



McKinstry Newsletter for Jan. 3, 2024
The KETCHUP is NOT Quite KAUGHT UP
BUT WHAT the hell, it might be someday!!

IPMS McKinstry - The 1st IPMS chapter in Illinois, celebrating our 53rd year.

Club Officers

President	Frank Ress	Newsletter Editor	Paul Gasiorowski
Vice President	Lee Lygiros	Program Director	Charlie Scardon
Chapter Contact	Paul Gasiorowski	Webmaster	Frank Ress
Treasurer/Secy.	Mike Hanlon		

For information about upcoming meetings, please visit the McWebsite at the following link –

[Meetings | IPMS – Capt. James J. McKinstry Chapter \(ipms-mckinstry.org\)](http://ipms-mckinstry.org)

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Notes January 3,2024

The meeting started promptly at 6:30 PM at our new location, the Continental Restaurant in the banquet room. Members in attendance were Frank Ress, Lee Lygiros, Mike Hanlon, Paul Gasiorowski, Charlie Scardon, Pat Westerberg, Jim Batchelder, John Koziol, John Koziol Sr., Brian Gardner, Eugene Siuda, Paul LaRock, and Stu Hellman.

New Business

President's Message

New meeting venue

Some of the members decided to order a meal delivered prior to and during the meeting. After a discussion with several members after the meeting and with several emails in the days going forward, it was decided that doing this seemed too disruptive, especially during the show and tell portion of the meeting.

Prior to the meeting someone will be at the bar for those who wish to have a beverage. At 6:30 the bar will be closed till after the meeting. The format for the meeting will be similar to what we had at the library. A table in front for the officers and show and tell. Then the chairs will be set up theater style for the general membership set up in the same way that we had at the library. After the meeting there will be tables at the back where we can sit down and order our food.

Annual participation contest point system

The following table is a recap of points earned as of Jan. 22.

Here's how the following table should be interpreted. The numbers in parentheses in the headers are the possible points for each category. Note that each member bringing one or more models to the meeting can ONLY earn points in the 'New Build' or 'Old Build' categories – not BOTH. There is a grace period of 5 minutes for on-time attendance, so nobody was 'late'. There was no program, so no points to anyone for that in January. Ditto for kit reviews and misc. points. I'll continue to accept the IPMS membership numbers next month for current club members (and through the year for any new club members). So, if any current member is NOT a member of IPMS-USA and would like to earn the points in 2024, you have until the end of February to join.

I decided to kick up the points for a kit review from 10 to 15.

Member	IPMS USA (10)	Attendance (1/3)	Program (3/25/35)	New Build (15/20)	Old Build (3/7)	Write-up? (5)	Kit Review (10)	Miscellaneous	Total Points
Frank Ress	10	3			7	5			25
Eugene Siuda		3							3
Brian Gardner	10	3							13
Pat Westerberg		3							3
Jim Batchelder	10	3		15					28
Stu Hellman		3			7	5			15
Paul Gasirowoski		3		20		5			28
Mike Hanlon	10	3		20		5			38
Lee Lygiros		3		20		5			28
Charlie Scardon		3							3
John Koziol Jr.		3			7				10
John Koziol Sr.		3			3				6
Paul LaRock		3		15		5			23

Member Gallery

Frank Ress

Monogram 1/72 P-51B

The kit itself, aside from raised panel detail and minimal interior detail, still compares well to modern kits. At the time this kit was released I was working to correct the major flaws in the old Revell kit. I immediately threw out the Revell model.

I built it mostly out of the box, aside from using the supplied Malcolm canopy (you have to cut the standard canopy apart to insert the bulged section), then vacuforming a new canopy using the kit one as a mold. I also scratch-built a rearview mirror and whip antenna.

I used Floquil silver and custom Floquil camo colors to match a single left-side photo of the Iowa Beaut, serial 42-106950 of the 354th FS, 355th FG of the 8th AF. All markings, aside from the kit stars and bars and the tail number (press-on Letraset) were either masked and sprayed or brush painted.

The resolution of the photo I used was a little indistinct, and I originally hand-painted the name as "John Boat", but when an aftermarket sheet (Microscale 72-121) became available for this plane, I resprayed the cowl panel and applied the correct decal.



Mike Hanlon

Tamiya 1/24 Ford mustang GT4

This model was used by Ford during the 2017 racing season. Kit decals were used, and the paints were XF-54 German Grey and X-22 Tamiya Gloss and other miscellaneous Tamiya paints.



Tamiya 1/48 F-51D

The name of the plane was the Buckeye Blitz, stationed with the 36th FBS, 8th FBW in Taegu, South Korea 1950. I used Alclad natural metal colors, and miscellaneous Tamiya paints. The decals were Aeromaster 48-100 Air War of Korea and Tamiya kit decals.



Tamiya 1/48 P-51D

This one was called the Blue Pickle stationed in China 2945 with the 529th FS, 311th FG. Alclad natural metal colors were used and other Tamiya miscellaneous paints. The decals were by Superscale set 48-1192.



Tamiya 1/48 Mustang IV

This plane was stationed in Cervia, Italy 1945 and assigned to the No. 3 RAAF Squadron 3. The paint scheme was Firewall, Ocean Grey and RAF Dark green over Sky Grey. Tamiya Acrylic paints were used, Xtradecal 1/48 North American p-51D Mustang Mk. IV RAF, RCAF & RAAF Service decals were used.



Jim Batchelder

Tamiya 1/48 P-38J



Stu Hellman

Monogram 1/48 Visible Mustang



Lee Lygiros

Monogram 1/48 Fatman & Little Boy Atoms bombs.

Acquired from the Monogram B-29 kits. Built of the box, using model Master paints.



Paul LaRock

Academy 1/35 US Medium Tank

Diorama with a full tank crew and soldiers. M3 Lee Indian Army.



Paul Gasiorowski

AMT 1/25 1967 Ford Mustang GT Fastback

The kit was assembled without too many issues. The biggest one was to get the body to set over the chassis, without the windshield on rear window popping out. Had to do a little sanding and thinning of the wheel wells and fenders to get it to sit correctly. I used Model Master acrylic paints, Insignia Red 4714, several different shades of black and Gulf sand 4812 for the interior.



B-52 Tall Tail – Short Tail

At the January meeting John Koziol brought in a model of a B-52D. He asked the question why the newer B-52G's and B-52H's had a shorter tail. When I was in the Air Force 1962-66, I worked on the navigation systems for the model H. I was also fortunate to be in the squadron that received the first H models at Wurtsmith AFB, Oscoda, Michigan.

Why was the tip of the B-52's vertical tail chopped off in 1959?

When Boeing switched over from the B-52F to the B-52G in 1959, they (among other changes) lopped off the top 2.4 meters (8 feet) of the aircraft's vertical tail:

Original-height tail (here on a B-52F)



Pruned tail (here on a B-52H)



Why did they chop off the tip of the vertical tail, thereby decreasing the aircraft's directional stability and rudder authority?

The fin was shortened to lessen the structural loads (torsion and bending) when flying low (thicker atmosphere). That and using a spoilers-only roll control presented issues:

To reduce aerodynamic loads on the rear fuselage in low-level flight there was a 91-inch reduction in the height of the vertical stabilizer. This stubbier fin had been evaluated on the first B-52A. In practice, the short fin combined with spoilers-only lateral control induced a tendency to Dutch-roll and low-level handling was more sensitive than on earlier B-52s.

— Davies, Peter E., Tony Thornborough, and Tony Cassanova. *Boeing B-52 Stratofortress*. Crowood, 1998.

The shorter vertical fin was intended to prevent aircraft crashes caused by the original tall fin failing in turbulent air.

On Wikipedia's [B-52 article](#), there are at least two such accidents:

- On 24 January 1963, a B-52C on a training mission out of Westover Air Force Base, Massachusetts, **lost its vertical stabilizer** due to buffeting during low-level flight, and crashed on the west side of Elephant Mountain near Greenville, Maine. Of the nine crew members aboard, two survived the crash.
- On 13 January 1964, the vertical stabilizer broke off a B-52D in winter storm turbulence; it crashed on Savage Mountain in western Maryland. The two nuclear bombs being ferried were found "relatively intact"; three of the crew of five died.

While those accidents were on older models, they took place after the change. That does not mean the structural integrity was not apparent from regular maintenance or from manufacturer data. The list is also not exhaustive, there could very well have been minor failures that did not make that list of "notable accidents".

In the design of the B-52G, considerable attention was paid to reducing the structural weight. Dissimilar materials were used in the construction of the airframe, and the wing structure was extensively redesigned. The most visible difference was a vertical tail which was reduced in size. The height was reduced from 48 feet 3 inches to 40 feet 7 inches, and the chord (width) was increased. The new tail was evaluated on the first B-52A (52-001) and perhaps also on either the XB-52 or YB-52 before being adopted as standard for the B-52G.

B-52G: 'Super B-52'

Though the B-52G and B-52H are similar in appearance they are completely different animals. Boeing originally began work on a 'Super B-52' as an alternative to the supersonic [B-58 Hustler](#), but the resultant B-52G would prove much more long-lived. The B-52G was designed around an all-new wing and was once intended to be powered by eight non-afterburning versions of the Pratt & Whitney J75 as used in the F-105 and F-106. In any event, the B-52G retained the J57-P-43WA, although increased water capacity was provided for a longer-duration takeoff boost.

Other refinements included a program of weight-saving measures, further improving overall performance. The new wing also contained additional fuel capacity, allowing the external wing tanks to be replaced by smaller and lighter examples. The most obvious visual change affected the tail, which was now reduced in height by 91 inches. Meanwhile, [the defensive gunner](#) was relocated from their position in the tail to the main cockpit, seated alongside the electronic warfare officer.

B-52H: Ultimate BUFF

The only Stratofortress variant still in service, the B-52H emerged as a derivative of the B-52G, with the same basic airframe, but allied with new Pratt & Whitney TF33 turbofan engines. All H-models were built in Wichita, the plant producing 102. Another change, compared to the B-52G, was [a new tail turret](#), armed with a single M61A1 Vulcan 20-mm rotary cannon. The ECM and avionics were updated, a new fire control system was fitted, and the rear defensive armament was changed from machine guns to a 20 mm [M61 Vulcan](#) cannon (later removed in 1991-1994)

The first B-52H flew in July 1960 and deliveries began in May 1961, initially to the 379th Bombardment Wing at Wurtsmith Air Force Base, Michigan.