taxied in afterwards, he demonstrated the main landing gear dual positioning to the crowd by rocking up and down. After this airshow, 124420 was flown to the Naval Air Technical Training Center where it was used for ground training for mechanics, electricians, and ordnance personnel. She was struck off charge 11/27/53 at NATTC, Jacksonville, FL, with 145 hours of flight time.

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.

