

EVERY MODEL TELLS A STORY

COLUMBIA 2016
THE IPMS/USA NATIONAL CONVENTION

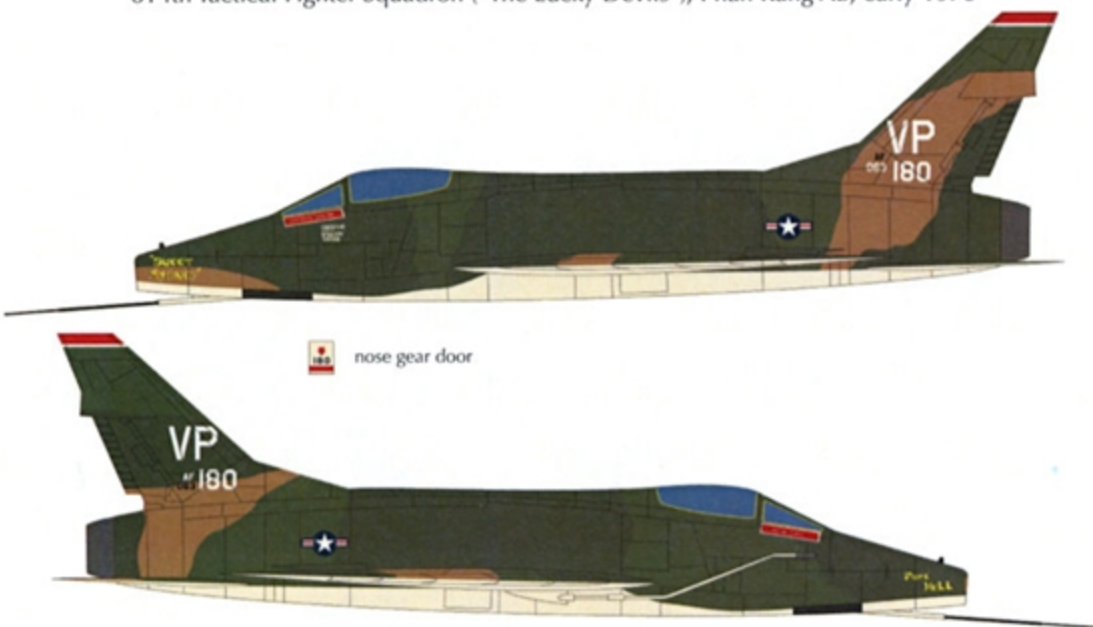


F-100D Super Sabre 1:72 and 1:48
F-51D Mustang 1:72 and 1:48
S-2E Tracker 1:48
1957 Chevy 150 1:25
M42A1 Duster 1:35
M151A2 and trailer 1:35

This souvenir convention decal is presented by



F-100D Super Sabre 56-3180 "Sweet Sydney/Pure Hell"
614th Tactical Fighter Squadron ("The Lucky Devils"), Phan Rang AB, early 1970



nose gear door

56-3180 was a typical F-100D of the day. It wore a standard SEA camouflage pattern and had the "cranked" refueling probe. Pictures of the aircraft show its gun panels as very dark (grayish-black) metallic. Although not depicted in the profiles above, the aft fuselage had the usual paint scorching/burn-off seen on most camouflaged F-100s.

Paint the fin flash on the tail red to match the decal, then use the thin white decal stripe for the border. Pilot name goes inside the red rectangle on the port side, under the windscreen; crew chief name goes in the same position to starboard. The little "flame" decal goes on the starboard side of the intake.

Note the tail markings placement: while the "AF" and "063" are staggered to port, they are more or less aligned to starboard. The colors of these components are also reversed on either side of the tail, and note their placement relative to the camouflage pattern on the starboard side. Many of these markings are individual decals so you can align them to your satisfaction.

This aircraft carried the usual stencils and other markings seen on camouflaged F-100s, so get those from other decals as desired.

The story

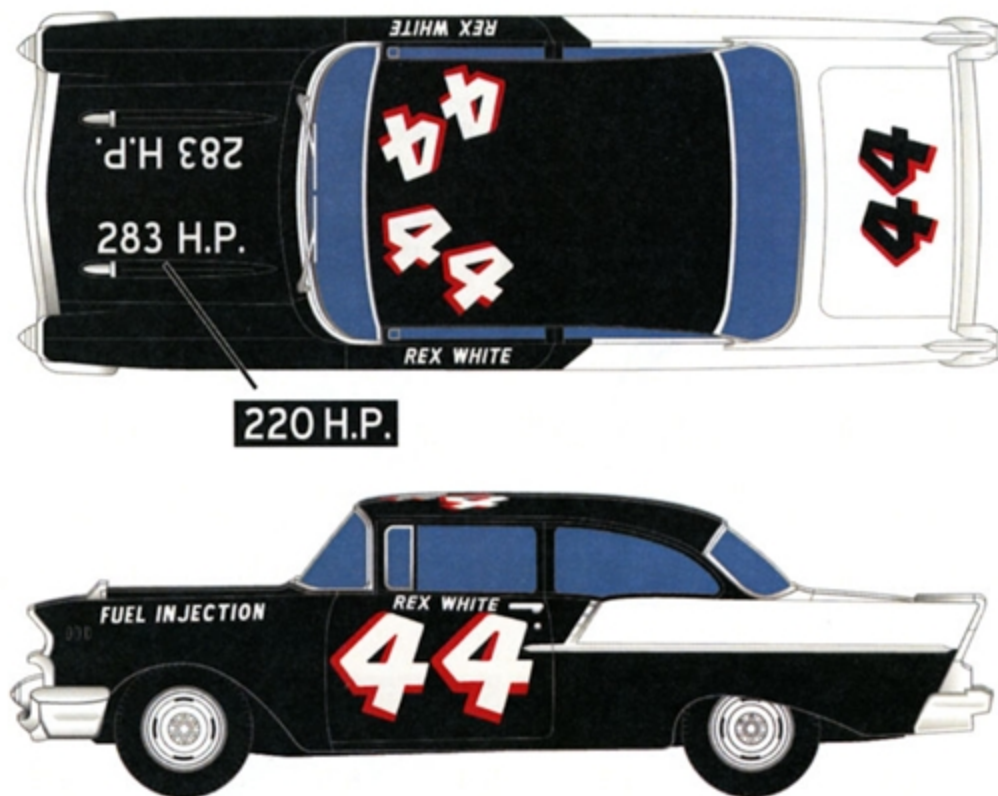
It would probably take less time to list the aircraft Jim Hamilton *didn't* fly during his Air Force career than to list those he did. But those of us in IPMS/Mid-Carolina know Jim's affection for the F-100 Super Sabre, which he flew during the Vietnam War.

Jim is a skilled modeler, a generous friend to all in the club, and a hard-working member of our convention committee. The convention you're enjoying right now couldn't have happened without his efforts in some important areas.

For all he's done past and present, for the friendship he gladly gives, and for the fun he brings to our corner of the hobby, it's a privilege to honor our friend Jim Hamilton on our decal sheet with markings for one of his F-100s.

Profile artwork above is based on several sources, including an assist from drawings by Dana Bell published in Bert Kinzey's *F-100 in Detail and Scale* (Airlife Publishing, 1989) - an endlessly useful resource for the F-100 modeler. Grateful acknowledgment is made herewith.

1957 Chevrolet 150 "Black Widow" coupe
Driven by Rex White during the 1957 NASCAR Grand National season



Revell's "Black Widow" kit gives you parts for a nice 150 in racing trim, so follow the appropriate steps in the instruction sheet. For a more accurate look, replace the kit's wheels and tires with units available from firms that serve the stock car modeler.

Although the cars' 283-cubic-inch V8 engines were originally equipped with fuel injection, NASCAR banned fuel injection a few races into the 1957 season. If you're building a carbureted car, use the extra decals to display "220 H.P." on the hood, and don't use the "fuel injection" decals on the fenders. Smaller sponsor and supplier markings could vary from race to race, so consult references and add those from other sheets if you like.

BONUS! For more on the real-life adventures of the #44 Chevy and other great stories from Rex White's career, read his memoir *Gold Thunder*, and Mike Clements' *The Crew Chief's Son*, both published by McFarlane.

Profile artwork above is based on drawings from the Revell Chevy 150 instruction sheet. Grateful acknowledgment to Revell is made herewith.

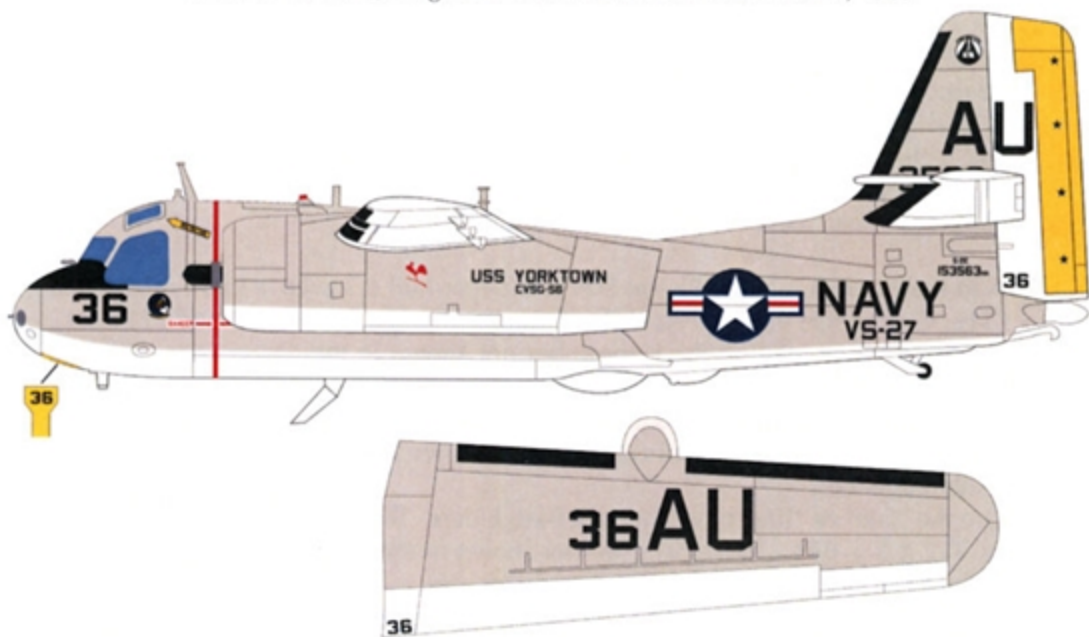
The story



Photo courtesy Rex White

Born in North Carolina in 1929, Rex White began racing cars in the mid-1950s, but his greatest seasons came during his partnership with Spartanburg-based mechanic Louis Clements. In the famous gold #4 White and Clements Chevrolet, White's steady and consistent racing style earned him the 1960 NASCAR Grand National championship. The winner of 28 races in his nine years on the circuit, Rex White was inducted into the NASCAR Hall of Fame in 2015.

S-2E Tracker, Bureau Number 153563
 VS-27 ("Pelicans"), assigned to CVSG-56 aboard USS *Yorktown*, 1969



F-51D Mustang 44-73699, SC Air National Guard
 157th Fighter Squadron, Congaree Air Base, 1949



The story



Official U.S. Navy photograph

Although the carrier *Yorktown* is most famous as a member of the Pacific Fleet, the distinguished career of "the Fighting Lady" closed out in the Atlantic Fleet. In a busy 1969, *Yorktown* conducted training and fleet exercises, and visited Europe for the first time. During that deployment, the A-4Cs *Yorktown* carried for self-defense also conducted intercepts of Soviet Tu-95 "Bear" bombers. VS-27 was one of the squadrons in CVSG-56 during *Yorktown's* Atlantic deployment.

Decommissioned in June 1970, *Yorktown* was towed to Mount Pleasant, S.C. in 1975 and became the first aircraft carrier to open as a museum ship.

153563 wore the Gull Gray/White paint scheme of the time. The forward nose gear door and aft section of the rudder are painted yellow. Note the smaller "36" markings carried on the trailing edge of each wing between the fold line and nacelle.

563 doesn't appear to have had any special configuration changes or unusual markings, so build and decal it as a standard E model. Since the Kinetic and Italeri S-2E kits provide a decent set of stencils, insignia and other markings, use those as directed by the kit instructions.

Profile artwork above is based on drawings from the Kinetic S-2E Tracker instruction sheet. Grateful acknowledgment to Kinetic Models and Fightertown Decals is made herewith.

699 was typical of the well-used Mustangs (re-designated F-51 in 1948) put into service with many Guard units after World War II.

699 was a standard D model, wore the usual aluminum/lacquer finish, and had rocket stubs under the wings. It appears to have had a gloss black spinner and a dark blue tail flash. Since P-51 kits vary in shape (and since there's only so much decal sheet), the fin flash is left for you to paint, but it's not a complicated shape.

It appears most of the anti-glare shield on 699 was dark dull green, while the panel closest to the windscreen was flat black. This varied depending on depot periods, paint stocks, and other variables, so you *could* paint the whole anti-glare shield green or black and be period-correct. Some F-51s in the 157th had the last three digits of the serial on the fuselage below the exhausts; references didn't show them on 699, but they're provided if you find they were.

Only basic markings are provided here, so use the stencils and other small markings from your kit's decal sheet or from the P-51 airframe markings sets available in the aftermarket.

Special thanks to Jennings Heilig for assistance with the profile drawings above.

The story



S.C. Air National Guard photo by Senior Master Sgt. Edward Snyder

The history of the South Carolina Air National Guard reads like a catalog of postwar military aviation, with types like the F-80, the F-86A and F-86L, F-104, F-102, A-7 and F-16 among its hardware over the years. It served during the Berlin Crisis of 1961, the Gulf Wars of 1990-91 and 2003, and in the skies over Afghanistan. The "Swamp Foxes" are among the nation's most distinguished Air National Guard units, earning many distinctions over the years.

The South Carolina Air National Guard has flown F-16s since 1983, when F-16As began to replace the unit's A-7Ds. It now operates Block 52 F-16Cs. SCANG operates out of McEntire Joint National Guard Base in Eastover, SC.

M42A1 Duster / M151A2 "Mutt" with trailer
2nd Battalion, 263 ADA Brigade, SC Army National Guard, 1988

Both the M42 and M151 in SC National Guard service wore the Mobility Equipment Research and Development Center's US & Europe Winter - Verdant pattern of Forest Green, Field Drab, Sand, and Black. These vehicles adhered closely to the official pattern and the paint was hard-edged. Diagrams for this scheme are plentiful (those to left are for decal placement purposes only), and page 19 of the instructions for AFV Club's kit 35042 includes a diagram for the pattern.

AFV Club's Kit 35042 is the best one-stop kit for building an appropriate Duster for these markings. Make these modifications:

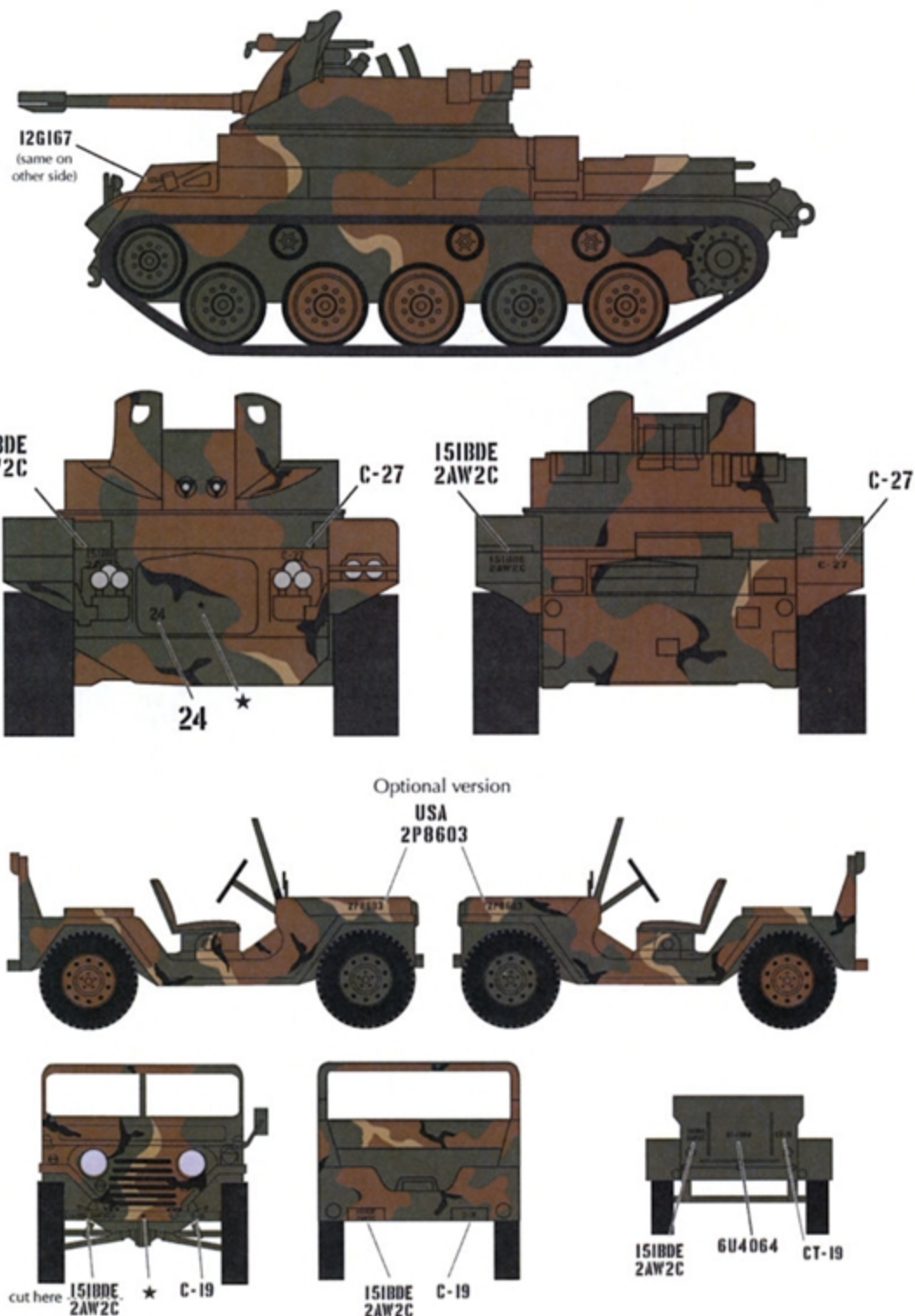
1. Add the external Infantry Phone Box to the rear hull (L7 + L8 + L16 + L20 + L25 + L31). Do not use the 3.5" Bazooka & Rocket Storage Boxes (L40 and L11+L21). These parts are located on the L sprue but not shown in the instructions. Consult references.
2. Add the exhaust deflectors, B26 + B31, to the exhaust pipes on the mufflers' ends, A11. Face the exhaust deflectors up. These parts are not shown in the instructions. Consult references.
3. Use the "late" or "final type" 3-prong flash hiders. These are provided by optional parts B17 X 3 + B44. These parts are not shown in the instructions. Consult references.
4. Use two antenna base parts A12. Do not use antenna base part A14 or mount D3, as shown in instructions, Step 40, pg. 16. Fill holes for mount D3.
5. Main gun barrels are camouflage IAW official pattern.
6. Spare track links, L24, are painted black.
7. The auxiliary generator muffler, part L26, Step 23, pg. 11, is painted black for corrosion protection, but its exhaust pipe is left in bare, rusty metal.

Markings for the M151A2 "Mutt," which is finished in its own MERDC Winter-Verdant pattern, include alternate styles of serial number markings for the hood, one with "USA" and one without. Cut the serial number sections as shown so they'll fit on the front bumper.

Markings for the matching trailer are also included. Though some photos depict it in a matching camouflage pattern, it is depicted at right in plain Forest Green for simplicity's sake. Although markings arrangements could vary, the simplest is shown at right.

As always, a little homework will reward you with a model you can really be proud of. But, most of all, don't forget to have fun along the way!

Special thanks to John Sherrer and Mike Roof of AMPS Central South Carolina for their invaluable assistance on this project. Visit the Wildcats online at www.ampscentralsouthcarolina.org today!



Profile artwork above is based on official Army documents. Special thanks to Mike Roof for providing this information.

The story

The 2nd Battalion, 263 ADA Brigade, South Carolina Army National Guard, was the last organization in the U.S. military to employ the M42 Duster in actual service.

In about 1988 the 2/263ADA began transitioning from the M42 to the Stinger, and the last live fire exercise with the Dusters was conducted at Camp Blanding, FL in that year.

By the end of 1988, the Dusters were withdrawn from service, fully replaced by the Stinger and Hawk missile systems. (The Hawk missile system was withdrawn from service the following year.)

A very interesting and detailed account of the M42 in service with C Battery, 2/263 ADA, SCARNG can be found at:

http://charliebatteryoletimers.com/Unit_History.html

-- Mike Roof

Space Shuttle Orbiter *Columbia* (OV-102)

Final markings configuration, as flown on STS-109 (2002) and STS-107 (2003)



During *Columbia's* final overhaul, the orbiter's wing markings were revised to match the rest of the fleet. In tribute to this great ship, this decal presents *Columbia's* name in 1:200 and 1:144. The 1:200 set may be combined with Hasegawa's *Atlantis/Hubble* Space Telescope kit to depict the Hubble service mission of STS-109, while the 1:144 version is for kits that don't have *Columbia* as a markings option.

Columbia's upper wing chines were painted black prior to STS-1. Through all 28 missions, those chines distinguished *Columbia* from the rest of the fleet, so be sure to include them on your model.

As a bonus, this decal set also includes 18" and 24" hull numbers in 1:350 and 1:700 for the cruiser USS *Columbia* (CL-56) and destroyer USS *Laffey* (DD-724). A second set of 24" numbers is included for *Laffey* since some photos appear to depict 24" numbers on the destroyer's stern.



Photo from USS *Columbia's* 1945 cruise book



This photo of a very brave ship is via the USS *Laffey* Association

Thanks to...

AMPS Central SC "Wildcats"

Scott Battistoni

Gary Boyd

Mike Clements

Steven Eisenman

Norm Filer

Don Fogal

Grumman History Center

Pat Hawkey

Jim Hamilton

Jennings Heilig

Mike Herman

Pete Maher

Hub Plott

Craig Quattlebaum

Mike Roof

John Sherrer

Rob Sherry

Tommy Thomason

Mark Tutton

Rex White

Very special thanks to Junior and Smokey, the best helpers I could ever want...
and to Ralph Nardone, for everything.

Special thanks to Gordon Kwan and Sprue Brothers Models for sponsorship of this decal.