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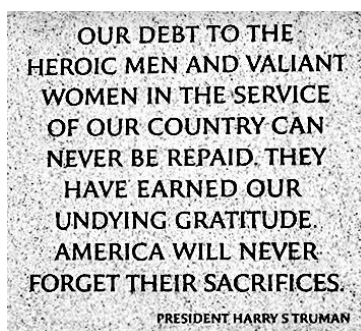
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Nate's Notes

By Nate Jones, President IPMS/MOSS

As the final days of the month of May approach, many are preparing for the first days of summer, pool parties, barbeques, and family gatherings. But it is important to remember the real reason for Memorial Day. It is a time for us to remember, reflect upon, and be thankful for the sacrifices of our Service members who paid the ultimate price for our freedoms. We must never forget.



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

On **Saturday, June 25th**, 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 75th Anniversary of Pearl Harbor, and **Studebaker: 50 Years Later**.

~ IPMS Judging Rules apply ~

For more information go to

www.ipmsmoss.com

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



LAST MEETING



22 May: The “Knights of the Square Table” met at Godfather’s Pizza in Ozark, MO. The pizza buffet opened at 5 pm, so many of the members arrived early to enjoy some food and fellowship, before the meeting started.

Les MacLaren brought in three vintage 1:72 Renwal 2-in-1 airplane kits from his collection. Originally produced in 1966, these six models were based on aircraft featured in the 1965 British comedy movie *Those Magnificent Men in their Flying Machines*. These kits feature frame structures and Aero-skin, (which Les says is about like covering scale 2”x4”s with a table cloth!), and all originally contained a small glass bottle of liquid model cement. One of Les’ kits actually still has a full bottle inside!



Mike Mangan brought in a resin Studebaker convertible conversion kit that he has been working on. Unfortunately, the resin body has many casting problems, windshield fit issues, and an unusable chassis frame because of splits, warping and incorrect dimensions. So Mike looked on eBay and found a spare Studebaker frame from another kit, and purchased it for about \$3. He is currently modifying that new frame to fit the body.



Paul Drinkall brought in a new product that he found to use for sanding irregular areas on his models. It is a 3M sanding sponge, available in most stores (he bought his at Walmart); the sponges come in a variety of grits and can be cut to size for the project needed. Paul has found this sanding sponge product very



useful on a conversion project he is currently working on – fit problems are requiring a lot of sanding!



Nick Kimes brought in two in-progress kits. From Tamiya’s Waterline series 1:700 *USS Cushing DD-376*, and his 1:144 Trumpeter LCM(3) WWII US Navy Vehicle Landing Craft – complete with “tiny” Sherman

tank. Despite the tiny size, Nick added details to his *Cushing*, and even improved the main mast. Nick has deemed 1:700 as the “not-for-large-fingers scale!”



Dusty Taylor brought in a vintage complete-in-the-box Jo-han 1962 Studebaker Lark Convertible kit. The 3-in-1 customizable kit features options to build the car model one of three versions: race, stock, or custom. Dusty’s kit still has the original decal sheet!



Darren Gloyd brought in his now finished customized four-door Peterbuilt 378. He used P&P Resin (<http://www.ppvintagekits.com/>) single headlights, and used aluminum beadwire to replicate the trailer air brake hoses on the back of the cab. Darren finished his “Pete” in Duplacolor’s Patriot Blue.

Brian Taylor brought in four kits he recently won in a raffle. Tamiya’s monstrous 1:35

M36 Dragon Wagon – complete with the Real Model resin cab, and three Lindberg 1:72 helicopter kits – an SH-3 Sea King, an HH-3E Jolly Green Giant and a UH-1 Huey.



Gary Sanders brought in his in-progress 1:25 1953 Hudson pickup

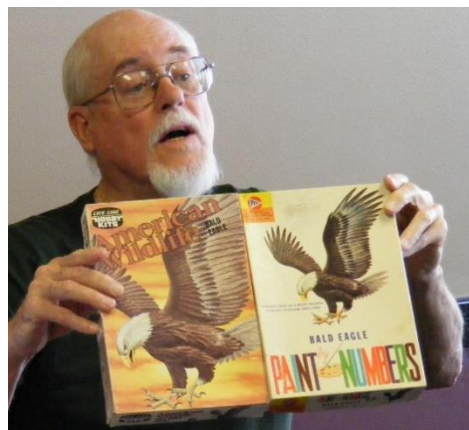


conversion, using Moebius Models’ 1953 Hudson Hornet as the base model with a Jimmy Flintstone pickup body conversion (<http://jimmyflintstonestudios.com/?s=HUDSON+HORNET+PICKUP>).

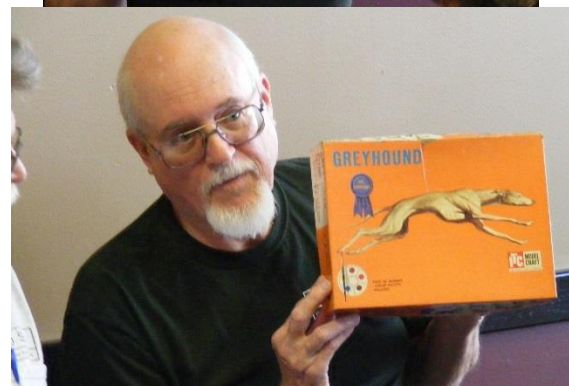
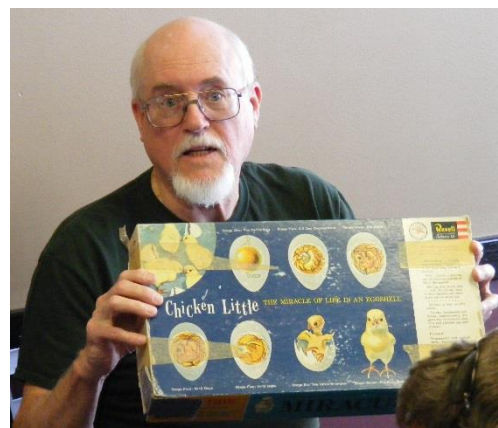
The body conversion needed quite a bit of grinding in order to get a good fit. Gary plans to add a wood floor to the pickup bed, but is still deciding which product to use: wood grain scrapbook paper, balsa or dollhouse wood floor product. “I broke every rule of painting an automobile” Gary noted, as he described his process of painting the two-tone

scheme of Tamiya desert sand color and a burnt orange (which was too much orange than he desired).

Richard Carroll brought in four kits from the “odd side of The Styrene Pit.” A vintage 1961 Revell *Chicken Little: The Miracle of Life in an Eggshell* model kit. This unique kit contains parts to model growing chicks, and vacu-formed transparent and opaque eggshells. Richard also brought in two Bald Eagle kits – same kit, just two different releases from two separate companies – Pyro Models and Life-Like Hobby Kits. The Pyro kit even includes the



pallet of paints pellets so modelers can paint-by-numbers. And finally, a vintage ITC Model Craft kit of a Greyhound dog. Interestingly enough, even though the box art shows the dog at full sprint, the kit



parts are molded to build the dog standing still!

Michael Steenstra brought in his in-progress Bronco Models 1:35 GPW ¼ ton 4x4 Utility Truck (Model 1942) with 10-CWT Trailer and Airborne



crew...which a mouthful (and the military designation) for the Willys Jeep kit used in WWII. (Guessing Bronco didn't get copyright permissions from Willys or Jeep!) Michael is building this kit for a Normandy diorama that he has been working on. The Bronco kit is known for its box art which includes a figure bearing a striking resemblance



to John Wayne's portrayal of LTC Benjamin Vandervoort (2nd BN, 505th PIR, 82nd Airborne) in the 1962 movie, *The Longest Day*. The only notable difference is that in the movie, John Wayne was carried in a hand-drawn ammo cart, not in a Jeep!



Bill Loden brought two recently completed kits – his Tamiya 1:48 F4U-1 Corsair in WWII tri-color VF-17 Jolly Rogers scheme, and his Wolfpack Models 1:48 T-38A Talon in markings from the 49th Fighter Wing at Holloman AFB.

Harvey Lane, who is also a Commemorative Air Force (CAF) supporter, and a fan of the CAF's bombers, said his next project is to build a 1:72 version of each of the CAF bombers – B-17, B-24, B-25, and B-29. He just purchased the last of the kits he needs to work on his collection. Looking forward to seeing your work!



Bob Grenier brought in an Academy 1:48 F4U-4B kit that he plans to build. It is a Korean War era variant of the famous and versatile fighter aircraft. He purchased the kit at Branson Hobby Center, in Hollister, MO; giving praises to the kit prices he has found there!



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.



" forty-nine cents a tube . . that's two cents a sniff. "

History In A Box

Operation Chastise: The "Dam Busters"

16-17 May 1943

Operation Chastise was an attack on German dams carried out on 16–17 May 1943 by Royal Air Force No. 617 Squadron, subsequently publicized as the "Dam Busters," using a specially developed "bouncing bomb" invented and developed by Sir Barnes Wallis. The Möhne and Edersee Dams were breached, causing catastrophic flooding of the Ruhr valley and of villages in the Eder valley; the Sorpe dam sustained only minor damage. Two hydroelectric power stations were destroyed and several more were damaged. Factories and mines were also either damaged or destroyed. An estimated 1,600 civilians drowned: about 600 Germans and 1,000 mainly Soviet forced-laborers. The damage was mitigated by rapid repairs by the Germans, with production returning to normal in September.



Operation Chastise by Robert Taylor

Prior to World War II, the British Air Ministry had identified Germany's heavily industrialized Ruhr Valley, and especially its dams, as important strategic targets: in addition to providing hydro-electric power and pure water for steel-making, they also supplied drinking water and water for the canal transport system.

The operation was given to No. 5 Group RAF which formed a new squadron to undertake the mission. The targets selected were the two key dams upstream from the Ruhr industrial area, the Möhne Dam and the Sorpe Dam, with the Eder Dam on the Eder River, which feeds into the Weser, as a secondary target. While the loss of hydroelectric power was important, the loss of water supply to industry, cities, and canals would have greater effect. Also, there was the potential for devastating flooding if the dams broke. The aircraft were modified Avro Lancaster Mk IIIs, known as *B Mark III Special (Type 464 Provisioning)*. To reduce weight, much of the internal armor was removed, as was the mid-upper machine gun turret. The size of the bomb with its unusual shape meant that the bomb-bay doors had to be removed, and the bomb itself hung, in part, below the fuselage of the aircraft. It was mounted on two crutches, and before dropping it was spun up to speed by an auxiliary motor.

Bombing from an altitude of 60 ft, at an air speed of 240 mph, and at a pre-selected distance from the target called for expert crews. Intensive night-time and low-altitude flight training began.

There were also technical problems to solve, the first one being to determine when the aircraft was at optimum distance from its target. Both the Möhne and Eder Dams had towers at each end. A special targeting device with two prongs, making the same angle as the two towers at the correct distance from the dam, showed when to release the bomb.

The second problem was determining the aircraft's altitude, as the barometric altimeters then in use lacked sufficient accuracy. Two spotlights were mounted, one under the aircraft's nose and the other under the fuselage, so that at the correct height their light beams would converge on the surface of the water.



Dambusters - The Third Wave by Bruce MacKay



First Wave by Ivan Berryman

aircraft lost its radio to flak and turned back over the IJsselmeer, a second aircraft flew too low and struck the sea, losing his bomb in the water; the aircraft recovered and returned to base. A third aircraft was shot down by flak shortly afterward crossing the coast. A fourth aircraft hit electrical pylons and crashed 5 km east of Rees, near Haldern. The bomb was thrown clear of the crash and was later examined intact by the Germans. Only the delayed bomber survived to cross the Netherlands.

Formation No. 1 lost one bomber near the German hamlet of Marbeck when it flew into high voltage electrical cables and crashed into a field.

Despite the losses and anti-aircraft artillery opposition, some of the bombers were able to reach their intended targets. The two direct mine hits on the Möhnesee dam



resulted in a breach around 250 feet wide and 292 feet deep. The destroyed dam poured around 330 million tons of water into the western Ruhr region. A torrent of water around 32.5 feet high and travelling at around 15 mph swept through the valleys of the Möhne and Ruhr rivers. A few mines were flooded; 11 small factories and 92 houses were destroyed and 114 factories and 971 houses were damaged. The floods washed away about 25 roads, railways and bridges as the flood waters spread for around 50 miles from the source. Estimates show that before 15 May 1943 water

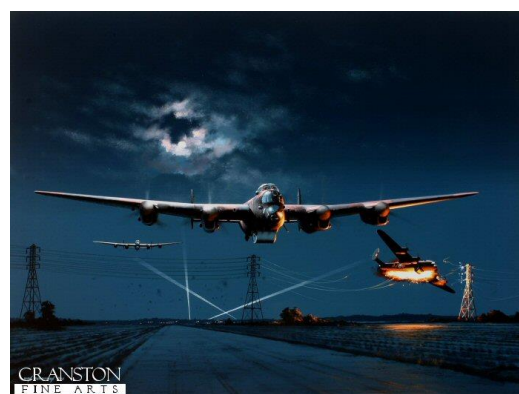
production on the Ruhr was 1 million tons; this dropped to a quarter of that level after the raid.

The Eder drains towards the east into the Fulda which runs into the Weser to the North Sea. The main purpose of the Edersee was then, as it is now, to act as a reservoir to keep the Weser and the Mittellandkanal navigable during the summer months. The wave from the breach was not strong enough to result in significant damage by the time it hit Kassel (approx. 35 km downstream).

On the way back, flying again at treetop level, two more Lancasters were lost. One damaged aircraft was struck by flak near Netterden and another Lancaster was hit by flak north of IJmuiden and crashed into the North Sea just off the coast of the Netherlands. On the return flight over the Dutch coast, some German flak aimed at the aircraft was aimed so

The aircraft used two routes, carefully avoiding known concentrations of flak, and were timed to cross the enemy coast simultaneously. The bombers flew low, at about 100 ft altitude, to avoid radar detection. At one point during the inbound route, Flight Sergeant George Chalmers, radio operator on "O for Orange," looked out through the astrodome and was astonished to see that his pilot was flying towards the target along a forest's firebreak, below treetop level.

The first casualties were suffered soon after reaching the Dutch coast. Formation No. 2 did not fare well: one



The Horror and the Glory by Ivan Berryman





Tragedy above Hamm by Ivan Berryman

low that shells were seen to bounce off the sea. Eleven bombers began landing at Scampton at 0311 hours, with Gibson returning at 0415. The last of the survivors, Townsend's bomber, landed at 0615.

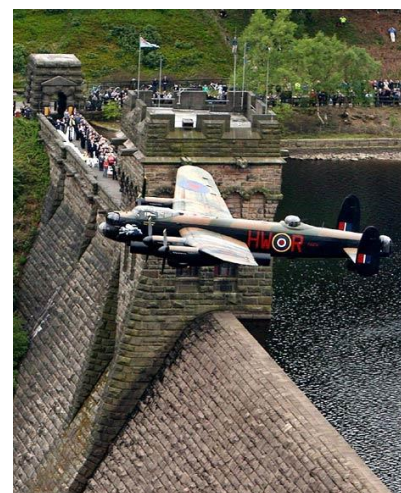
In total, following the raid, two dams were destroyed, but eight aircraft and 53 men were lost.

The greatest impact on the Ruhr armaments production was the loss of hydroelectric power. Two power stations (producing 5,100 kilowatts) associated with the dam were destroyed and seven others were damaged. This resulted in a

loss of electrical power in the factories and many households in the region for two weeks. In May 1943 coal production dropped by 400,000 tons which German sources attribute to the effects of the raid

After the operation Barnes Wallis wrote, "I feel a blow has been struck at Germany from which she cannot recover for several years", but on closer inspection, Operation *Chastise* did not have the military effect that was at the time believed. By 27 June, full water output was restored, thanks to an emergency pumping scheme inaugurated the previous year, and the electricity grid was again producing power at full capacity. The raid proved to be costly in lives but was no more than a minor inconvenience to the Ruhr's industrial output. The value of the bombing can perhaps best be seen as a very real boost to British morale.

On May 16, 2008, on the 65th anniversary of the Dam Buster raid, a Lancaster bomber from the Battle of Britain Memorial Flight, and other aircraft from the current RAF No. 617 Squadron conducted multiple flyovers in remembrance of the raid, and in honor and memory of the RAF members lost during May 1943.



More information available here: https://en.wikipedia.org/wiki/Operation_Chastise

and here: <http://www.freerepublic.com/focus/f-news/2017043/posts>

and here: <http://ww2live.com/en/content/world-war-2-discover-dambusters-raid-and-its-heroes-23-impressive-infographics-images-arts>

History You Can Model

If you would like to build your own RAF Lancaster bomber from Operation *Chastise* there are a variety of kits available in various scales – some are currently out of production, but most are available on the secondary markets.

Kits:

- Airfix 09007 1:72 Avro Lancaster B.III (Special) "The Dambuster"
- Revell Germany 04630 1:72 Avro Lancaster "Dambuster"
- Hasegawa 00554 1:72 Avro Lancaster B.III "Dambuster"
- Tamiya No. 10 1:48 Avro Lancaster B.III Dambuster/ B.I Special Grand Slam 2200lb Bomb

For another interesting Dambuster Lancaster Work In Progress by UK Modeler Phil Flory, check out this link:

<http://www.florymodels.co.uk/tamiya-148-lancaster/>

Branson Hobby Center DISCOUNT

**IPMS/MOSS members
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all purchases at
Branson Hobby Center!**

Discount valid for hobby purchases only.
IPMS/MOSS Member must be present at time of purchase; clones strictly prohibited. Do not contact your Doctor if smiling for greater than 4 hours occurs. Not responsible for hours spent looking at box art, parts, or day-dreaming about how you will build the kit. Side effects include joy, excitement, feelings of euphoria, decreased shelf space and large hobby collections. Please do not take this fine print seriously...well, most of it, at least.

FEATURED PRODUCTS at Branson Hobby Center

Branson Hobby Center is now carrying **Bare Metal Foil** and a selection of **Alclad** paints. Stop by and check out their prices and selection!

Bare-Metal



Custom orders are available!

A Alclad II Lacquers
Airbrush ready Fast drying Natural Metal Model finishes

TIPS & TECHNIQUES



Using Mounting Putty When Dry Fitting Parts by Rick Brownlee

Most modelers I know like to compete; to enter in local contests. And of course that means that all the seam work on the entered model must be close to flawless. I've learned over the years that approach re-quires a lot of dry fitting of the parts to make sure the fit is as good as you can get it before gluing those parts together.

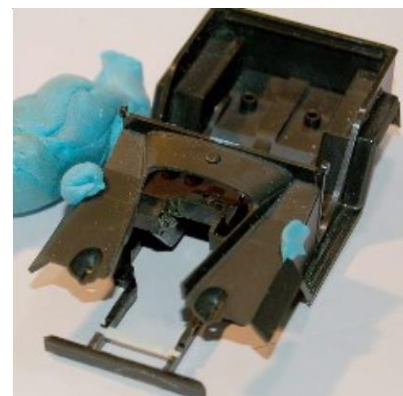
And a product that I use a great deal, to temporarily hold parts together, is the mounting putty that you find under various brand names, usually found in the paint department of the hardware store. A brand I used was Blu-Tak, but I don't find that brand at the store now days. The latest brand I use is Loctite Fun-Tak. And it works just fine.



You can use masking tape of course, but it can leave a sticky residue on the plastic, especially if the tape is on that area of the model for some time. The blue putty doesn't leave any residue behind. So that when you wash the model in soap and water before painting it, the job is easier. The photos show that the pack comes with a number of ribbons of mounting putty and you can pinch off

an amount that you need to put in the seam of two matting parts.

The photo of the Russian 1:35th scale GAZ 67B Field Car shows where I attached temporarily, the hood (or bonnet) of the vehicle on to the front of the car. For the sake of showing up in the photo, actually I applied more of the putty than you need. With that hood part in place it helps me to determine just what size the added engine, from another kit — that will be modified a great deal — needs to be so that all of its added pieces will



still fit in the engine compartment so that the hood is able to close.

So if you have not tried this kind of mounting putty for the dry fitting process, why not give it a try? It doesn't wear out. I've been using the same blob of Blu-Tak for over ten years now. And it still does the job quite nicely.



NEXT MEETING

12 June 2016 - Sunday at 6pm – check the website and Facebook for the meeting location! Bring a model, bring a friend! See you there!

Go to www.ipmsmoss.com and check out the Events Calendar for upcoming meetings, shows and events!

We'll see you at the meeting on June 12th!

Take care, be safe and Happy Modeling!



"We're making it a small world!"

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8:30 am – 5:00 pm
At The White House Theatre (2255 Gretna Road) in Branson, MO
Special Theme: Remembering the 75th Anniversary of Pearl Harbor
Special Theme: Studebaker 50 Years Later
Free Parking ~ Vendors ~ Raffle Prizes
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