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IPMS/Missouri Ozarks Scale Specialists  
[www.ipmsmoss.com](http://www.ipmsmoss.com)

Branson, Missouri 65616  
[ipmsmoss@hotmail.com](mailto:ipmsmoss@hotmail.com)

Newsletter Editor: Nate Jones  
417.230.6220

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## Nate's Notes

*By Nate Jones, President IPMS/MOSS*

Recently, I've had the opportunity to work on a couple of my in-progress models that have been waiting so patiently on the shelf for me to return. Ever since I started building models as young boy, I've known the joy and fun of the hobby! Known how relaxing it can be to hunker over a desk or table to clip, sand, and glue tiny bits of styrene together with the goal of assembling a small scale version of something real! Unknowingly, with all the busy-ness of life and my "real" jobs over the past few months which forced my hiatus from the hobby, I had temporarily forgotten that joy. It was refreshing to finally return to the hobby table and get the creativity flowing again! I can say that it was definitely refreshing!

All that to say, what refreshes you with this hobby? Is it the process of building? Is it seeing the kit "come to life" as it is assembled and painted? Or is it just the calmness of working on a model?

***"We're making it a small world, because small things matter!"***



On **Saturday, June 25<sup>th</sup>**, IPMS/MOSS will host our annual model show and competition – **MOSS CON 2016** – in the West Wing of

**The White House Theatre**

**2255 Gretna Road, Branson, MO 65616.**

There will be at least 21 categories to enter, plus two special theme categories:

**Remembering the 75<sup>th</sup> Anniversary of Pearl Harbor**, and **Studebaker: 50 Years Later**.

~ IPMS Judging Rules apply ~

For more information go to

**[www.ipmsmoss.com](http://www.ipmsmoss.com)**

and look for the **MOSS CON 2016** tab.

## LAST MEETING

**20 March:** The IPMS/MOSS “Knights of the Square Table” met in the Branson Fire and Police Joint Emergency Training Center; but our table layout was a little different this time! We had a very good turnout of members present! Thanks goes to Gary Sanders for taking the lead during my delay in getting to the meeting.



**Rusty Hamblin** brought in his recently completed Lindberg Stegosaurus and a spares box 1/72 MiG 21 that he's using for trial and error practice work. He was asking about sanding in small, confined, recessed spaces such as the wheel wells on the MiG 21.



**Richard Carroll** brought in his Monogram “NAM Tour of Duty” series of kits. Monogram Models marketed these 1/72, 1/48 and 1/24 scale kits based on the “Tour of Duty” tv show that ran from 1987-1990. Richard values this collection around \$200 and they are available if anyone is interested!







### Les MacLaren

brought in two very unique vintage kits from his collection; two bicycle kits by Enterprise Models. Originally released in 1958, these two kits are the only bicycle kits that Enterprise produced –

which they were more famously known for producing flying models of balsa, metal and pre-formed plastic parts.

**Bob Grenier** brought in two railroad cars. One is known as a “brass car” – a Way Car marked with the Chicago, Burlington & Quincy Railroad company. The car is made entirely of photoetched brass and originally priced at \$170. The second is a laser cut wood Caboose kit. It’s pre-cut, pre-painted and has adhesive on the connection points. Bob has not yet put decals on it or weathered it, but it was built on an existing styrene chassis.



**Brian Taylor** brought in his in-progress custom 1/24 scale build of a late 1960’s model dirt track race car. He customizing a resin body, and scratch-built a chassis using styrene tube for the frame and suspension. He only used a parts box front axle. He’s also going to add a photoetch driver’s seat that he purchased from [www.dirtmodeler.com](http://www.dirtmodeler.com). Brian



also brought in his built AMT ZZR kit, based on a Barris car for a 1966 movie titled “Out of Sight.”

**Darren Gloyd** brought in a seven of his model cars that he's built over the years; he wanted to show that he builds "more than just diesel trucks!"

**Dan Nowak** brought in three of his models: a 1958 Edsel, which he built about a year after the model was produced. Dan did a full Pro-street job on it and added wiring, plumbing, and brake lines.



Dan also brought in a 1956 pickup truck that he drilled out a four-barrel carburetor, added a scratch-built gun rack in the back window, and added a stained and polyurethaned wooden floor to the truck bed – Dan even completed the interior with dice hanging from the rear view mirror!



finished the car in "Old Blue" by Bob's Paint.

Additionally, Dan brought in his 1957 Chevy, which he considers a nightmare kit, because he experienced major fit issues during assembly. Dan said it took a lot of epoxy to keep the frame and the chassis bonded together. After all that, he

**Paul Drinkall** brought in his recently completed 1/48 Revell-Monogram Northrop F-89C Scorpion. He finished the two-seat aircraft with custom markings based on aircraft #5853 from the 433<sup>rd</sup> Fighter Intercept Squadron (FIS) based out of Kinross (now Kincheloe) Air Force Base in Michigan's Upper Peninsula. This particular aircraft disappeared without a trace November 23, 1953 in an alleged and yet unsolved UFO incident over Lake Superior (see *History in a Box* on page 6).



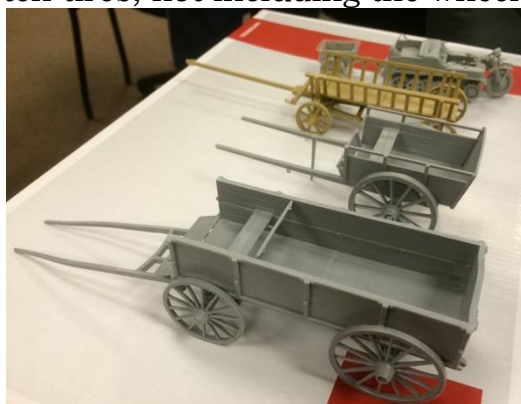




**Evan Sherman** brought in his in-progress 1/48 Revell-Monogram P-40B Tiger Shark. Evan recently bought this kit at a consignment shop for \$2.50 and spent the two hours before the meeting to build it (the glue was still wet)!

**Michael Steenstra** brought in three 1/35 wagons (from Master Box Ltd and MiniArt) and farm accessories that he is building for a Normandy diorama he is working on. He also brought in his in-

progress Dragon SdKfz 2 Kettenkrad and trailer, and his new MiniArt Gaz-AAA Russian Cargo truck (complete with 7-part tire treads—that's 70 tread parts for all ten tires, not including the wheels!).



**Nate Jones** brought in his in-progress 1/48 Tamiya A6M2 Zero fighter that he is building to enter in the Pearl Harbor theme category at MOSS CON 2016. After too many months of way too much responsibility with other stuff and not enough model building, he was finally able to work on a model!



Go to [www.ipmsmoss.com](http://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](mailto:ipmsmoss@hotmail.com).

## Branson Hobby Center DISCOUNT

**IPMS/MOSS members  
get a discount on all  
purchases at Branson  
Hobby Center!**

Discount valid for purchases. IPMS/MOSS Member must be present at time of purchase; no reproductions or clones permitted. Discount valid to increase customer satisfaction and to bring happiness, joy and feelings of excitement while purchasing hobby items, supplies or equipment. Smiling may occur. Not responsible for decreased storage space or excessive hobby collections. Please do not take this fine print seriously.

## **History In A Box**

### ***Vanished Over Lake Superior***

***Aircraft #5853, F-89C, 433<sup>rd</sup> Fighter Intercept Squadron***

***November 23, 1953***

On one side of the channel that connects Lake Superior with the other Great Lakes is the U.S., and on the other side is Canada. The fact that this area is on a U.S. national border makes it a restricted airspace. As such, it was monitored by the Air Defense Command in 1953.

On the evening of 23 November 1953, an Air Defense Command Ground Intercept radar controller at Truax AFB became alerted to an "unidentified target" over Soo Locks near Saulte Ste. Marie, Michigan. He sounded the alert, and an F-89C Scorpion jet was scrambled from nearby Kinross Field. The jet was piloted by 1st Lieutenant Felix Moncla, Jr., with 2nd Lieutenant Robert Wilson in the rear seat as radar operator.



Ground Control vectored the jet toward the target, noting that the target changed course as the F-89 approached it at over 500 mph. Lt. Wilson had problems tracking the target on his onboard radar, so Ground Control continued to direct the jet to the target. For thirty minutes, the jet pursued the radar blip and began to close the gap as the UFO accelerated out over Lake Superior.

As Ground Control watched, the gap between the two blips on the radar screen grew smaller and smaller until the two blips became one blip. Ground Control thought that Moncla had flown over the target and that the two blips would separate again as he moved past it. That didn't happen. Suddenly, the single blip flashed off the screen and the radar screen was clear of any return at all.

Frantically, Ground Control tried to contact the F-89 by radio. There was no response. Marking the last radar position, Ground Control dispatched an emergency message to Search and Rescue. That last sighting was about seventy miles off Keweenaw Point in upper Michigan, at an altitude of 8,000 feet, approximately 160 miles northwest of Soo Locks.

After an all-night air/sea rescue search, not a trace of the plane or the men was ever found. No debris, no oil slick, nothing was ever found.



Officials at Norton Air Force Base Flying Safety Division issued a statement that "the pilot probably suffered from vertigo and crashed into the lake." However, this was merely speculation and was based on hearsay reports that Moncla was prone to vertigo.

The Air Force explained the unknown radar target at first as a Canadian DC-3, then later as a RCAF jet. Canadian officials responded that there were no Canadian aircraft in the airspace over the lake at any time during the chase. The Air Force finally stated that the F-89 had exploded at high altitude, ignoring the fact that this would have left a lot of debris on the lake surface.

NICAP investigators found that mentions of Moncla's mission - chasing an unidentified target - had been obliterated from official records. Off the record, those that were present in the Ground Control radar room that day have expressed other opinions. They think that whatever the F-89 was chasing directly caused the disappearance of the jet.

As customary, the Air Force sent two officers to the families of the lost airmen to give them official messages of sympathy. Explaining the accident, the Air Force representative told Moncla's widow that the pilot had flown too low while identifying the supposed Canadian airliner and had crashed in the lake. By some headquarters mixup, a second Air Force officer was sent to offer condolences to the Moncla family. When Moncla's widow asked if her husband's body might be recovered the officer said there was no chance – the jet had exploded at a high altitude, destroying the plane and its occupants.

More information available here: <http://www.phantomsandmonsters.com/2014/02/vanished-over-lake-superior.html> and <http://ufomaniacs.blogspot.com/2008/05/lake-superior-ufo-mystery-1953.html>

## NEXT MEETING

**24 April 2016 - Sunday at 6pm Branson Joint Emergency Training Center, Building 13, Unit 6 (495 Gretna Road)** Bring a friend! See you there!

***Go to [www.ipmsmoss.com](http://www.ipmsmoss.com) and check out the Events Calendar for upcoming meetings, shows and events!***

**We'll see you at the meeting on April 24<sup>th</sup>!**

**Take care, be safe and Happy Modeling!**



***"We're making it a small world!"***

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**Phone:**  
Nate Jones 417.230.6220

**E-mail:**  
[ipmsmoss@hotmail.com](mailto:ipmsmoss@hotmail.com)

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**Missouri Ozarks Scale Specialists**

