



June 19

Theme: Bird's and Bee's

Location: The Church , Homewood

Time: 7:00 P.M.

IPMS USA membership dues are: \$30 Adult 1 Yr., \$58 Adult 2 yr., \$86 Adult 3 Yr.

The IPMS/Region 5 web site is:

<http://ipms-gateway.com/Region5coordinator.html>

Any IPMS/USA member who recruits a new member will receive a two journal membership extension up to two full years.

IPMS Gallery Photos: Contact gallery@ipmsusa.org to post photos of your models on the web site.

Members:

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Upcoming Meetings

07-19-19: The Church, 7:00 P.M. Christmas in July

08-16-19: The Church, 7:00 P.M.

09-20-19: The Church, 7:00 P.M.

Must Build Models 2019: **Completion Date**

Max Bryant	MPC 1/43 X-Wing Fighter	
Sam Buonadonna	1/35 PT Boat	
Steve Butt	1/48 Zvezda Pe-2	
Rich Diaz	Nakajima E8N1 Type 95	
Bob Ford	1/35 Tamiya M551 Sheridan	
Bill Hunoway	1/35 MRC OH-58 Kiowa Warrior	
Don Klein	1/32 HK Models Do-335	
Ken Kwilinski	"Beginning of the End"	
Ed Mate	Hasegawa 1/48 F-4J & F-4G	
Jeremy Petersen	?	
Ken Scott	1/72 Trumpeter J-31 Gyrfalcon	
Dave Stukel	1/72 Revell Schnellboat S-100	2-19!
Mike Valentine	1/35 Tamiya British Universal Carrier MK II	
Ed Wahl	1/25 AMT 1964 Chevy Impala	3-19!

Bill's Banter (OOPS!)

Well, I finished a model this year, an old Hasegawa TA-4J in the stash that I made with a Top Gun Adversary. It was a nice easy build overall and all I had to do was make the decals for it. All went well with the build. I even got to bring it to the meeting for all to see. The next day I was preparing to take it to the Hobby Shop to display when *it* happened. I put it on the kitchen counter so I could get my wallet. I picked up the wallet and caught the very tip of the tail with my hand. Off the counter the A-4 went. It flew below the hard deck and couldn't pull out of the dive. No chutes were spotted. The canopy was blown, the landing gear hit and splattered to the four winds.

The recovery operations that took place to see if the airframe could still be salvaged and made shelf ready was looking grim. The front fuselage was split from the tip of the nose through to the cockpit section. Other clean-up operations involved a grid search of the kitchen floor. Thinking all parts were found and inventoried, the carcass was transported back to the factory for a possible rebuild. While I let the model sit for a couple of days my wife had swept and vacuumed the floor. As I started putting various pieces back on, I noticed the front wind screen was also missing along with a brake pad. This part of the rebuild was not looking good. But, down to the kitchen I went in search of the missing parts. I looked around the crash site with no luck in finding the pieces. Then the thought of looking for parts that hit the floor while building a new kit struck me. So, I expanded the search area and lo and behold one wind screen and one brake pad had decided to seek shelter under the kitchen table where no broom or vacuum could reach. A miracle to be sure.

I have since rebuilt everything, except the class four split of the fuselage. I'll get around to it pretty soon but I just kind of like to look at this model with a different view of it now. There were things that I couldn't fix on it originally as I didn't want to re-putty and repaint the canopy. Now all bets are off since the canopy and windscreen were knocked off. This is like the "Six Million Dollar Man" TV program now. "We can rebuild it, making it bigger, stronger, faster" kind of thing.

All of this just because of OOP'S.

Now go build something, or in my case...rebuild something.

Bill

Tamiya 1/48 Republic P-47D-28-RE Thunderbolt, 405th FG, 509th FS at A-64 St. Dizier, France in November 1944 of Capt. Charles D. Dooney

By Ed Mate

For a detailed explanation of how Ed Mate builds Tamiya Thunderbolts, see IPMS Will-Cook newsletter from July/August 2014.

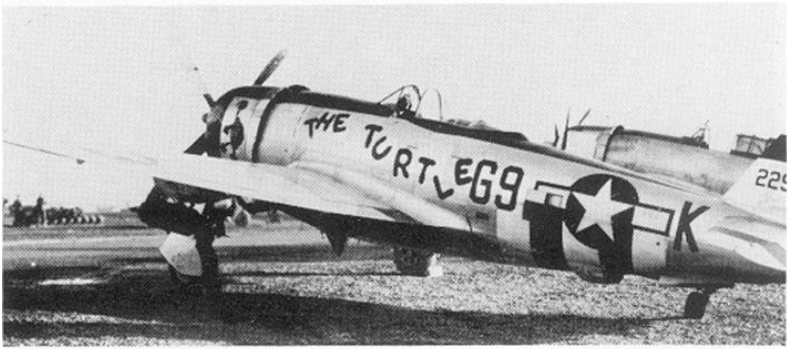
So what's unique about "The Turtle"? The cockpit has been enhanced using an Edward Zoom photo etch set. Dooney was known to fly with a vase of flowers, carbine (more useful if crash landing behind enemy lines), and knife taped to the control stick. Not knowing where or how a vase was mounted, that detail was skipped, but added a carbine from a Tamiya infantry set mounted next to the seat and a knife "taped" to the stick with lead foil in the cockpit. The wheels come from Obscureco. The bombs are Eduard Brassin items. Ignition wires added to the engine. The model is finished with Alclad and Model Master paints and is weathered with artist oil paints and pastel chalks. Markings are from Strike Eagle, Thundercals, and home-made decals.

Is it 10 or is it 8?

The contemporary knowledge is that "The Turtle" bubbletop was "no. 10" as nostalgically remembered from the Monogram box art - Graser photo. (and as provided on the Eagle Strike decal sheet 48100).



For a long time, the only known photo of "The Turtle" bubbletop was this one that was published in The 9th Air Force in WWII (AERO Books, 1967) by Kenn Rust - Mike Titre photo.



However, the lower cowl can't be seen so which number Turtle this airplane happens to be is a matter of conjecture. It would seem logical that the airplane would be "no. 10" because "no. 9" was a razorback (P-47D-22-RA s/n 42-26250).



This unfortunate mishap with "Turtle no. 9" occurred on Jan 22, 1945 (flown by Lt. Robert Whitehead). However, Dooney had an accident in the bubbletop (42-29147) on Nov 18, 1944. Then the bubbletop was written off Dec 29, 1944; shot down by flak killing the pilot flying her (not Dooney). So, "Turtle no. 9" out-lived the bubbletop and Dooney needed another aircraft after the November accident while it was being repaired - could he have been assigned the razor (42-26250) after the bubbletop?

Now, here is a photo of the cowl of Turtle no. 8.

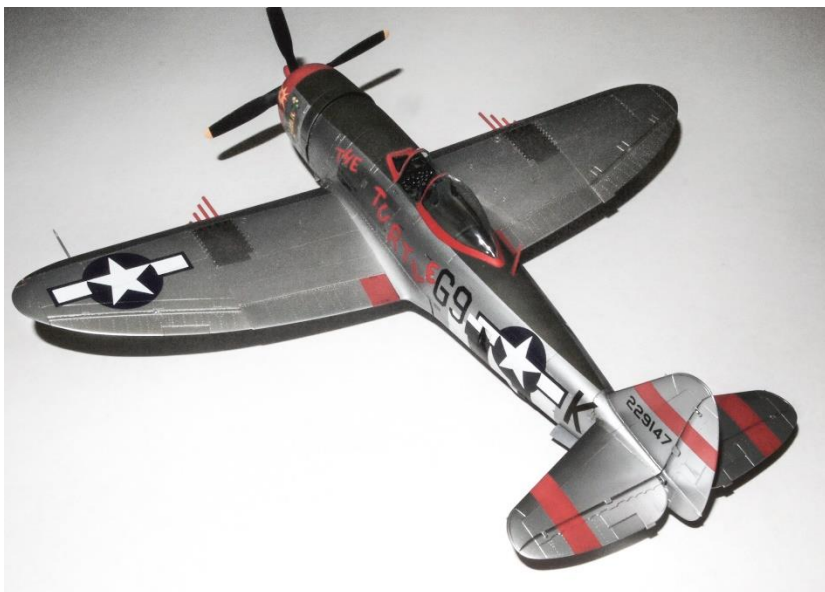


...and no clear indication of whether "no. 8" is a bubbletop or a razorback. But there is another photo of the bubbletop.



Note the location and style of the lettering of the word "The". Specifically, note how the "T" is just touching the panel line right next to a fastener, it touches the "H", and how the bottom of the "T" touches the serial number block. There's also a discolored streak from the cowl flap to the "T" on the forward panel. Those same features are there in the cowl shot of "no. 8".

What are the odds that the style, size, and location of the lettering of the name would be exactly the same on two airplanes (no. 8 and no. 10)? Norris Graser came to the conclusion that bubbletop (42-29147) is "Turtle no. 8" and I agree, so that is how I finished my model. My thanks to Norris Graser for supplying the research information and photos.



Upcoming Events:

NIMCON 8, Crystal Lake, IL

June 22, 2019

IPMS Nationals, Chattanooga, TN

August 7-10, 2019

