

Chapter Contacts

Please forward to your members!



Dallas/NCT editor Frank Landrus....has been very busybut has managed to ALMOST catch up with this triple-issue of the “FlakSheet”: the attached October-November-December being logged just at the end of 2017the date/time stamp on his e-mail being **1/1/2018 12:04 AM!**

Much of this issue....reports several “Make ‘n Take” builds for Dallas-area youth. Overall, “Make ‘n Take” costs had simply become too high for the national IPMS to continue buying and shipping kits, so the NCT chapter is to be commended for not giving up on these worthy events. Yes, being located conveniently close to Squadron gave them an advantage most chapters don’t have. But the point is, **they tried to find a way**and succeeded.

One of the members’ models.....featured in this issue was Jake Kenta Sashiki Moon’s 1/20th scale Lotus 49 Formula 1 car, in

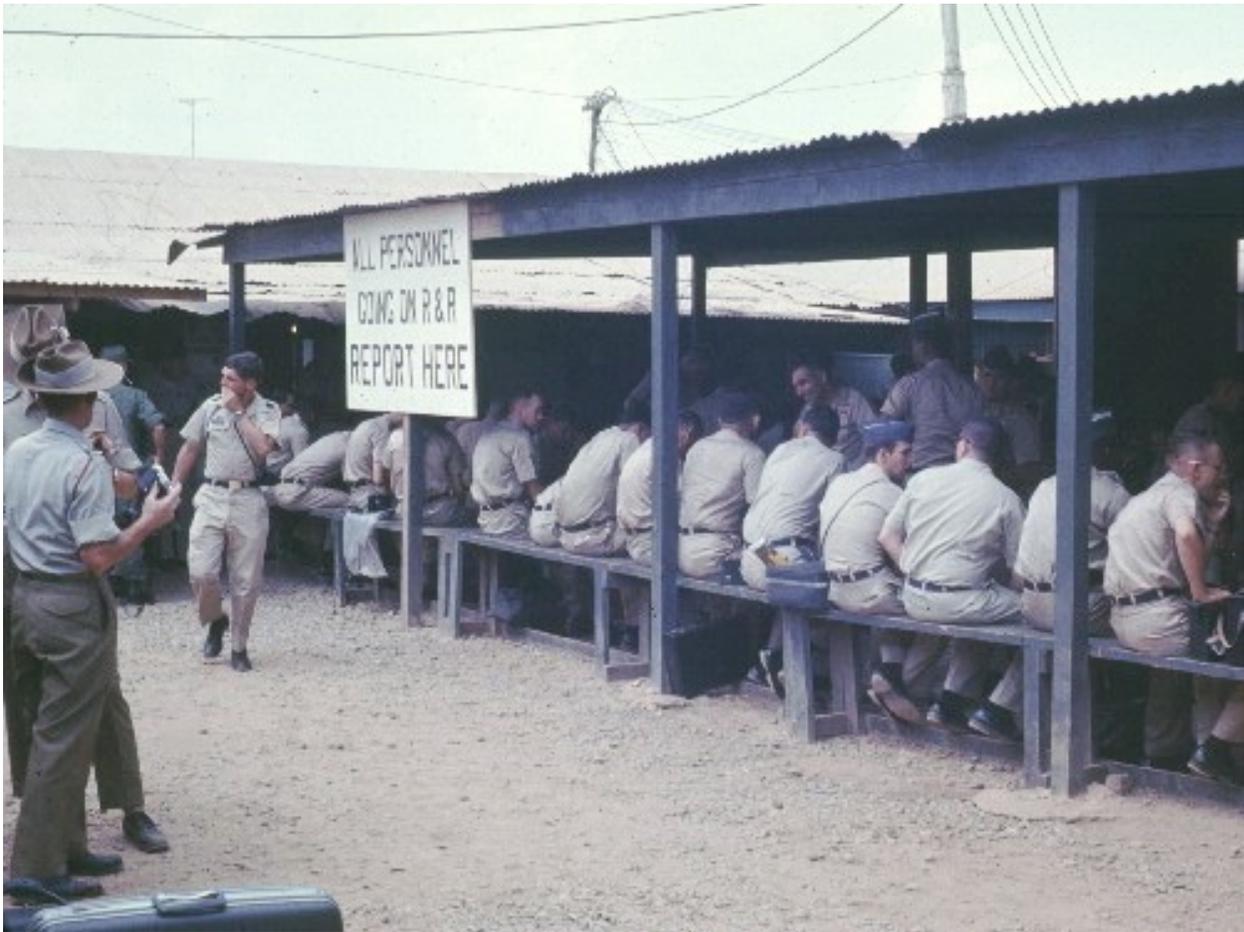
the British Racing Green with yellow trim, made famous by Scottish driver Jim Clark.



Designed by Colin Chapman, a man whose name in racing history is virtually inseparable from “Lotus”, the 49 has been described as an engine, four wheels, and an austere cockpit all fastened together with absolutely the minimum possible structure. Another description was as a high-speed eggshell. Today the wags often call that era of F1 racing as when “ ...when sex was safe, and driving Formula 1 was dangerous.”

Indeed, Clark’s bright talent was snuffed out on April 7th, 1968; only a year after the Lotus 49 had been introduced for the 1967 season. Ironically his death was at a lower-level, Formula 2 race at Hockenheimring, in Germany.

For some unknown reason I can recall, very precisely, how I had learned of Clark’s death. That news item was read in the military’s *Stars and Stripes* newspaper: I was waiting to process for a “Blue Ball” (Pan American contract flight) to Hong Kong for my R&R.



That terminal was at the (NOT!) five-star luxurious Camp Alpha (above), the Army “Repo-Depot” (replacement center) on sprawling Ton Son Nhut Air Base, near Saigon: it also did all the R&R traffic for that part of Vietnam. I expect a few readers might also have fond (or not-so-fond) memories of Camp Alpha....

***Now for a REAL airplane*that Frank asks if we can identify.**



I've already sent my guess in to Frank: why don't you give it a try? It should look very familiar, but still not quite what you think. A very interesting design, it could almost be considered a high-wing monoplane with really odd struts: note that it doesn't have a single example of the external wire or strut bracing, typical of most biplanes.

It is almost a new version of an old idea.



Going back eighty years you'll find that the Bellanca **Airbus** (or C-27 in the Army Air Corps, above) of the 1930's flew with somewhat similar wing bracing/lifting strut arrangement. That airplane flowed from the innovative mind of Giuseppe Mario Bellanca, who had immigrated to the U.S. from Italy in 1911.



His Bellanca "CF" of 1922 (above) was far ahead of contemporaries: today it resides in the National Air and Space Museum.

Among Bellanca's many other designs was the aircraft known to history as the Wright-Bellanca **Columbia** (below), which lost out to Lindbergh in the race from New York to Paris mostly (only?) because of mismanagement by its ownership. The airplane was prevented from taking off by an injunction resulting from a lawsuit filed by a

crewmember who had been replaced (!); meanwhile Lindbergh took off (alone) and the result is history! https://en.wikipedia.org/wiki/Wright-Bellanca_WB-2



Today the Lindbergh's **Spirit of St. Louis** has an honored place in the National Air & Space Museum: **Columbia** was destroyed in a hangar fire in 1934

Bellanca's Airbus design of 1930 had great potential for success as a small airliner of the perioduntil the U.S. government directed that airliners would be multi-engined. It was hardly the first design (and company) to thus lose out.

As always, a picture.....in this newsletter has jangled some different memories. This time it was the below picture of a somewhat unlikely "dragster" race cara Studebaker!



Not that I ever ran a Studebaker as a dragster: quite the opposite in fact. The vintage Studebaker of my memories was so old and clapped out that it was a genuine “One-Hundred-Dollar, check-the-gas-and-fill-up-the-oil” car that could hardly get out of its own way.



The story involves story lines as diverse as Mace missile launch training and an Apache Indian reservation. I've attached that story of almost sixty years ago: it's now a chapter in the e-Journal that I'm writing for my own amusement. (Some of you may have seen this one before: if so my apologies in advance.)

Finally (and this really is, *finally!*) ...unless another tardy 2017 newsletter arrives, this is likely the last IPMS newsletter that you'll receive from me. Effective with the 2018 newsletters, your IPMS/USA Director of Local Chapters, Dave Lockhart, will assume the IPMS newsletter exchange service. The mailing list was sent to Dave about a month ago; so all future newsletter exchange related correspondence should be directed to him at dlc@ipmsusa.org .

As to “why?” I’m giving up this high-paid job: as somebody once said, “.....it’s been fun, and it’s been real, but it hasn’t been real fun lately”.

Put another way, four years (and about sixteen hundred newsletters) is enough.



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