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Nate's Notes

By Nate Jones, President IPMS/MOSS

Welcome to 2017 and the first issue of *Sprue Bits*!

We are looking forward to 2017! June this year will mark the 10th Anniversary of MOSS as a club, and our 6th year as an IPMS Chapter. On Saturday, June 17th we will



host our 7th annual model show and competition – MOSS CON 2017 – in Branson! This year, we have moved to a new venue – the Branson Convention Center near Historic Downtown Branson and the Branson Landing. We are looking forward to seeing you all and your models at this year's show!

“We’re making it a small world, because small things matter!”



MOSS CON 2017

SATURDAY, JUNE 17, 2017

8:30 am – 5:00 pm

In Taneycomo Room B at the Branson Convention Center
200 Sycamore Street in Branson, MO

Three Special Themes:

1967 – 50 Years of Muscle Cars

Turning Points 1942: the Doolittle Raid and the Battle of Midway

The Great War: World War I 1914-1918

Vendor Tables Available - \$15 each

Raffle Prizes ~ Vendors ~ Free Parking

Historic Downtown Branson and Branson Landing
with Food and Shopping nearby!

For more information, contact us at ipmsmoss@hotmail.com
or call Nate Jones at 417-230-6220

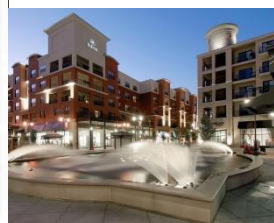
MAKE YOUR PLANS NOW!

SEE YOU AT THE SHOW!

Come to our
new show location at
the **Branson
Convention Center!**

Easy access from Highway 65 and all the
Shopping and Dining experiences of
The Branson Landing

and
**Historic Downtown
Branson**



are within walking
distance of the
**Convention Center and
MOSS CON 2017!**



LAST MEETING

22 January: For our first 2017 meeting, the Knights of the Square Table met on the first floor of Branson Hobby Center.

Darren Gloyd brought in his in-progress 1:25 AMT Peterbilt Cabover that he is converting to a double sleeper Turnpike hauler with a Detroit V12 motor. He stretched the frame 2.5 inches and painted it with Dupli-Color Emerald Green paint with a black undercoat. The decals are from another kit and he plans to fully plumb the brake lines as he progresses.



Paul Drinkall brought in his brand new, long awaited 1:25 Moebius Models 1965 Mercury Comet Cyclone kit, and a DML/Dragon 1:48 Horten Ho 229 that he completed years ago. On first look out of the box, Paul noted that there a few minor errors with the Comet kit, and poorly represented

exhaust manifolds, but he plans to build it as a stock car, possibly with some aftermarket additions. Paul built his Horten Ho229 years ago after seeing the only known surviving Ho229 airframe at the National Air and Space Museum's Paul Garber Facility. He said that it was a nice kit that went together very well, and even included interior frame work and two fully detailed jet engines.



IPMS/MOSS's newest member, **Don Offerosky** brought in some models that he completed a few years ago. He has built almost every type of subject in model form, and builds for his enjoyment, rather than authenticity. Don brought in a 1960 Ford with some made up markings, a dragster that he painted a safety orange color and Jeff Gordon's #24 NASCAR racer with Dale Earnhardt's #3 markings on it instead! It's all about having fun and enjoying the hobby! Don even brought in a 1:25 all chrome jack like the one that got stuck under Joey Logano's race car at Talladega in October 2016.



Mike Mangan brought in his brand new Revell 1:16 BMW Isetta 250. Mike saw this car in real life years ago and always wanted to build one, but available kit prices were out of his range, so when he saw the Revell kit for a reasonable price, he snapped it up!



Bill Loden brought in his recently completed 1:24 scale Revell Fokker DR 1 Red Baron tri-plane vignette, and his in-progress 1:72 U-505 submarine. Bill finished his Fokker tri-plane, rigging it with EZ Line, and placing it on a base with some model railroad scenery prairie grass. The Red Baron pilot and two ground crew figures were in rough shape from the molding process, but after some work to clean them up, Bill painted them using some of the techniques that Nate presented at the November meeting. He

even used some polyester filler batting for smoke coming from the Red Baron's cigarette!

A few years ago, Bill purchased a Revell box scale U-boat model from a Vendor at MOSS CON. According to the box art, the sub was supposed to be U-505, but after doing some research, Bill found that the kit was not truly representing the U-505 boat. Fascinated, he continued to research and



decided to build a true representation of the famed U-boat. He received Revell's 1:72 version as a Christmas gift, and work began. Most of the main assembly and painting are complete, so only the final details and rigging remains until Bill's U-505 will be complete.

Gary Sanders brought in his recently finished Blue Models Weasel that he was commissioned to build, and his recently finished Studebaker Avanti. Gary noted that the Blue Models' kit of the Weasel amphibious vehicle is simple kit that went together fairly easily, but he had to make some corrections to the rudders. He used the window glass tape (see November 2016 issue



of *Sprue Bits*) to secure the transparent "glass" in the windshield, but Gary recommends using double sided adhesive found in the scrapbook section of hobby stores





instead, as it works just as well and you get more adhesive for a more affordable price.

Gary built his AMT 1:25 Studebaker Avanti, completing it a couple weeks ago. He decided to build it blacked out – so he blacked out all the chrome and overpainted the white walls on the tires. Deciding that an all-black model would be difficult to see any detail, Gary opted to paint some of the interior trim and the

engine block red for interest. The kit features opening doors and hood, but Gary noted that it's a "crappy kit" that had numerous fit problems, among other issues. But despite the problems, it turned out looking nice!

Michael Steenstra brought in his in-progress 1:25 Revell 1967 Camaro that he is building to enter into the MOSS CON 2017 special theme "1967: 50 Years of Muscle Cars." Michael—an avid armor and military



modeler—says that he is branching out to build this car model. But it seems to be going together very well and he is pleased with the progress! He plans to build it out of the box. (He does have a 1:35 King Tiger on the workbench too...he can't forget about his armor!)



Mark Mahy brought in a Tamiya 1:35 M3 Stuart tank that he build many years ago. He finished it with some early star markings (red dot center) to add some interest to his model, even though it wasn't correct!



An avid "Weird Oh's" fan, Mark recently purchased a Weird Oh kit, "Wade A. Minut." After looking through the box, there were actually two kits in the box, so it was an even more exciting purchase!



Nate Jones brought in his in-progress (nearing completion) Hobby Boss 1:700 *USS Cole*, and two new 1:48 kits he received for Christmas – Stransky's



Bü 181 Bestmann, and Hasegawa's Nakijima B5N2 "Kate" Carrier Attack Bomber. Nate just recently finished rigging his *USS Cole* with EZ Line, and hopes to soon have his Guided Missile Destroyer kit completed. While looking on Facebook, Nate came



across an advertisement for Stransky Models' new line of Bü 181 Bestmann kits. After a disastrous experience with an aged MPM Bestmann kit a few years back, Nate has constantly been on the lookout for another injection molded version of this aircraft. Also, following his visit to Pearl

Harbor this past September, Nate has been interested in building a model of a B5N2 "Kate" torpedo bomber, so he used some Christmas money to buy a kit of Commander Fuchida's famed aircraft in which he led the surprise attack on December 7, 1941.



Go to www.ipmsmoss.com and check out the Gallery for more pictures!

Sprue Bits is always looking for new articles, pictures, comics, tips and techniques! If you have an article or work in progress build that you would like included in Sprue Bits, please e-mail it to ipmsmoss@hotmail.com.

IPMS/MOSS is looking for **Sponsors and **Vendors** for MOSS CON 2017!**



Vendor tables are \$15 each.

Category Sponsorship is \$30 each for 1st, 2nd and 3rd Place awards.

Special Theme Sponsorship is \$45 each.

All Sponsors and Vendors will be recognized on our website, Facebook page and at the Show!

For more information, contact Nate Jones at ipmsmoss@hotmail.com or call 417-230-6220.

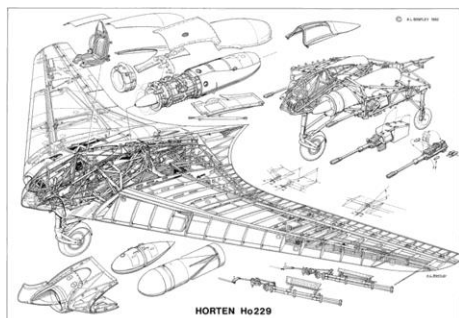
History In A Box

Horten Ho 229 Flying Wing

The **Horten H.IX**, *Reichsluftfahrtministerium*(RLM, Germany Air Ministry) designation **Ho 229** (or **Gotha Go 229** for extensive re-design work done by Gotha to prepare the aircraft for mass production) was a German prototype fighter/bomber initially designed by Reimar and Walter Horten to be built by Gothaer Waggonfabrik late in World War II. It was the first flying wing to be powered by jet engines.

The design was a response to Hermann Göring's call for light bomber designs capable of meeting the "3×1000" requirement; namely to carry 1,000 kilograms (2,200 lb) of bombs a distance of 1,000 kilometres (620 mi) with a speed of 1,000 kilometers per hour (620 mph). Only jets could provide the speed, but these were extremely fuel-hungry, so considerable effort had to be made to meet the range requirement. Based on a flying wing, the Ho 229 lacked all extraneous control

surfaces to lower drag. It was the only design to come even close to the 3×1000 requirements and received Göring's approval. Its ceiling was 15,000 metres (49,000 ft).



In the early 1930s, the Horten brothers had become interested in the flying wing design as a method of improving the performance of gliders. The German government was funding glider clubs at the time because production of military and even motorized aircraft was forbidden by the Treaty of Versailles after World War I. The flying wing layout removes any "unneeded" surfaces and theoretically offers the lowest possible weight, using wings that are relatively short and sturdy, and without the added drag of the

fuselage. The result was the Horten H.IV.

The H.IX was of mixed construction, with the center pod made from welded steel tubing and wing spars built from wood. The wings were made from two thin, carbon-impregnated plywood panels glued together with a charcoal and sawdust mixture. The aircraft utilized retractable tricycle landing gear, a drogue parachute slowed the aircraft upon landing, and the pilot sat on a primitive ejection seat. A special pressure suit was developed by Dräger. The aircraft was originally designed for the BMW 003 jet engine, but that engine was not quite ready, and the Junkers Jumo 004 engine was substituted. Control was achieved with elevons and spoilers. The control system included both long-span (inboard) and short-span (outboard) spoilers, with the smaller outboard spoilers activated first. This system gave a smoother and more graceful control of yaw than would a single-spoiler system.

The first prototype H.IX V1, an unpowered glider with fixed tricycle landing gear, flew on 1 March 1944. Flight results were very favorable, but there was an accident when the pilot attempted to land without first retracting an instrument-carrying pole extending from the aircraft. The design was taken from the Horten brothers and given to Gothaer Waggonfabrik. The Gotha team made some changes: they added a simple ejection seat; dramatically changed the undercarriage to enable a higher gross weight, changed the jet engine inlets, and added ducting to air-cool the jet engine's outer casing to prevent damage to the wooden wing.

The H.IX V1 was followed in December 1944 by the Junkers Jumo 004-powered second prototype H.IX V2. Göring believed in the design and ordered a production series of 40 aircraft from Gothaer Waggonfabrik with the RLM designation Ho 229, even though it had not yet taken to the air under jet power. The first flight of the H.IX V2 was made on 2 February 1945. Two further test flights were made between 2 and 18 February 1945.

The H.IX V2 reportedly displayed very good handling qualities, with only moderate lateral instability (a typical deficiency of tailless aircraft). While the second flight was equally successful, the undercarriage was damaged by a heavy landing caused by the test pilot deploying the brake parachute too early during his landing approach. There are reports that during one of these test flights, the H.IX V2 undertook a simulated "dog-fight" with a Messerschmitt Me 262, the first operational jet fighter, and that the H.IX V2 outperformed the Me 262.

Two weeks later, on 18 February 1945, disaster struck during the third test flight. After about 45 minutes, at an altitude of around 800 m, one of the Jumo 004 turbojet engines developed a problem, caught fire and stopped. The pilot put the aircraft into a dive and pulled up several times in an attempt to restart the engine and save the precious prototype. After a series of four complete turns at 20° angle of bank, the aircraft crashed just outside the boundary of the airfield. The pilot did not use his radio or eject from the aircraft, as he may already have been

unconscious as a result of the fumes from the burning engine. The pilot was thrown from the aircraft on impact and died from his injuries two weeks later. The prototype aircraft was completely destroyed.

Despite this setback, the project continued. On 12 March 1945, the Ho 229 was included in the *Jäger-Notprogramm* (Emergency Fighter Program) for accelerated production of inexpensive "wonder weapons". In the same month, work commenced on the third prototype, the Ho 229 V3. The V3 was larger than previous prototypes, the shape being modified in various areas, and it was meant to be a template for the pre-production series Ho 229 A-0 day fighters, of which 20 machines had been ordered. Work had also started on the two-seat Ho 229 V4 and Ho 229 V5 night-fighter prototypes, the Ho 229 V6 armament test prototype, and the Ho 229 V7 two-seat trainer.

During the final stages of the war, the U.S. military initiated Operation Paperclip, an effort to capture advanced German weapons research, and keep it out of the hands of advancing Soviet troops. A Horten glider and the Ho 229 V3, which was undergoing final assembly, were secured and sent to the United States for evaluation. On the way, the Ho 229 spent a brief time in the UK.

The only surviving Ho 229 airframe, the V3—and indeed, the only surviving World War II-era German jet prototype still in existence—has been, until very recently, at the Smithsonian National Air and Space Museum's Paul E. Garber Restoration Facility. It has since been moved to the Smithsonian NASM's Steven F. Udvar-Hazy Center.



Source: https://en.wikipedia.org/wiki/Horten_Ho_229

For more information, see also: <https://airandspace.si.edu/collections/horten-ho-229-v3/>



26 February 2017 - Sunday at 6pm (check website for location)

It's our annual **SWAP MEET!** So check your stash for them models you won't build and bring them in to sell or trade! See you there!

We'll see you at the meeting on February 26th!

Happy Modeling!



"We're making it a small world!"

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Missouri Ozarks Scale Specialists

