

From the Editor

Well, I guess the December issue wasn't my last as editor. As the old saying goes, "Never say never".

This issue begins with some shots of the Ni River Middle School Make & Take. We had an enthusiastic turnout of young people at the event and I learned that the Pegasus snap kits are really nice M&T kits. Thanks, Ken LaSala, for turning me on to these.

The Ni River diorama project didn't get finished before Christmas break, so its story will have to wait until next issue. Guess trying to build four dioramas in two classes was a bit much to attempt

Also in this issue is a review of two books on Israeli F-4 Phantoms (taken from Hyperscale.com, a story about one result from our Christmas party, and another review by Joe Bles of figures from Kings Road Miniatures.

Happy New Year to all!

Tim Barb



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Ni River Make & Take

On Wednesday, December 9, 2009, the club held a Make & Take at the Ni River Middle School in Spotsylvania, VA. We had 24 participants who built a mixture of Revell Snap-tite A-10s, Pegasus snap kits (P51s, ME-262) and a few glue kits (an ICM Hurricane, a Tamiya Zero, and two Truman Air Force Ones). The event was organized by David Hefner, the school librarian (to whom the club has donated a number of aircraft models for display – see the November newsletter for pictures.)



ISRAELI PHANTOMS

The “Kurnass” in IDF/AF Service Vols. 1 & 2 1969 - 1988 & 1989 until today

by Andreas Klein & Shlomo Aloni

Reviewed by Al Bowie

From Hyperscale.com



Summary	
Title and Publication Details:	ISRAELI PHANTOMS – The ‘Kurnass’ in IDF/AF Service Vol 1 & 2 Double Ugly! Books – in cooperation with AIRDOC Aircraft Documentries
Media:	160 pages ea , B&W and Colour Illustrations plus plans and Colour Plates
ISBN:	978-0-935687-81-2 and 978-0-935687-82-9
Price:	<u>Each Euro 39.95 available online from AirDOC</u>
Review Type:	First Read
Advantages:	A thorough and exhaustive guide to the Israeli Phantoms from 1969 to present
Disadvantages:	None noted
Conclusion:	These would have to be the best compiled books on the Phantom I have yet seen and set a great benchmark for Aircraft titles.

The Phantom is a legendary Aircraft and a veteran Cold War warrior that was built in massive numbers (5000+) and is well documented as an aircraft. These two volumes, I believe the first in a series on the Phantom II, examine in exhaustive detail the F 4E Phantoms serving with the IDF Air Force II. Early in my teens I was given an Airfix Catalogue which had a stunning boxtop illustration of an F4E Phantom in Israeli Colours out manoeuvring a SAM 2 Missile. I was captivated by this illustration having followed the recent Yom Kippur Conflict on TV just the year before. Thus began a lifelong love of Phantoms that continues to this day. For a mainly armour modeller there is a great collection of Phantom reference in my library which is hard to explain to my treadhead mates and its all the fault of Airfix and that wonderful illustration. That Airfix Kit which I scraped and saved for back in the mid Seventies started me down the slippery slope of modelling Phantoms and the first one I made was the Israeli one on the box top. I went on to make over 60 small scale Phantoms and a few of the 48th ones with more than a few Israeli ones in the mix.

When Brett asked if I would like to review these books I jumped at the chance and I have to say they have exceeded the high expectations I set for them in my mind. The cover with that brute ugly F4E in the attractive three tones Israeli Camouflage leaps out at you and when I opened the cover on Volume one it was many hours later that I put it down. The quality of this publication is first class and it is presented in a way that just makes you want to read a few pages more before putting it down.

The Israelis first got their first Phantoms in late 1969 and they immediately set about getting them up to an operational standard baptizing them the name “Kurnass” (Sledge Hammer) over the following years and many conflicts that they participated in. The Phantom excelled in the skilled hands of the Israeli Pilots and became a potent fighter and strike aircraft often tackling the difficult SEAD (Suppression of Enemy Air Defences) role. The Phantoms led the way in the War of Attrition between delivery and the 73 War scoring many Air to Air Victories in a short time. During the 73 war the Phantoms suffered a fair attrition to the Arab Sam umbrella but quickly worked out tactics to overcome this and were soon sweeping the skies or the battlefields clean of the Arab aggressors. The Phantom has played key roles in all the campaigns and conflicts since and continues in service to this day.

The Books are divided into Volume 1 and two and each covers a period in the use of the Phantom by the IDF. Vol 1 covers the 69-88 periods which includes the War of Attrition, the 73 War and the Invasion of Lebanon in the early 80's. Vol two covers the period from 1989 to the present day. The Authors have managed to piece together an amazing amount of data about the Kurnass in service and they have jammed every page with Pictures, Tables and highly informative text. Colour plates are of an excellent quality as are the line drawings which are found within the titles pages.

Volume 1 covers the following in its 160 pages:

- Foreword – General (ret) Amir Nachumi
- Chapter 1 – Introduction
- Chapter 2 – The War of Attrition & ‘The Kammers’ Shark Mouthed Kurnass #187
- Chapter 3 – The Yom Kippur War – US Airlift to Israel – Op Nickel Grass
- Chapter 4 – Peace for Galilee & Movie Star (Iron Eagle II)
- Chapter 5 - F-4 Yom Kippur War Cockpit & Armament
- Appendix 1 – Scale Drawings
- Appendix 2 – Camouflage Schemes
- Appendix 3 – Cockpit layout – Early Production Block F4E

- Appendix 4
- Kurnass Serial Lists,
- Kurnass Aces
- Kurnass Mig Kills
- IAF Kurnass Attrition List
- Appendix 5
- Abbreviations
- Acknowledgements

The Second Volume contains the following:

- Chapter 1 – F-4E KURNASS 2000
- Chapter 2 – The RF-4E KURNASS TSILUM - Reconnaissance
- Chapter 3 – F-4E(S) Shabul – Operation Peace Jack
- Chapter 4 – SQN 69 “The Hammers”
- Chapter 5 – SQN 105 “Scorpions”
- Chapter 6 – SQN 107 “The Knights of the Orange Tail”
- Chapter 7 – SQN 119 “The Bats”
- Chapter 8 – SQN 201 “The One”
- Chapter 9 – Manat – Test and Evaluation Squadron
- Chapter 10 – KURNASS 2000 Walkaround
- Chapter 11 – RF-4E Walkaround
- Chapter 12 –F-4E(S) Walkaround
- Appendix 1 – HIAC-1 Description
- Appendix 2 – Kurnass 2000
- Appendix 3 – RF-4E Phantom II
- Appendix 4 – F-4E(S) Shabul
- Appendix 5 – Camouflage Schemes
- Appendix 6 – Cockpit layout – Late production Block F- 4E
- Appendix 7
- Kurnass Serial Lists,
- Kurnass 2000
- IAF Reconnaissance Phantoms
- Operation “Peace Jack” Phantoms
- Operation “Nickle Grass” Phantoms
- More Known Kurnass IAF Code/ US Serial Tie ups
- Abbreviations

The books detail everything you wanted to know about Israeli Phantoms and unearths an amazing amount of new information on their service and the background of the initial purchase and subsequent supply. I was amazed to find out that the Phantom was a people’s subscription aircraft with the Israeli public raising funds for its purchase.

Almost every single Israeli Phantom is listed and or shown in a photo and I am pleased that the Squadron and aircraft markings are clearly shown and not with a censors embellishment as per previous titles on the Phantom. Operational History, missions and roles are within the pages and make for a thoroughly good read.

Usually extensive books set out to be a bit of everything and end up being heavily focused on one area. I am pleased to say this book is well structured and balanced and covers each area exceptionally well. For the

modeller the book has everything you could ask with plans, clear and detailed photos walk rounds and colour and marking guides. I can't fault these volumes in any way and if the rest of the series continues like these Double Ugly (a reference to one of the Phantoms nicknames) Books will have a winner on their hands

The appeal in these titles is equal whether you are a fan of the IDF/AF, Phantoms, a modeller, historian or just an aviation enthusiast. These would have to be the best compiled books on the Phantom I have yet seen and set a great benchmark for Aircraft titles. Know if they would just do one on UK Phantoms to this level I'll be opening my wallet wide.

Thanks to AirDOC Publications for the sample.

AirDOC Publications may be viewed and purchased online from their website, www.airdoc.eu

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Created on 15 December, 2009**



A Christmas Story

It started with great anticipation and grew into Great Expectations. Oh! to start modeling again after a sad sojourn of 45 years. This time had been cruel, offering hope & excitement, without real touches of it. For years, almost 18 present years as an IPMS hobbyist, and 26 prior years, dating from 1964, I could not build a model with any confidence of success or quality. My expectations were excessive, and outstripped my adolescent skills to mount the precious spaceship or ocean vessel. Tank treads were now too difficult to compose. Plane painting and decals were becoming senior citizen mysteries. So what is the Christmas theme here?

At the chapter party, I hoped for a breakthrough from my modeling paralysis & and anxious fears. Since, in all these years, I could not pick a model that would return me to the art of modeling. The thought, that what I would get in exchange would be the one, the first one built in 45 years, was an inspiration. In the past, I went so far to buy three of the same model, with the thinking that the first would be a sloppy sacrifice, to be sacked as a throw-away example of over-gluing or of a cloudy canopy. But, as soon as I peeled off the shrink-wrap packaging, I was wrapped in the same dreadful fear of modeling failure. Help, Christmas exchange.

I got a Dragon 1/35 Pz Kpfw IV Ausf E – a German WWII diving tank: something that I wouldn't buy. It sure looks ugly. But that's just the beauty of this exchange. I have no investment in the outcome of this model, as there would be, if it were a favorite model like the Galactica Battlestar. I am not captive to, or fearful of, my model standards of perfection with this tank. I don't know how this model should look after building it. I have no built-in nightmares about its construction. It's perfect.

I am now one step closer to making a model, thanks to the good chapter member who wrapped a Dragon Trauchpanzer for me for Christmas. Would you like to build two together?

Curtis Clinton

KINGS ROAD MINATURES

Figure review by Joe Bles

The two King's Road Miniature boys, Jeff Cupernell and his partner Larry Watt are at it again. They have three more aviation pioneers in this offering. As with the first offering these 54mm scale figures are cast in white metal with characteristic crisp and clear detail. Also each figure is packed in an 'Altoid' type protective metal box. These three highly recommended figures are:

Charles A. Lindbergh Sculpted by the very talented Mike Good and known to history as either "Lucky Lindy," or the "Lone Eagle" he is dressed in flight overalls circa 1921. However, in the early 1920s his nickname was "Slim." He learned to fly as a dare devil barnstorming pilot. In 1924 he enlisted in the US Army for training as a US Army Air Service Reserve pilot. He then became an airmail pilot. It was in May 1927 that Lindbergh became a world renowned aviator. Flying the Ryan "Spirit of St. Louis" he took off from New York and after 33 1/2 hours landed in Paris, an incredible feat for the time. As an Army Reserve pilot he was awarded the Medal of Honor for the achievement. After an event full life as an inventor, anti war activist until Japan attacked the US, a Pulitzer Prize winning author and ardent conservationist he died in August 1974.



Howard Robard Hughes, Jr. Sculpted by one of the best in the business, Alan Ball, Howard Hughes was definitely a one of kind. He was a daring aviator, an engineer, inventor, industrialists as well as a major film producer and director. One of his concepts was the now famous Hughes H-4 Hercules, known as the Spruce Goose. Although in no sense an aviation success that aircraft has been preserved at the Evergreen Aviation Museum in Oregon. In spite of his successes he displayed signs of mental illness which ultimately resulted in withdrawing to become an eccentric recluse. Although he lived until he was 70 he is now most remembered for his bizarre lifestyle in his later years. Alan has captured Howard Hughes as he would have appeared in the mid-thirties in a double breasted suit, overcoat and flying helmet.



Amelia Mary Earhart The figure was sculpted by Remy Trembly. Amelia was born in Kansas and carried with her throughout life an adventures spirit. After leaving school and tending wounded WWI Canadian soldiers in Toronto she moved to California to be with her family. As a hobby she took up flying. This soon becomes her life long passion. In 1928 more as a passenger then as an aviator she became the first woman to fly across the Atlantic. The ensuing world wide publicity and several books made her famous. In 1929 she and ninety eight other women pilots formed the Ninety-Nines with Amelia as the first president. She is depicted in full flying attire circa 1932. Her attire was so admired that she started a successful women's fashion line. It was later in 1937 that she made a daring attempt to circumnavigate the world and vanished without a trace in the Pacific.



As with their first three offerings they are reasonably priced at \$25.00 each. It is hard to beat both a high quality figure and a good bargain. They are available from Kings Road Miniatures, 4134 Atlantic Avenue, Suite 203, Long Beach, California 90807 or you can contact them via Email at: www.kingsroadminiatures.com.

CLUB CONTACTS

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CHAPTER INFORMATION

Web: www.novaipms.org
Yahoo Groups: novaipms (where the newsletters are posted)

MEETING INFORMATION

Fairfax High School – Usually first Wednesday of the Month with notable exceptions. Please see the club website.

Local Clubs

Washington Armor Club – Meets 3rd Thursday of the month at Cabin John Elementary School. Contact Joe Booker at joe.booker@aol.net for more information

IPMS Washington D.C. Chapter meets the third Tuesday of each month at 8:00 PM at Beverly Farms School, 8501 Post Oak Rd., Pomomac, MD www.ipmsdc.org

National Capitol Model Soldier Society meets on the fourth Tuesday of each month in Annandale, Virginia. Contact Norbert Lustine (301) 384-4100; email: nml4100@aol.com.



Contest Themes 2010

Yet to be determined.

UPCOMING EVENTS

Old Dominion Open

February 27, 2010
Richmond International Raceway Complex
600 E Laburnum Ave
Richmond VA
IPMS Richmond
Aaron Winer (804) 270-7898
Alw727@verizon.net

