



**Est. 1973**  
**COLUMBIA, SC**



# **NEWSFLASH**

## **November 2017**



## International Plastic Modelers' Society/USA Membership Application / Renewal Form

New  Renewal  IPMS #: \_\_\_\_\_

Name: \_\_\_\_\_

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|                                     |             |         |                      |
|-------------------------------------|-------------|---------|----------------------|
| <b>Junior</b> (17 years or younger) | \$17.00     | _____   | Date of Birth: _____ |
| <b>Adult</b>                        | One year    | \$30.00 | _____                |
|                                     | Two years   | \$58.00 | _____                |
|                                     | Three years | \$86.00 | _____                |
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**Family** (1 set of Journals) \_\_\_\_\_ ← Adult fee + \$5.00 # of cards? \_\_\_\_\_

Your Signature: \_\_\_\_\_

If recommended by an IPMS member, please provide his/her:

Name: \_\_\_\_\_ IPMS #: \_\_\_\_\_

### PAYMENT OPTIONS:

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Credit Card  Master Card  Visa   
Card Number: \_\_\_\_\_  
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Billing Address, if different than above -

Address: \_\_\_\_\_

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Hello Swamp Foxes,

Welcome to the November 2017 Newsletter.

I hope everyone has had plenty of time at the workbench over the last month and that we get to see your hard work at the next meeting, Wed 15th November in Lexington Main Library, 18.00 - 20.00.

The October meeting was opened by Hub, 16 members in attendance, First thing on the agenda was upcoming shows, One being RDUCON 2017 in Raleigh, North Carolina, which was this Saturday just past. also a reminder of the Build days and clinics that Ralph Nardone organizes and conducts, next is an Airbrush clinic on Saturday 18th November.

Welcome to New member Fred Christian

Then it was around the table covering Members models and latest purchases. Lots of models on the table



# SUPPORT THE LOCAL HOBBY STORES



## Hobby Town USA

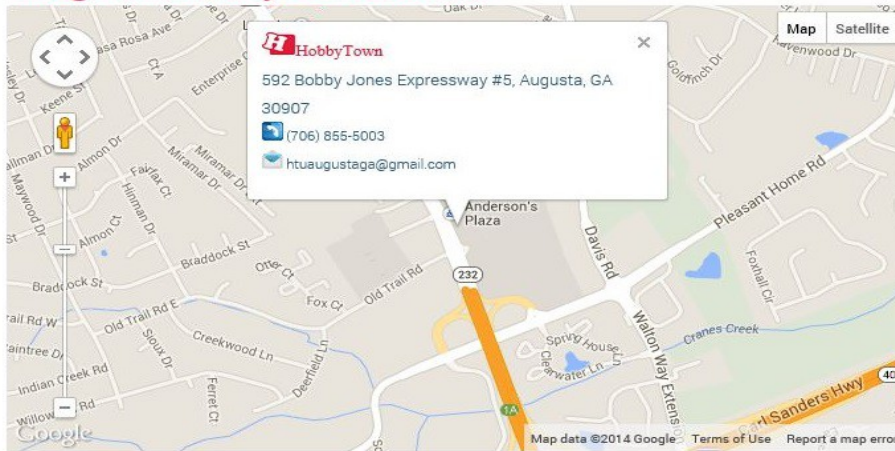
Hobby Shops

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Cross Streets: Between Rivkin Blvd and Sparkleberry Ln Ext/Sparkleberry Ln

(803) 736-0959

## Augusta HobbyTown USA:



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# SUPPORT THE LOCAL HOBBY STORES

# Modeling Piston Engined Helo's that served in Vietnam

I have always enjoyed building models of Helicopters and my latest builds all saw service during Vietnam, this got me thinking about how many different types served during this period, during my research i found that all the early ones had Piston engines. This got me thinking of how many of these were available in the model world. My tally of Piston engine powered Helo's came to Eight, all but one being available in Model form. I will be covering those in 1/72 scale.

## 1, Bell H-13 Sioux

The Bell H-13 Sioux helicopter was acquired by the Army in 1946 as an adaptation of the Bell commercial Model 47. It was the first Army aircraft named for an Indian tribe, a tradition that is still used. The H-13 was the primary helicopter used during the Korean War for all tasks (e.g. wire laying, liaison, reconnaissance and training), but most famously for Medical Evacuation (MedEvac) as portrayed in the [Movie/TV series MASH](#) named for Mobile Army Surgical Hospital (MASH) units, the destination of the MedEvac flights in Korea.

In the early 1960s at the beginning of the Vietnam War, the Army had 861 H-13s in its inventory. Although more advanced helicopters were the primary platforms in Vietnam, the H-13E Sioux proved useful as an observation helicopter for the cavalry, infantry and air assault divisions. Was replaced with the OH-6A Cayuse and the OH-58 Kiowa in 1968/69





The H-13 Sioux saw service with all four services in different guises.

## 2, Kaman HH-43 Huskie

The Kaman HH-43 Huskie was a **h**elicopter with **i**ntermeshing rotors used by the **U**nited States Air Force, United States Navy and the United States Marine Corps from the 1950s until the 1970s. It was primarily used for aircraft **f**irefighting and rescue in the close vicinity of air bases. In Vietnam, the Huskie was deployed in 1964 for Search & Rescue where it flew more SAR missions than all other aircraft combined - with the best safety record of any U.S. military aircraft.

A Huskie on rescue alert could be airborne in approximately one minute. It carried two rescuemen/fire-fighters and could mount a fire suppression kit slung beneath the craft. It often reached crashed airplanes before ground vehicles arrived. Foam from the kit plus the powerful downwash air from the rotors were used to open a path to trapped crash victims to permit their rescue.

As a Marine Corps Observation Helicopter the HH-43 was designated HOK-1. The U.S. Navy Utility Helicopter designation was HUK-1.







### 3, Piasecki HUP Retriever

The Piasecki HUP design was a product of a competition by the U.S. Navy in 1945 for a compact utility/rescue helicopter to operate from ships including aircraft carriers, battleships, and cruisers. The prototype was designated as the XHJP-1, and first flew in March 1948. It was selected for production, as the HUP-1 in a side-by-side flight evaluation against the Sikorsky XHJS-1. It entered service with the navy in 1949.

Versions of the HUP built for the U.S. Army were designated H-25 Army Mule. The tandem overlapping rotor configuration was a development by Piasecki and was used in future helicopter designs by the company and successors including the H-21, HRB-1/CH-46, and CH-47.

The design featured two three-bladed, 35-foot-diameter rotors in tandem in which blades could be folded for storage. The HUPs were powered by a single Continental R975-46 piston engine, with a take-off rating of 550 hp (410 kW). To provide rescue without crew assistance, an electrically-operated door, available after folding the copilot's seat forward, opened through which a rescue sling could be lowered from an overhead winch.

The HUP was produced for the navy in four versions: HUP-1, -2, and -3. The HUP-2 was the first production helicopter equipped with an auto-pilot. The US Navy also tested a system called 'Raydist' that allowed an unmanned HUP-2 to be directed from a ground station and by radio ordered to hover within five feet of the desired point. EDO Aircraft Corporation tested a HUP-2 with a fiberglass hull and outrigger floats for amphibious operations. A total of 339 aircraft were delivered over the 20-year life of the aircraft.

The US Army H-25's were fitted with large doors, power-boostered controls and strengthened floors. Seventy were delivered from 1953, but they were unsuitable for front-line use, with 50 transferred to the navy from 1955, and the remaining helicopters used for training, being withdrawn from army service by 1958. The H-25 designation was adopted by the other services in 1962. The final units were withdrawn from US service in 1964.





MACH 2s Offering.



Amodel offers both the H-25 and The HUP as separate boxings.

## 4, Hiller OH-23 Raven

In 1947, United Helicopters (later renamed Hiller Aircraft) developed the prototype Model 360X helicopter. A year later, on 14 October 1948 the CAA issued a production certificate for the Model 360. United Helicopters began producing the Model 360 as the UH-12. In 1949, the UH-12 became the first helicopter to make a transcontinental flight from California to New York. When Hiller upgraded the engine and the rotor blades, the company designated the new model as the UH-12A. It was the UH-12A that would be adopted by the United States militaries.

The H-23 Raven performed as a utility, observation, and MedEvac helicopter during the Korean War. Model numbers ranged A through D, F and G. The H-23A had a sloping front windshield. The H-23B was used as a primary helicopter trainer. Beginning with the UH-23C, all later models featured the "Goldfish bowl" canopy similar to the Bell 47. The Raven used Hiller's "Rotor-Matic" cyclic control system, with two small servo rotor paddles offset 90 degrees to the main rotor blades. The paddles were attached to the control column, so that movement of the column would cause the pitch of the servo paddles to change, loading the main rotor blade so that the desired cyclic changes to the rotor occurred. The OH-23 had a top speed of 97 mph (84 knots). The Raven had a two-bladed main rotor, a metal two-bladed tail rotor. Both the OH-23B and the OH-23C were powered by one Franklin O-335-5D engine.

The OH-23D was a purely military version with a O-435-23C engine and a more reliable transmission. Most OH-23Ds were replaced by the OH-23G, the most common version of the Raven, with a more powerful Lycoming O-540-9A six-cylinder, horizontally opposed, air-cooled 305 hp engine. The OH-23G could seat three. The MEDEVAC version carried two external skid-mounted litters or pods. The Raven saw service as a scout during the early part of the Vietnam War before being replaced by the OH-6A Cayuse in early 1968. A Raven piloted by Hugh Thompson Jr. played a crucial role in curtailing the My Lai Massacre. The Raven could be armed with twin M37C .30-caliber machine guns on the XM1 armament subsystem or twin M60C 7.62 mm machine guns on the M2 armament subsystem. The XM76 sighting system was used for sighting the guns.





Early OH-23

I had no luck finding any model of the OH-23 in any scale.

## **5, Sikorsky H-19 Chickasaw.**

The Sikorsky Model S-55, military H-19 Chickasaw, was initially procured in November 1949. It was the world's first transport helicopter with an enclosed body capable of carrying passengers or cargo.

The 12-place H-19 (redesignated UH-19 in 1962), with a crew of two, served as a utility, troop carrier, and rescue helicopter with winch. Air Force model numbers were H-19A and H-19B while Army model numbers were H-19C and H-19D.

In the MedEvac role in Korea it was used to carry six litters and one medical attendant, for the first time under cover, within the aircraft.

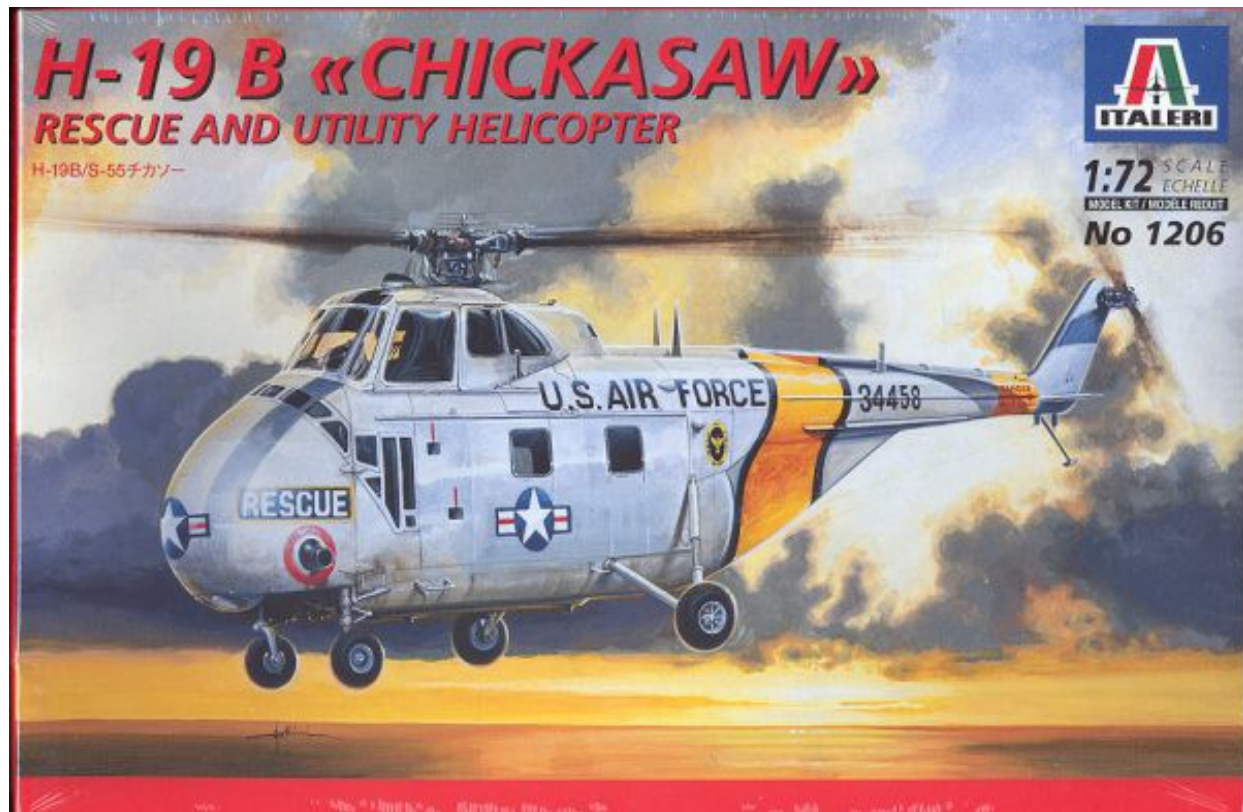
During the final months of the Korean war, two companies of H-19 Chickasaw helicopters demonstrated the value of helicopter transport by moving cargo and personnel and then by participating in prisoner exchanges and other functions after the 27 July 1953 armistice. The UH-19 had a three-bladed main rotor and a metal two-bladed tail rotor. The H-19C was powered by a single Pratt & Whitney R-1340-57 550 hp engine; H-19D by a Curtis-Wright R-1300-3D 700 hp piston engine.

The H-19 was also used in the early days of the Vietnam War before being supplanted by the Sikorsky H-34 Choctaw, which was based on the H-19.

The H-19 left U.S. military service when the CH-19E was retired by U.S. Navy squadron HC-5 on 26 February 1969. Surplus H-19s were sold on the open market.



US DoD/Sgt. R. C. Winter



Also available in boxings by Revell

## **6, Piasecki H-21 Shawnee**

Piasecki Helicopter designed and successfully sold to the United States Navy a series of tandem rotor helicopters, starting with the HRP-1 of 1944. The HRP-1 was nicknamed the "flying banana" because of the upward angle of the aft fuselage that ensured the large rotors did not strike each other in flight. The name would later be applied to other Piasecki helicopters of similar design, including the H-21.

In 1949, Piasecki proposed the YH-21 *Workhorse* to the United States Air Force (USAF), which was an improved, all-metal derivative of the HRP-1. Using two tandem, fully articulated three-bladed counter-rotating rotors, the H-21 was powered by one nine-cylinder Curtis-Wright R-1820-103 Cyclone engine. After its maiden flight in April 1952, the USAF ordered 32 H-21A SAR models and 163 of the more powerful H-21B assault transport variant. The H-21B was equipped with an uprated version of the Wright 103 engine, and featured rotor blades extended by 6 inches. With its improved capabilities, the H-21B could carry 22 fully equipped infantrymen, or 12 stretchers, plus space for two medical attendants, in the MedEvac role. With its Arctic winter capabilities, the H-21A and H-21B were put into service by both the USAF to maintain and service Distant Early Warning radar installations stretching from the Aleutian Island to Greenland and Iceland.

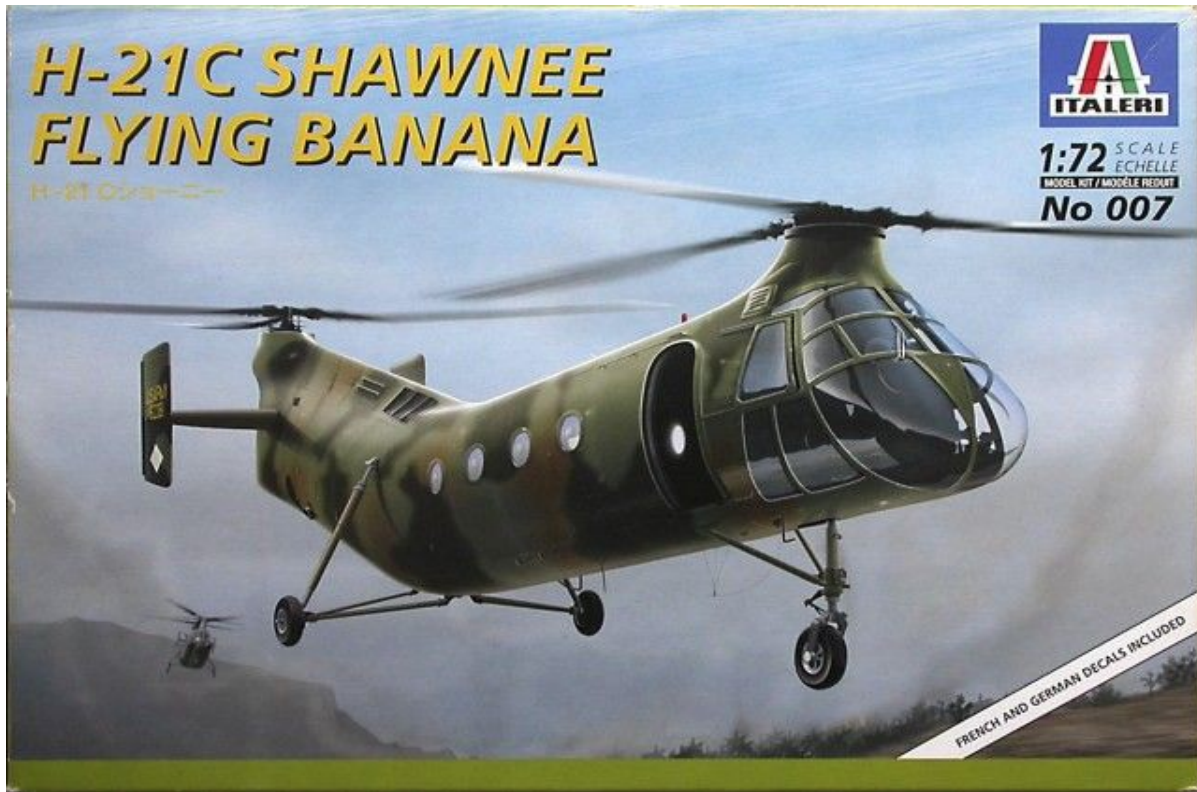
In 1952, some H-21As were evaluated by USMC helicopter squadron HMX-1 in the air assault role. In 1957 a H-21B was loaned to the United States Marine Corps (USMC) to evaluate the helicopter as an airborne tug to tow disabled landing ships and amphibious landing vehicles to the beach. During the evaluation, the H-21B towed an LST at 5 knots and a simulated tracked amphibious vehicle from the water to the beach.

The uprated 1425 hp Wright engine used in the H-21B was also used in the H-21C Shawnee for the US Army. In 1962, the H-21 was redesignated the CH-21 in U.S. Army service.

The H-21, which was designed for cold weather operations, performed poorly in the hot weather of Vietnam. Despite being capable of carrying 20 passengers, it carried only nine when operating in Vietnam. The shooting down of a CH-21 Shawnee near the Laotian-Vietnamese border with the death of four aviators in July 1962 were some of the U.S. Army's earliest Vietnam casualties. Despite these events, the Shawnee continued in service as the U.S. Army's helicopter workhorse in Vietnam until 1964 when it was replaced with the Bell UH-1 Huey. In 1965, the Boeing CH-47 Chinook was deployed to Vietnam, and later that year, most CH-21 helicopters were withdrawn from active inventory in the U.S. Army and Air Force.







Also boxed by Revell, Hobby Craft also released a H-21.

## **7, Sikorsky CH-37 Mojave**

The CH-37 Series Mojave medium cargo helicopter was initially procured in 1956 from Sikorsky (Model S-56) The CH-37A or CH-37B, with a crew of three, was a large medium lift transport helicopter with clam shell doors in the nose that provided access to a cargo compartment. The cargo hold could accommodate two jeeps, a light truck, or a 105mm howitzer (see photo loading M37 truck below). When configured for personnel, the Mojave could carry 26 troops or 24 litters in the MedEvac role.

At the time of delivery, the CH-37 was the largest helicopter in the Western world and it was Sikorsky's first twin-engined helicopter.

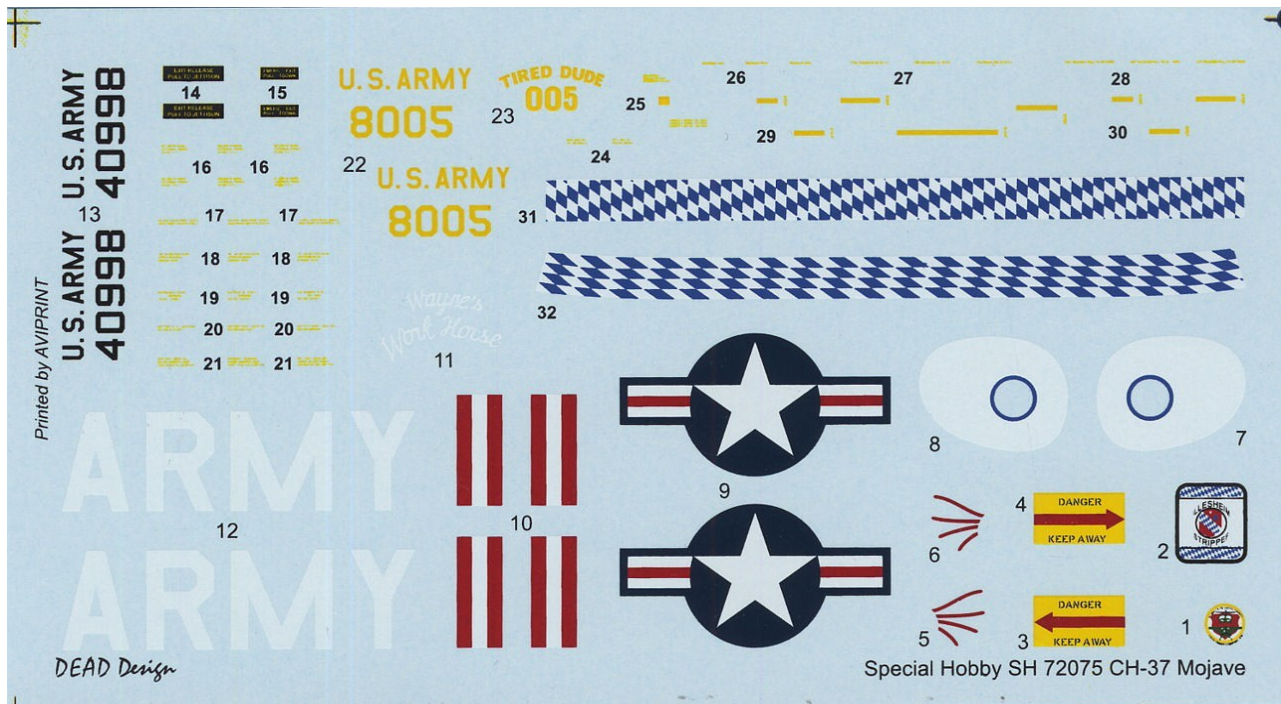
The CH-37 had a single five-bladed main rotor and a metal four-bladed tail rotor. The CH-37A was powered by two Pratt & Whitney R-2800-50 1900 hp piston engines while the CH-37B was powered by two Pratt & Whitney R-2800-54 2100 hp piston engines which were mounted in outboard pods that also contained the retractable landing gear. This left the fuselage free for cargo, which could be loaded and unloaded through large clamshell doors in the nose. The early models could carry a payload of either three M422 Mighty Mite (a lightweight jeep-like vehicle) or 26 troops. For storage, the main rotor blades folded back on the fuselage and the tail rotor mast folded forward on the fuselage.

The CH-37 was one of the last heavy helicopters to use Piston engines, which were larger, heavier and less powerful than the Turboshaft engines subsequently employed in later military helicopters. This accounted for the type's fairly short service life, all being withdrawn from service by the late 1960s, replaced in Army service by the distantly related CH-54 Tarhe and the CH-47 Chinook and in the Marine Corps by the CH-53 Sea Stallion.

Four CH-37Bs were deployed to Vietnam in 1963 to assist in the recovery of downed U.S. aircraft. They were very successful at this role, recovering over US\$7.5 million worth of equipment, some of which was retrieved from behind enemy lines. The CH-37 was also used to recover spy satellite film capsules descending from space by parachute, as well as conducting the main roles of cargo, and artillery transport as well as MedEvac.







Special Hobby, A Multi media kit that is in my opinion for the more experienced modeler.

## **8, Sikorsky H-34 Seabat/Seahorse/Choctaw**

The Sikorsky H-34 originally designed by American aircraft manufacturer Sikorsky as an Anti Submarine Warfare (ASW) aircraft for the United States Navy. It has seen extended use when adapted to Turbine Power by the British licensee as the Westland Wessex.

It was the last piston-engined helicopter to be operated by the United States Marine Corps, having been replaced by turbine-powered types such as the UH-1 Huey and CH-46 Sea Knight. A total of 2,108 H-34s were manufactured between 1953 and 1970.

The Sikorsky H-34 was developed as a lengthened and more powerful version of the [UH-19 Chickasaw](#), with a similar nose, but with a tail dragger rear fuselage and landing gear, rather than the high-tail, 4-post pattern. It retained the nose-mounted piston engine with the drive shaft passing through the cockpit placed high above the cargo compartment.

The aircraft first flew on 8 March 1954. The first production aircraft was ready in September and entered in service for the United States Navy initially designated HSS-1 Seabat (in its anti-submarine configuration) and HUS-1 Seahorse (in its utility transport configuration) under the U.S. Navy designation system for U.S. Navy, United States Marine Corps aircraft. The U.S. Army and Marine Corps, respectively, ordered it in 1955 and 1957.

Under the United States Army's aircraft designation system, also used by the helicopter was designated H-34. The U.S. Army also applied the name Choctaw to the helicopter. In 1962, under the new unified DoD aircraft designation system, the Seabat was redesignated SH-34, the Seahorse as the UH-34, and the Choctaw as the CH-34.

Roles included utility transport, anti-submarine warfare, Search and Rescue, and VIP transport. In its standard configuration, transport versions could carry 12 to 16 troops, or eight stretcher cases if utilized in the MedEvac role, while VIP transports carried significantly fewer people in much greater comfort. A small fleet of H-34 helicopters served US Presidents Dwight D. Eisenhower and John F. Kennedy from 1958 to 1961 using the call sign Army One.

In Vietnam, the French evaluations on the reported ground fire vulnerabilities of the CH-34 may have influenced the U.S. Army's decision to deploy the CH-21 Shawnee to Vietnam instead of the CH-34, pending the introduction into widespread service of the Bell UH-1 Iroquois. U.S. Army H-34s did not participate in Vietnam, and did not fly in the assault helicopter role, however a quantity were supplied to the Army of the Republic of Vietnam. These saw little use due to a lack of spare parts and maintenance.

Its higher availability and reliability due to its simplicity compared to the newer

helicopters led Marines to ask for it by name. The phrases "give me a HUS", "get me a HUS" and "cut me a HUS" entered the U.S. Marine Corps vernacular, being used even after the type was no longer in use to mean "help me out".

USMC H-34s were also among the first helicopter gunships trialled in theatre, being fitted with the Temporary Kit-1 (TK-1), comprising two M60C machine guns and two 19-shot 2.75 inch rocket pods. The operations were met with mixed enthusiasm, and the armed H-34s, known as "Stingers" were quickly phased out. The TK-1 kit would form the basis of the TK-2 kit used on the UH-1E helicopters of the USMC.







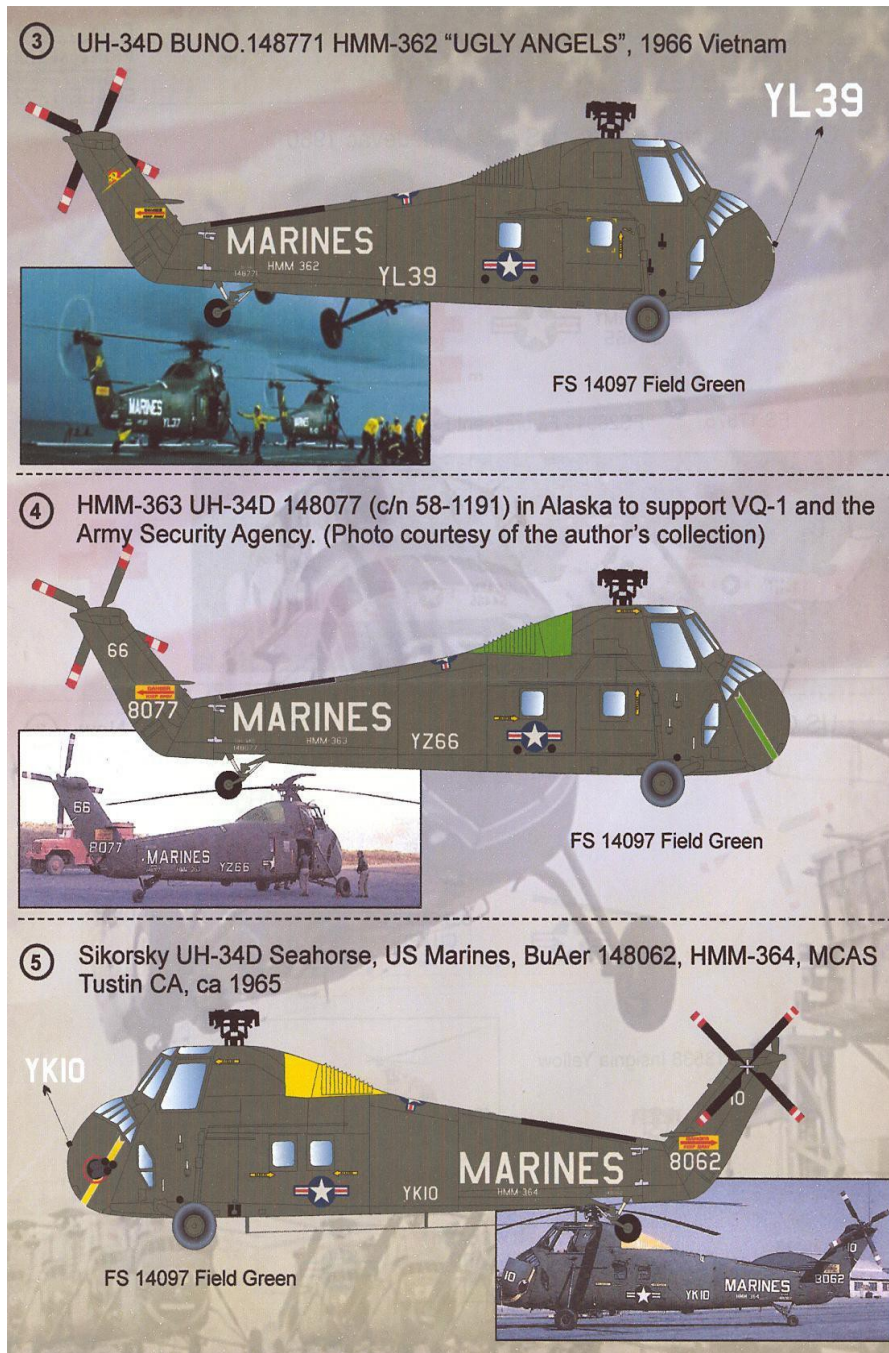


H-34 well covered by Italeri and Hobby Boss

Many of the Helo's covered above are well served in the aftermarket field.....

The likes of Eduard with Photo Etch and Paint Masks and Print Scale have over the last few years released great decal sets.

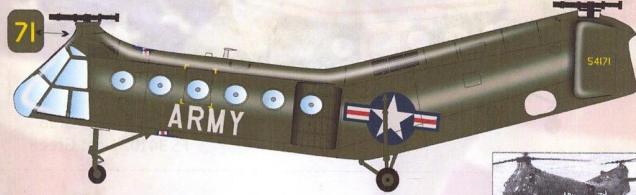
Here are some of the Print Scale decal sheets covering the H-19, H-21 and H-34 and various masks and photo etch sets



# Piasecki H-21 "Shawnee"

CAT# 72-118  
PRINT+SCALE  
INFO: PRINTSCALE@BK.RU  
SCALE 1/72

- 1 CH-21C Shawnee, 55-4171 (54171), 57th Transportation Company, Son Dong, Vietnam 1962.



FS 14087 Olive Drab



- 2 CH-21C Shawnee, 56-2110 (62110), 57th Transportation Company, Tan Son Nhut, Vietnam 1963.

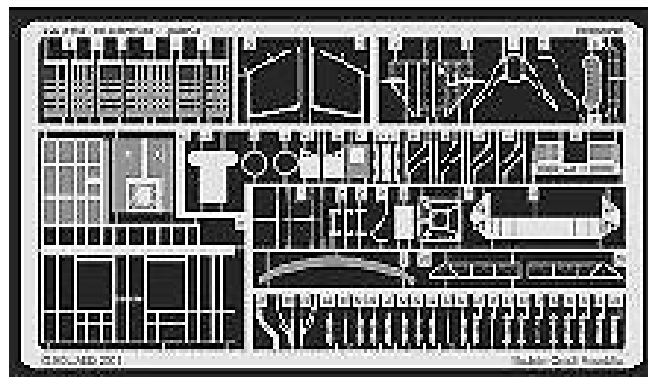
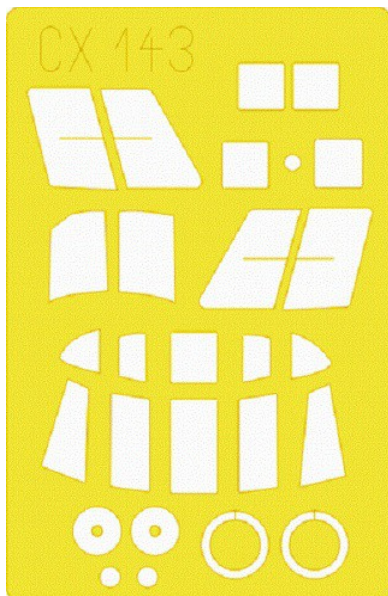


FS 30219 Tan  
FS 14087 Olive Drab  
FS 34092 Dark Green

- 3 CH-21C Shawnee, 56-2020 (62020), 81st Transportation Company, Saigon Vietnam 1962.



FS 14087 Olive Drab



③ UH-34D BUNO.148771 HMM-362 "UGLY ANGELS", 1966 Vietnam



YL39



FS 14007 Field Green

④ UH-34D Seahorse (150219) YP20 HMM-163 Vietnam 1967



20



FS 14007 Field Green

④ HMM-363 UH-34D 348077 (c/n 58-1191) in Alaska to support VO-1 and the Army Security Agency. (Photo courtesy of the author's collection)



66



FS 14007 Field Green

⑦ Sikorsky HSS-1N Seabat, US Navy, BuAer 147990, HS-7, CVS-15 USS Randolph, ca 1962



51



FS 16076 Engine Grey  
FS 28813 Fluorescent Red-Orange

⑧ Sikorsky UH-34D Seahorse, US Marines, BuAer 148062, HMM-364, MCAS Tustin CA, ca 1965



YK10



FS 14007 Field Green

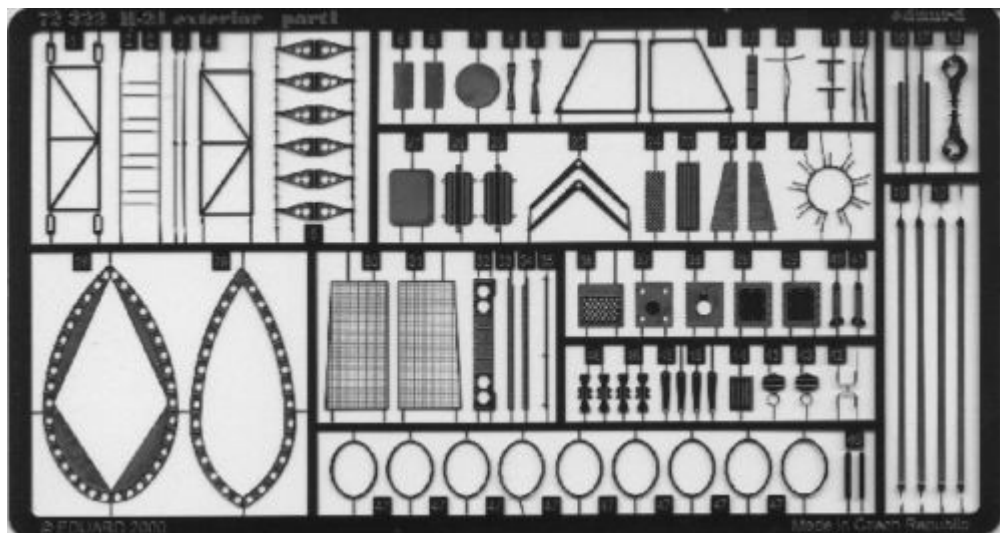
⑧ Sikorsky HSS-1 Seabat, US Navy, BuAer 143930, HS-4, CVS-37 USS Princeton, ca 1959



TA 3330

9

FS15042 Gloss Sea Blue







A couple of my works in progress awaiting masking.

Information for this article was taken from various sources, Internet/Publications etc.

Pics from last meeting



Tom Wingate - Tamiya 1/35 scale - German Type 166 Schwimmwagen.



Tom Wingate - AMT 1/25 scale - Plymouth Roadrunner.





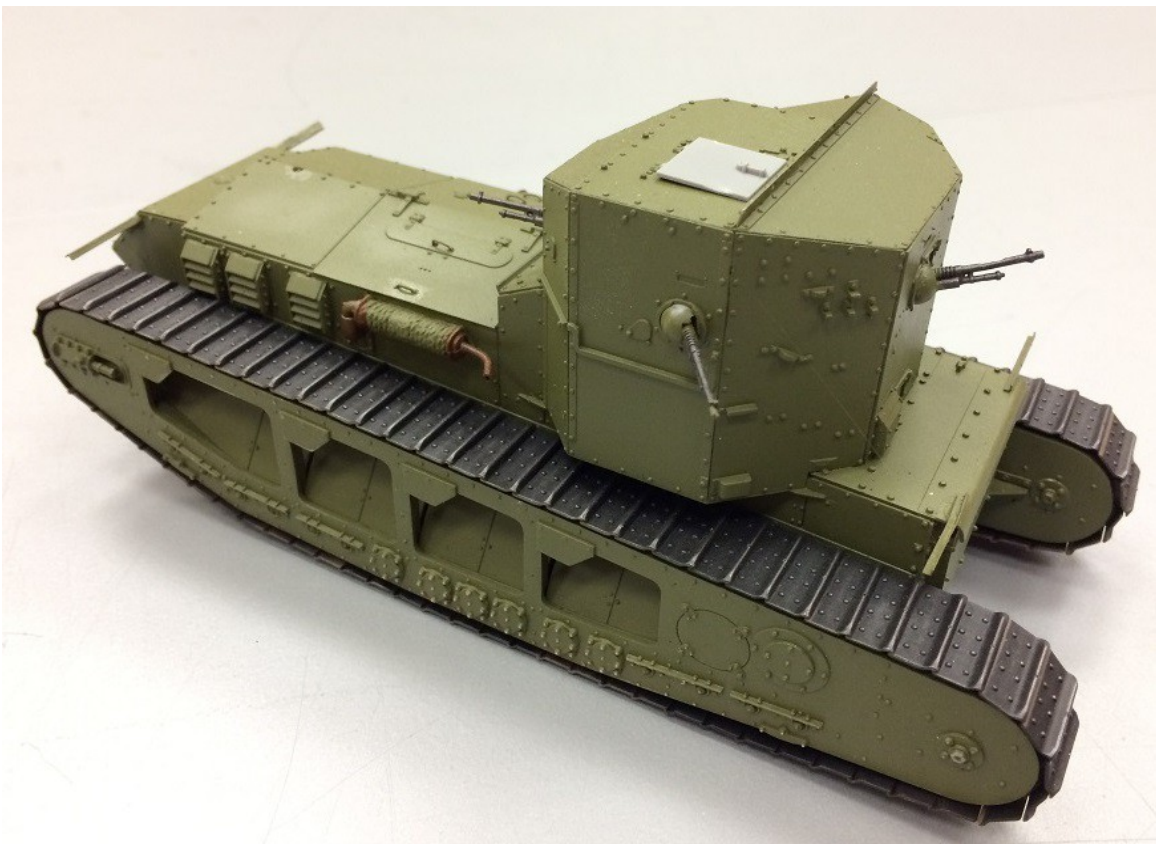
Tom Wingate - Revell 1/25 scale - Pontiac GTO.



Jim Hamilton - Airfix 1/72 scale - Gloster Meteor Mk.4.



John Currie - Italeri 1/72 scale - H-34 Seahorse (in progress).



John Currie - Takom 1/35 scale - British Whippet Mk.A (in progress).



John Currie - Dragon 1/35 scale - Syrian T-34/85 (In progress).



Mike Martucci - Revell 1/25 scale - 2015 Corvette C7R (Le Mans Winner).



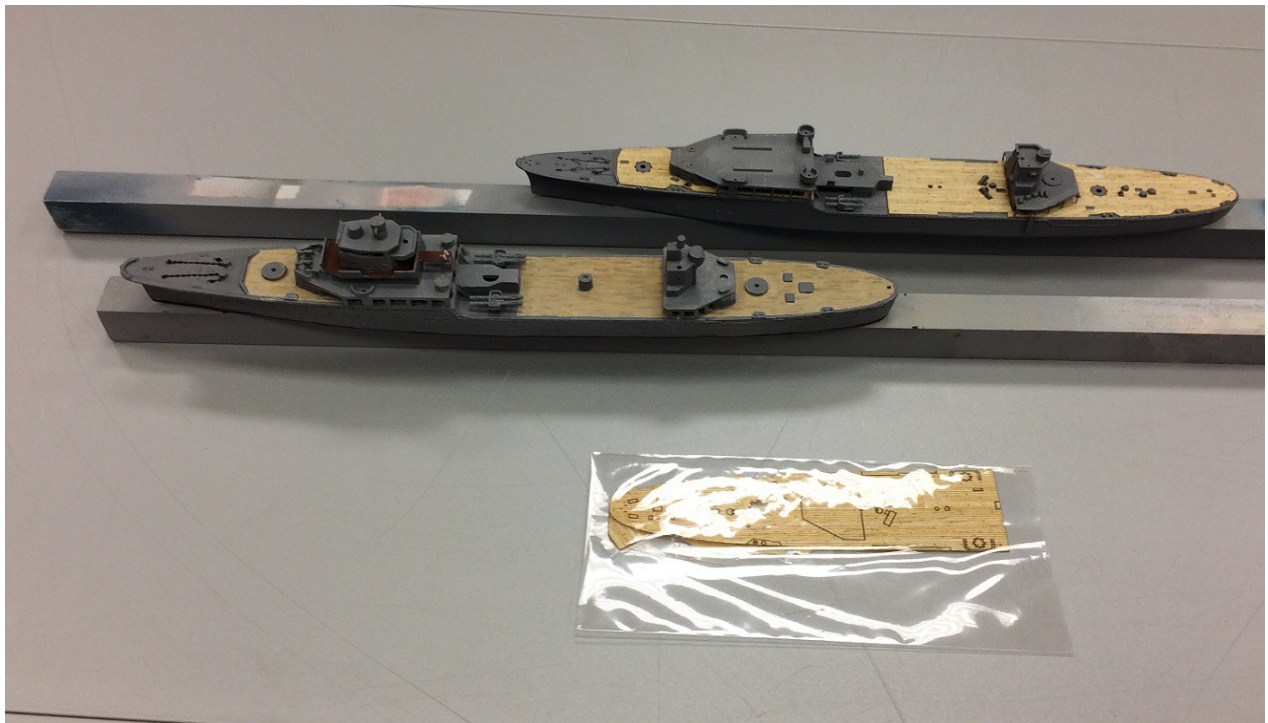
Andy Townsend - Tamiya 1/48 scale - P-47 Thunderbolt.



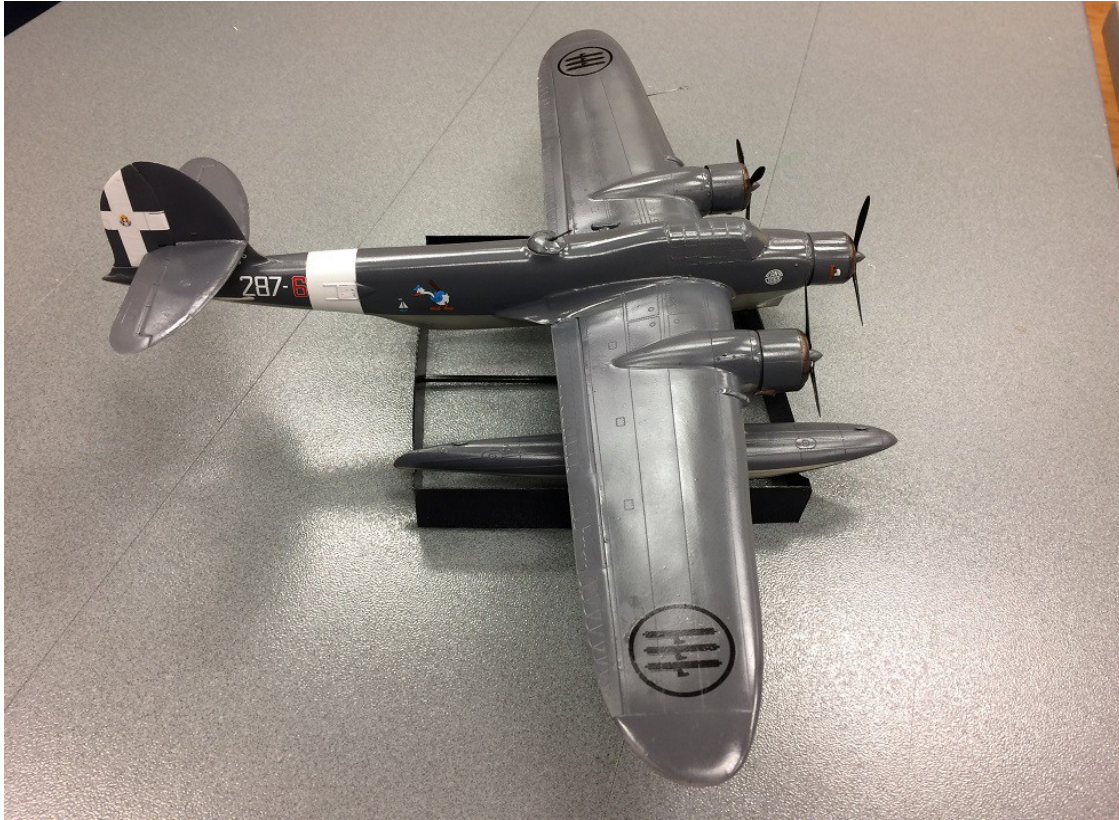
Andy Townsend - Classic Airframes 1/48 scale - Fiat CR.32.



Andy Townsend - Skybow 1/48 scale - Tiger I.



David Koopman - 1/700 scale - IJN Kashima (old and new molds)



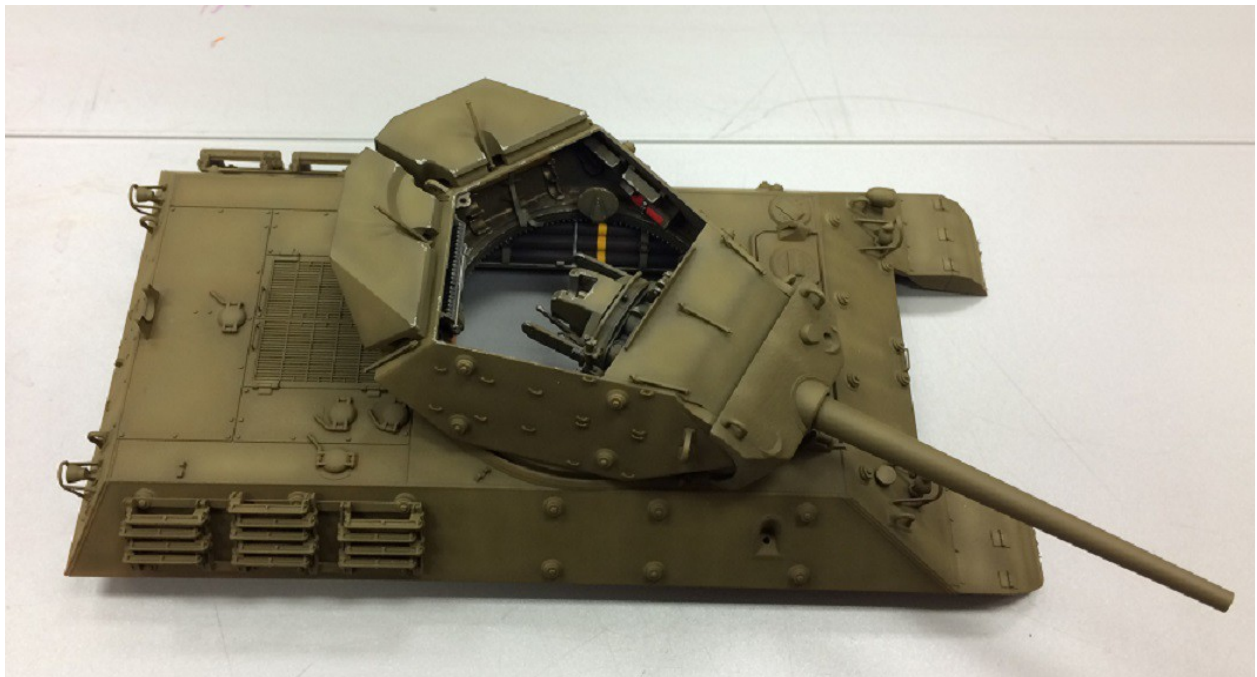
Hub Plott - Alpha Flight 1/48 scale - Cant 506B.

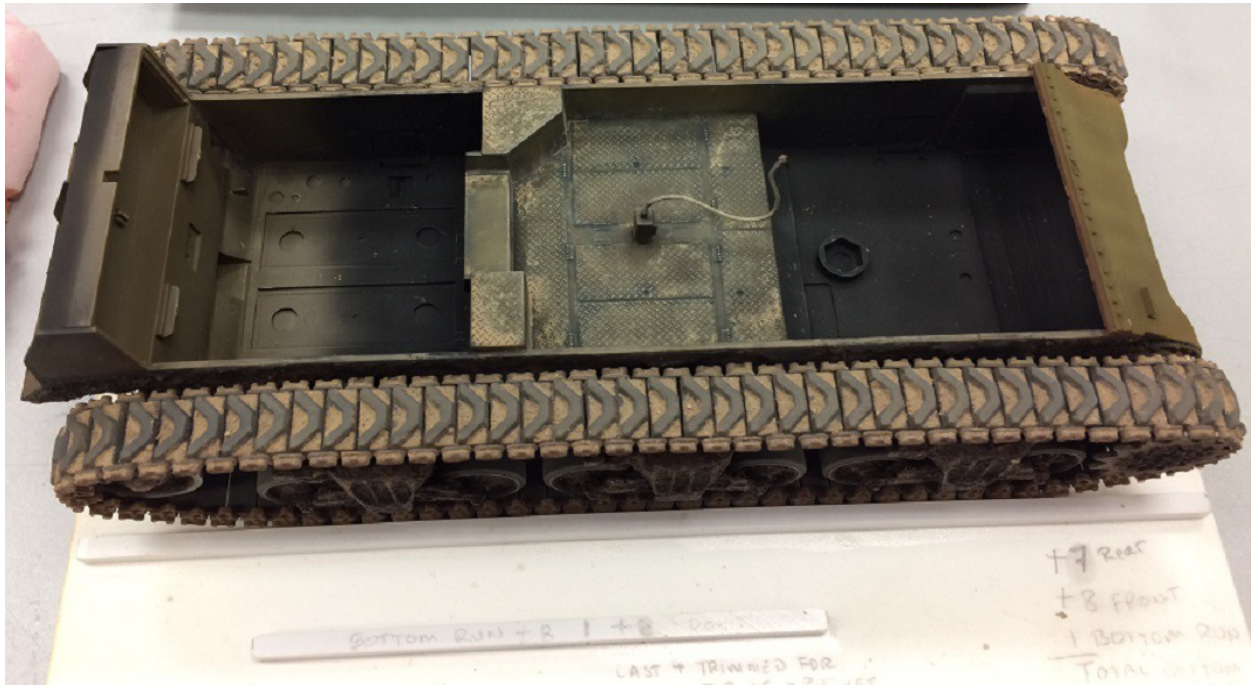


Matthew Goodman brought in his paint mule and his MRP paints he had tested, results looked good.

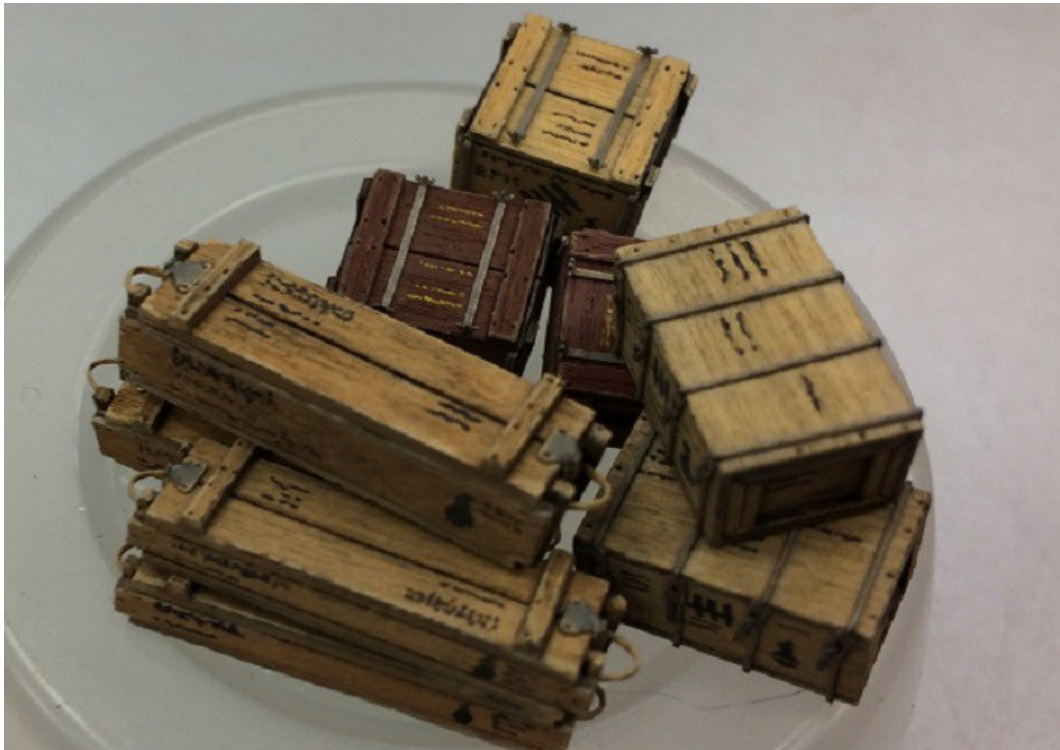
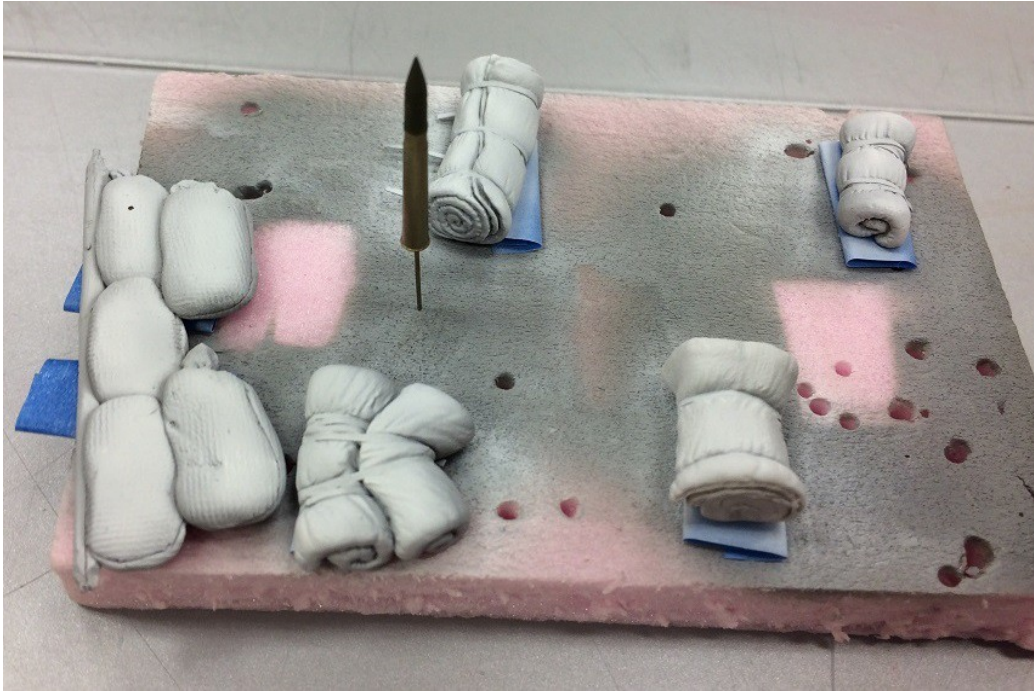


Kevin Cook - various small scale figures and Panzer.









Mike Roof - Tamiya 1/35 scale - M10 Tank Destroyer and Accessories (Scratchbuilt rolls and sandbags).

Thats all for Now.