

Chapter Contacts

Please forward to your members!

IPMS PATRIOT

BILLERICA, MA



The lights have dimmedand the *World's Largest, Longest Established, Permanent Floating, Hobby Shop* (with apologies to "Guys and Dolls") has again folded its tent; to reassemble next year in **Chattanooga.**



And so, another convention is over: now we wait to hear all about who won in those hundreds of categories!

Here's wishing a safe trip home, to all who were fortunate enough to attend

While on that subjectjust received from long-time friend (it's not very polite to say "OLD friend!") and former IPMS/USA president, **Fred Hall:**

*Hi Fred. Another IPMS convention in the book and all went well. I got my certificate for my 20th year of judging. But here's where I'm asking for your help. While I got a pin as a senior judge I neglected to pick up my **Omaha Judge's pin**. Would you mention that in one your newsletters you send to contacts that if anyone does NOT collect every badge and pin **I desperately want a 2017 Judge's pin to continue by set ?** Thanks Hall*

Anybody that can help; please **contact Fred Hall directly** at fhall56527@aol.com

About this newsletter editor Pip Moss begins with a picture from the July meeting, of new member Dan Costa's 1/48th F/A-18E Super Hornet from the Revell kit. Pip remarks that decals from the kit are for the USAF's *11th Reconnaissance Squadron, operating MQ-1 Predators at Creech AFB, NV*. Hmmmmm! It looks like Pip's notes from the meeting got mixed up when he was electronically "pasting up" his newsletter! Such are the editorial hazards that come with the ease and speed of today's electronic publishing, over the old days of typewritten copy being "pasted up"with real paste! Mistakes today are made at the speed of light. The glitch was obviously transposed from another section of the newsletter where Pip reports Dan's 1/48th Predator from the Bronco kit.....



Dan's Hornet model carries very obvious U.S. Navy VFA-122 "Flying Eagle" markings, which I quickly learned from the internet is the Navy's "west coast" school squadron for the Hornet, based at NAS

Lemoore in California's central valley. Reproduced above is different VFA-122 Hornet, the picture found on the net being of a rather unique experimental "digital" camo schemenote -122's Flying Eagle logo on the starboard engine plug.

Pip presentsmany other members' models, but I'm confident that you can find them by yourself.....



IPMS/USA 6390

P.S.: Did you notice ...

.....that TWO newsletters are attached this time? The second one is a little late in arrivinglike about fifty years! (I couldn't find an exact date.) Fellow IPMS graybeard Ralph Forehand has sent NorDelModeler #11 as an example of what chapter newsletters were like yesteryear, meaning before the miracle of "Personal Computers".

We've come a long waybut on the other hand, there is some pretty interesting content!

About the movie "Dunkirk" : most modelers will have at least an idea of what the new movie is all about: most especially the immensity of what was truly at stake if the British Army had NOT make it back to England from Dunkirk's beaches. Therefore, the short article of the following link is especially recommend to the typical citizen you may know, who knows little to nothing at all about American aspects of WWII, and nothing at all of the rest of the huge conflict. (Except perhaps, that John Wayne won it...)

http://www.americanthinker.com/articles/2017/07/the_missing_weapon_ay_dunkirk.html

Now, more about WW2but from the other side of the world. This video link will take you to a sort of a home movie: <https://m.youtube.com/watch?v=F53Mo374edg>

I say "sort of", because it is very amateurish compared to most USAAF films of the era; evidently casual in filming and unofficial in narration. But it is today part of the national archives; and was made with 16 mm, G.I. issue film ...per the narration, "exchanged" from official stocks for bottles of booze!

*Why not? In a war zone and far from headquarters and "authority", supply routines tend to get lax. The bottle of booze price for the film, reminded me that early in the 'nam unpleasantness (1963), at Special Forces camps "up-country" like Kham Duc, Gia Vuc, A Chau, and Khe Sanh; when a Air Force C-123 pilot arrived with a load of supplies, he might bargain for a **Schmeisser** 9 mm or **Swedish K** .45 cal. submachine gunmore correctly the Steyr-Mannlicher Maschinenpistole MP 40 and Swedish Kulsprutepistol m/45the established medium of exchange also usually a bottle of whiskey.*

One of those "K's" is seen in the next picture. Personal weapons were also then authorized to be brought from home, as long as they were listed on the owner's orders: my copilot is seen wearing his Smith & Wesson .357 Magnum in a locally made, fancy Western-style holster and belt that were also very much non-issue.



We never learned (or asked) precisely where the Special Forces guys had obtained their submachine guns, or how they became “excess”, off the record. But why ask? Popular legend still insists, evidently incorrectly, that the MP 40’s were in-country as favorites of the former German SS** troops who had enlisted in the French Foreign Legion, and were fighting in Southeast Asia. More likely, they were simply weapons captured in quantity from the defeated Germans after WWII, and sent by the French to their new war in Vietnam.*

*According to the next link below, the Swedish K*** had been procured through normal channels for the “special operators” who despised the then-new (and failure prone) M16. Once these weapons were in-country, in the Vietnamese supply system, and way out in the bush, who demands property records and hand receipts?*

For more on all this, see

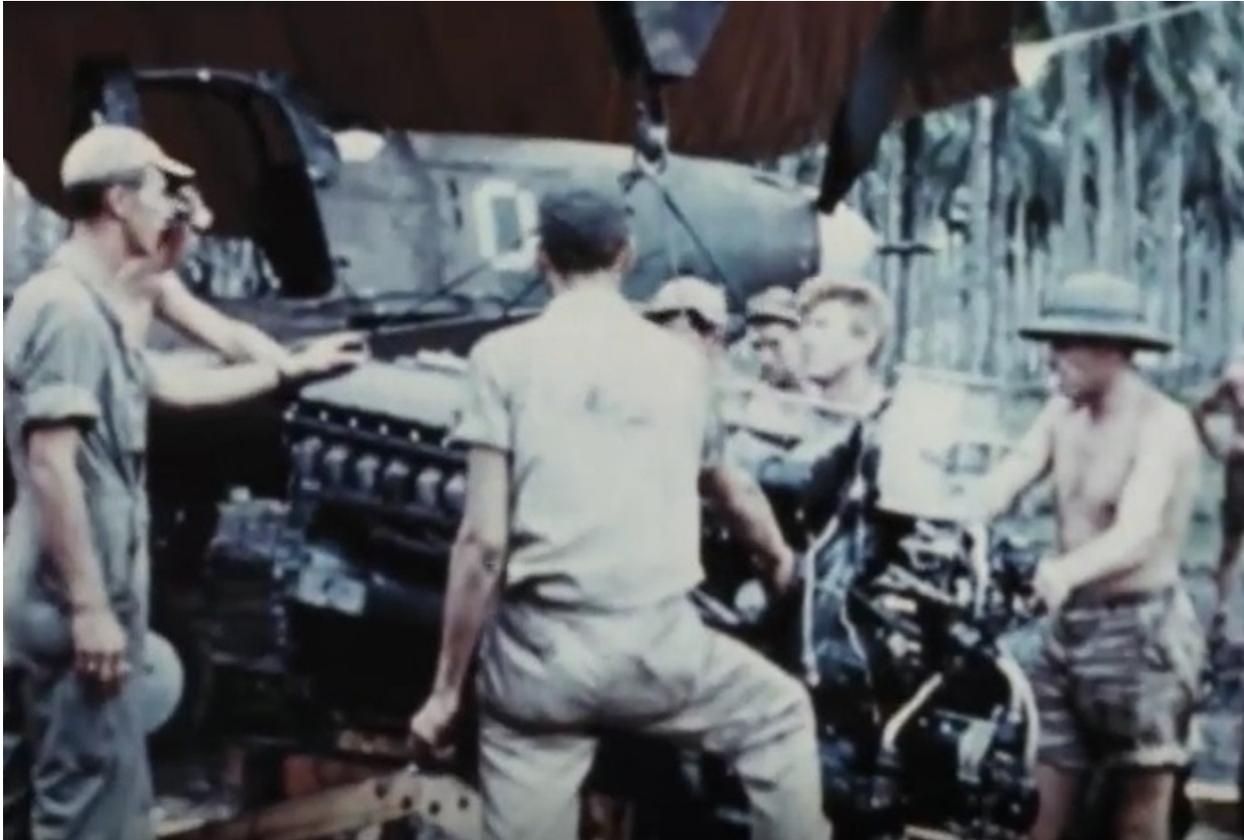
**http://vietnamwar.wikia.com/wiki/MP_40#cite_ref-ingram_0-1*

***<https://www.quora.com/Did-ex-members-of-the-Waffen-SS-escape-Germany-and-join-the-French-Foreign-Legion-or-is-that-just-a-myth>*

****<http://specialoperations.com/28722/swedish-k-unsung-friend-american-special-forces-vietnam/>*

But I’ve distracted myselfagain, so, back to the video! Shown are WWII USAAF fighter units, living and fighting in one of the nastiest theaters of the entire war: New Guinea. Thus, while suffering the typical faults of home movies, this one has an edge over professional, “official” footage of similar scenes we’ve seen elsewhere.

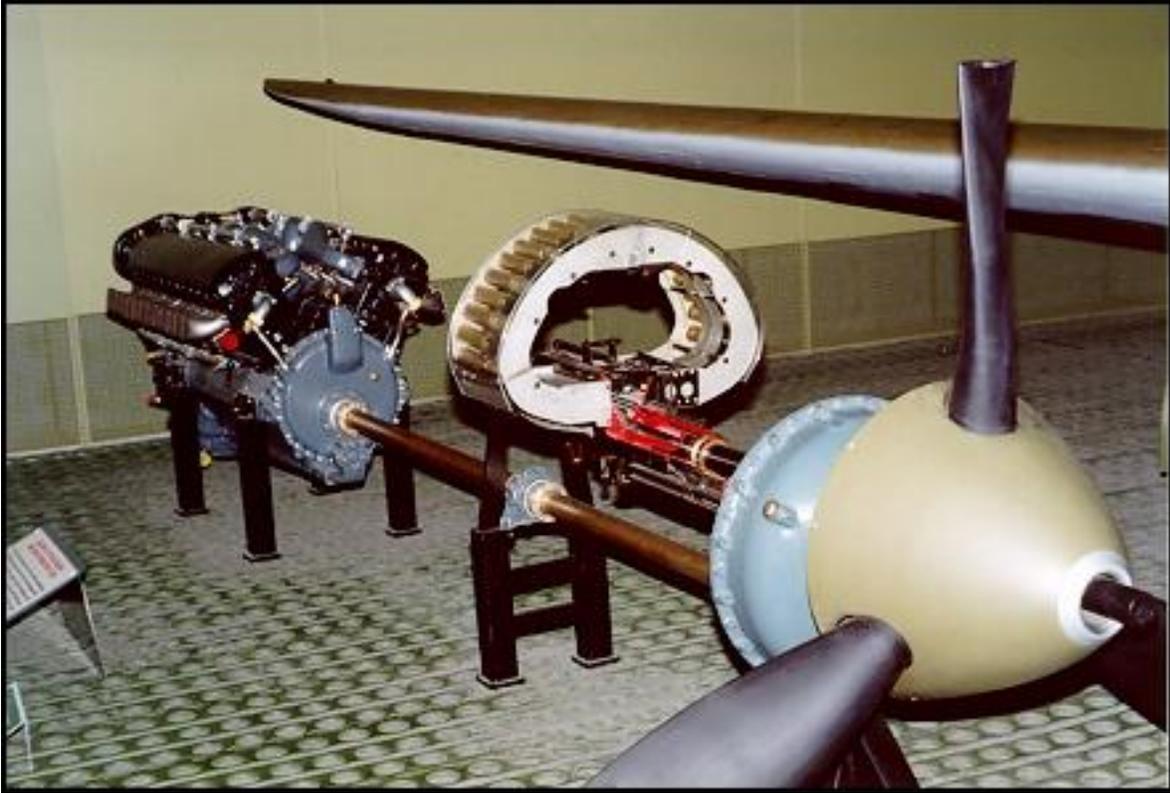
For the modeler they provide a vast amount of detail for our creations one example of *literal* “field maintenance”, this al fresco engine change on the P-39.



Another is the result of a successful Japanese bombing raid, seen in the screen shot below. It shows the forward fuselage of a completely burned-out P-39



.....with the heavy engine gearbox and prop in the nose collapsed forward, the through-the-gearbox cannon still attached but now standing near-vertically. The steel drive shaft that had connected engine and gear box is now suspended in space, because the stout aluminum box beam lower forward fuselage structure that HAD held it all together melted away,



....leaving the steel drive shaft bent and misshapen; the pillow box bearing that had supported its ten foot length just a mid-length lump.



But beyond thatthe video gives a better idea of how really down and dirty the war was in the Pacific. This was especially true of pestilent New Guinea, right on the hot equator and acquiring every tropical disease then known to medicineand a few that the doctors hadn't known about....