

SLIGHTLY BENT THROTTLES

**JOURNAL OF THE AIR RACING &
RECORD-BREAKING AIRCRAFT
SPECIAL INTEREST GROUP
INTERNATIONAL PLASTIC
MODELLERS SOCIETY**



Welcome to what could be the first issue of an electronic version of Bent Throttles. Whilst I am happy to act as co-ordinator and editor it will be up to you the membership to provide the bulk of the content. Kit and decal reviews, news of new products, build articles, drawings, photographs, anything you feel other members would find interesting. An advantage of this format being the use of colour.

John Ellis

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So who am I?

I recently retired after working for 27 years in Wildlife conservation. I worked as manager of a model shop for several years in the 1970's and before the employment with wildlife I did some semi-professional model making for private customers, the RAF Museum, Rolls Royce, Leicester Museum Service and BBC Television. I covered all aspects from slot cars, metal trains, aircraft and cars. I first became interested in racing aircraft when I bought one of Reed Kinert's books. I had a couple of American Pen Pals in Cleveland and after visits to the States in 1980 and in 1982 I became an Honorary Life Member of the Western Reserve Chapter IPMS USA. I also acted as one of the judges at the Region 4 Convention judging the racing planes category. My interest grew and I am currently a member of IPMS both UK and USA and SARH as well as the SIG.

CREDIT WHERE IT IS DUE

As a member of the Society of Air Race Historians I must credit them with the idea of an Enewsletter and for taking some news items from their latest issue. I must also thank the Western Reserve Chapter of IPMS USA of which I have been a member since 1980, for the use of the article by Brandt C Pearce Jr which originally appeared in their chapter newsletter.

RECOMMENDED READING

The April issue (Volume 50/Number 4) of *Air Classics* contains a great article on Seversky aircraft including the Bendix and Thompson Trophy Race entrants

Warbird Digest has a great article about Darryl Greenamyer. The author

is Stephen Chapis who is a SARH member. The piece, "The Fastest Warbird – Red Baron F-104" is on pages 33-39 of the March/April 2014 issue.

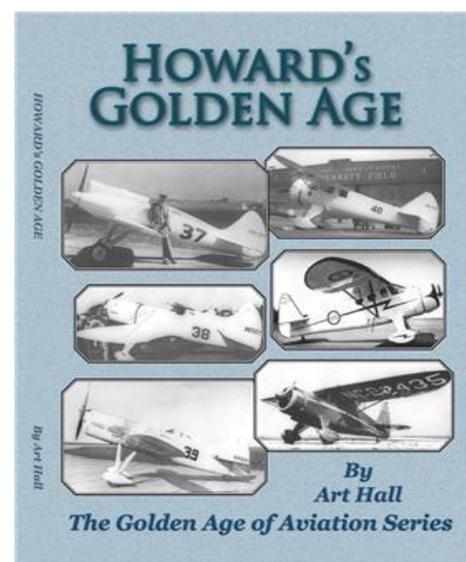
"Reno Rockets" by Mike Mangold in the June 2014 edition of *Warbirds International* (Vol. 33/No.2) is well worth a read.

A great website on the restoration of Anson Johnson's Mustang N13Y can be found on the New England Air Museum's website www.neam.org. Included on the site are Restoration Crew Chief Pete McConnell's month-by-month, illustrated restoration progress reports.

There is a great video on YouTube which covers Reno 2013 and is well worth a visit.

<https://www.youtube.com/watch?v=zKMD8mvPeRo>

I am not recommending the following book as I have not seen it but include it as being of possible interest. The only information I have is that it is a softback of 185 pages with 155 photos, 20 pages of 3 view drawings and is ISBN No. 978-1-891118-54-9. so I will follow this up as it is of high interest to me.



NEW KITS & DECALS

High Planes Models have released a kit of P-51A "Precious Metal II" in 1:48 which includes the ICM tooled P-51A, parts for the second seat and decals for the scheme worn at Oshkosh in 2007. This is also available in a 1:72 version. A review would be welcome if anyone has bought the kit.

Draw Decals have released a sheet of decals for the all white Bardahl Special, race#8. Not a large sheet as markings on this aircraft were minimal. The sheet is available in 1/144, 1/72nd, 1/48th and 1/32nd scales and like all Draw sheets is well printed. Colours are good and in register and I look forward to applying them to my new

Airfix P-51D.model. Which kit has recently been released as an F-51 Mustang, with an extra sprue containing a selection of underwing stores and best of all an uncuffed prop, as kit No.AO2047.

RS Models have released a 72nd scale model of Charles Lindberg's Spirit of St Louis and have announced a 72nd scale kit of the Ambrosini SAI.207 which was developed from the racing model SAI.7. I have no real detail on either of these aircraft so do not know if a back conversion is possible.

The recently released **Airfix** Tiger Moth has received much acclaim so I would imagine that some of us will soon produce a model with a race number on the fin. Send me a picture when you have done so. I have only had a brief look at the contents of my kit and must agree that it looks very nice and I am already looking for a scheme for a King's Cup entrant.

Red Pegasus Decals

Those of you who have visited Keith's site recently will have seen the following message which I reproduce for those of you who were not aware.

Due to family medical reasons, I am not taking new decal orders until further notice. Requests for in-stock and custom decals are still being accepted. If you have questions about in-stock items or custom decal requests, please email.

Thank you.

AND FINALLY

I know that we all extend our thanks to Anders for his magnificent efforts over the years. I am sure I will not be able to live up to his standards but I will do my best to produce an interesting Journal. I do need your contributions though as there is no way I can produce a journal on my own for any length of time.

Your feedback on any article or issue will always be welcome.

Thanks

John Ellis

Qualifying Run

(or staying off the hook)
by BRANDT C. PEARCE Jr.

This project of drawings of racing planes was started many years ago in an effort to supply the needed artwork for decals of famous racers. I thought it would be a snap. Ha!!!

If any of you out there have ever honestly made an attempt to get the dope on the "Golden Era", or the "Forties" racers, you will know what I mean. A great amount of time was bestowed upon this project, on my behalf, by experts as well as friends, to pin down the facts. And facts, when it comes to racers, are hard to come by. I have facts, but also a lot of interpretations.

I am indebted to these people, and do not know how to thank them. Come to think of it, they did not even ask to be acknowledged. They just gave and continue to do so. A list credits may take a complete newsletter. An effort not to overlook anyone will be made, as progressive articles are printed.

I would however be remiss if I did not try to acknowledge a few here and now. BRUCE FRATTES, of Detroit has filled my mailbox with sketches and notes; RICHARD KOLTHOFF has been without his voluminous on the spot photographs for a few months at a time. ROBERT "BOB" TAYLOR of "In Focus" fame has aided by scrounging the Smithsonian files and supplying sketches from time to time. RICHARD "DICK" BECKER helped by recollections of racing adversaries planes, as well as supplying me with a copy of the rare manual for the F2G Corsairs. (Going to finish those drawings one of these days.)

Enough name dropping. What I am trying to say is, the aircraft depicted here and in future articles have been researched within the confines of material available. They are shown as they appeared, our seemed to appear during a specific period or on a certain day. Believe it or not, photographers are not prone to shoot a wheel well or tops of wings for that matter. Decals or lettering is often blurred in the best of photos. Color shots can lie or simply do not exist.

I am giving you what we have come up with. An honest effort to give facts, and questionable areas will be noted and what the controversy in some cases that exist. If any of you out there have data that will correct an interpretation we have arrived at, get into the act. We will supply the readers with corrections or opinions when expressed. These drawings are not the "Final Words of Experts" We try, but will also stand corrected.

EXCALIBUR III

Final owner of N(NX)1202, before going into the Smithsonian was Capt. CHARLES F. BLAIR, Pan American World Airways pilot. Blair purchased the P-51C-10 from the stable of Paul Mantz. He flew it over the North Pole from Norway to Alaska to set a world record. He also set a record for an Atlantic crossing for recip engine aircraft. If you care to read of the flights of Blair, try "RED BALL IN THE SKY"

COLOR: Overall Gloss Red

A close match would be FS 595a 11136, in the latest edition; or Floquil DH10 Caboose (Glossed)

White: All lettering and trim. Five stripes on verticle fin and rudder, spinner and front of prop blades

Insignia Red: Four stripes on verticle fin and rudder.

Black: Back two thirds of prop from tip. (Flat)
Black Hawk and ADF housing (Gloss)

DETAILS: The ADF housing differed in shape from the housing when owned and raced by the great Paul Mantz. (See drawing detail) Three insulators, two just behind cockpit, and one on fin. No antenna appears to be attached. If there was, it was of spider webbing. A 12"x18" U.S. flag below cockpit, slightly off center. The word "EXPERIMENTAL" was 2" high on red overpainted window, and started 3" back of the hood.

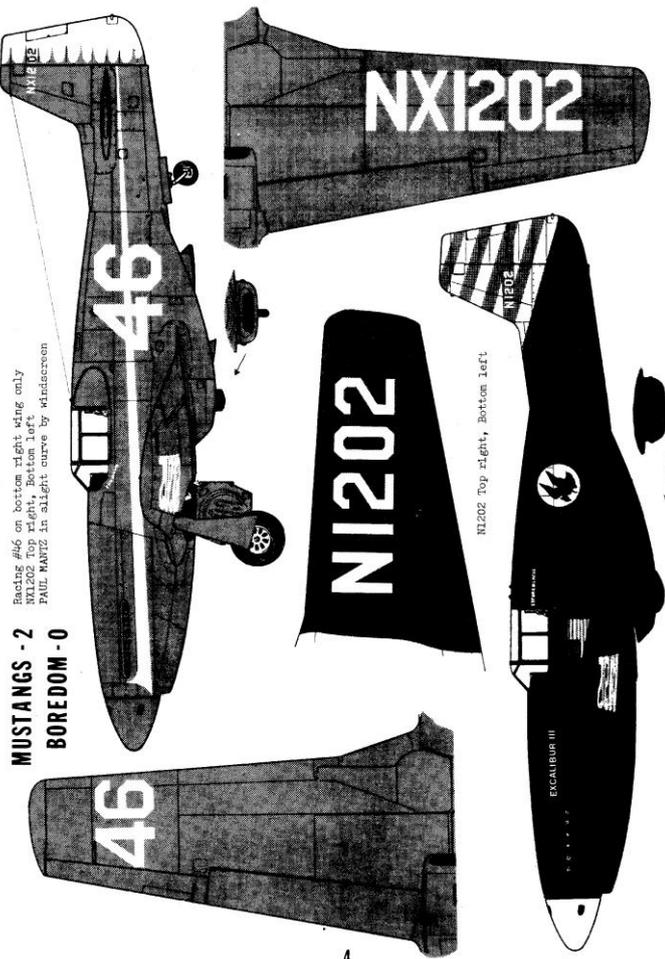
NOTE: As EXCALIBUR III sits in the Smithsonian, additional lettering appears on the a/c. It is "CAPT. CHARLES F. BLAIR", with "PAN AMERICAN WORLD AIRWAYS" in smaller print centered just below it. All markings are duplicated on starboard side.

BLAZE OF NOON NX(N)1202

The record of Paul Mantz and this beautiful racer have been covered in many publications. This, the 1946 Bendix winner (435.501mph) is the first of five schemes while owned by Paul. The aircraft was overall Gloss Red/White trim. FS 595a 11302 (latest edition) is close to the red used. Don't use the early edition for matching. (chip is a bit darker) Floquil RR20 lightened with a touch of orange will hit it on the schnoz. The ADF housing is Gloss Black and the back 2/3 of prop in flat. Front of prop, bare metal with two red stripes separated by a band of bare metal. The red stripes are from the tip, three inches wide, 1 1/2" metal, 1 1/2" red. Prop was square tipped, no cuffs. NX1202 on tail is White on Red..Red on White.

Hope that these will be of help to you race fans out there. If you have a favorite that you want drawings on, let me know, we will try to get it out sooner.

See you at the races,....



MUSTANGS - 2 Backing #46 on bottom right, wing only
 NX1202 Top right, Bottom left
 PAUL MANTZ in slight curve by Windsor

BOREDOM - 0

BRANDT C. PEARCE JR.

The above article first appeared in the Western Reserve Chapter Newsletter. It was written by my friend Brandt Pearce who had a great knowledge of racing aircraft and a great archive. Sadly he passed away quite a while ago and much of his material appears to have been lost for ever.

I do have several other articles which Brandt wrote and I will feature them in future issues.

MEMBERS MODELS

To start with I will have to illustrate with a couple of my poor efforts but hopefully some of you will make suitable contributions



Howard Ike built from the Testors reissue of the Hawk kit. Apart from cleaning up the mouldings and filling the engraved markings and rescribing I added a cockpit bulkhead, floor, seat, control column and instrument panel. All of which are virtually invisible now the model is completed due to the small size of the cockpit opening, I rigged the model using my favourite silk fly tying thread from Pearsalls in grey.



A HPM kit pretty much built from the box. I tinted the canopy with Tamiya smoke but think I applied one coat too many.