

IT'S ONLY A NEWSLETTER

IPMS Marietta Scale Modelers

June 2018

GENERAL NOTES

This previous weekend, some MSMers made the trip to Warner Robins. Unfortunately, Martin's BBQ was out of food by the time Buz Pezold, Andy Roberts and I went for lunch. How the heck does a restaurant run out of food?!? It was really great to see the builds by the MSMers including Buz, Andy, Doug Shearer, Fred Heil, Paul Crawley and Keith Scruton. Larry Beam was wheeling and dealing with the club vending table and has our treasury over the 5K mark! Paul and Chuck Davenport posted many more photos on the Facebook site for your perusal.

This month's meeting minutes and photos were provided by Chuck Davenport. Your editor had a pressing commitment and Chuck gladly pitched in. He's also provided a nice article on the Douglas Airport.

Thanks again to Jim Pernikoff and Dave Lockhart for their continued contributions. They make this newsletter fun to edit!

QUIZ FOR JUNE

1. What did All Nippon Airways do in an effort to prevent its planes from sucking birds into their engines?
2. What was the name of the Japanese destroyer that sank PT-109, commanded by Lt. John F. Kennedy, on August 2, 1943?
3. Who was issued ID number 01 when the U.S. military started issuing dog tags in 1918?



World War I Dog Tag, 103d Machine Gun Bn, 26th Infantry Division

IPMS Marietta Scale Modelers

*Meet every 2nd Saturday of the month at Hobbytown USA in Kennesaw, GA
840 Ernest W Barrett Pkwy
NW, Kennesaw, GA 30144*

President—Martin Hatfield

Vice President—Mike Idacavage

Treasurer—Larry Beamer

Secretary/Chapter Contact—Rob Morales

rmoe701@gmail.com

In This Issue

- 2 - May Meeting Notes
- 5 - A Visit to a Small Town...
- 7 - Jim's Plastic Matters
- 10 - Haynes 2018
- 11 - Publishers Survey
- 14 - Notes From the Workbench
- 15 - IPMS/USA
- 16 - Quiz Answers

MAY MEETING NOTES

Chuck Davenport

May Meeting Photo/Captions

It was a great day indeed having James Young back in the saddle! He kept himself busy during his convalescence building this 1/72 scale Wasserfall by Brengun (<http://www.brengun.cz/>). James finished the model in a mottled camouflage scheme consisting of a desert yellow base followed by brown, green, and grey.



James also brought in the Pegasus 1/144 Rocketship XM finished so accurately in a silver scheme. The crater base is a vacuformed piece drybrushed with gunship grey and MIG dry pigments.

James' WIP XB-51 in 1/144 scale is from an unknown manufacturer.



Joe Tulleners & his five year old daughter, Kennzie, have been busily constructing a classic Lindberg kit, the 1/48 F-11 Blue Angels Tiger. The model is painted with rattlecan paints which must be tons of fun for a five year old!



One of the many highlights of the meeting was Doug Shearer's 1/32 scale Hasegawa/Minicraft Fw-190 A-8 converted to a G-3 variant flown by 2/JG 3 Defense of the Reich. Painted with Tamiya & Model Master paints, Doug added bombs and an extra fuel tank.



Another "oeuvre" appeared on the display table in the form of Gary Litavis' 1/35 scale Trumpeter M901 Launching Station and AN/MPQ-53 Radar which are the principal components of the Patriot SAM system. In his Modeler's Brag Sheet, Gary described his "self-control and swearing" as Special Techniques needed to complete these models. He added wiring and hydraulic hoses, and used Tamiya paints and MIG pigments to detail/finish the model. Oh, BTW, he explained that "Patriot" is actually an acronym for "Phased Array Tracking Radar to Intercept On Target" which led to a short discussion on the etymology of that convenient acronym.



In progress for some time now, Keith Scruton unveiled his Italeri 1/48 scale Spitfire Mk IV, "Beer Truck." The beer truck flew to France apparently, unlike their G.I. fond of French wine and the stops on this creel he showcased in instrument panel and lap walls, cut the cockpit

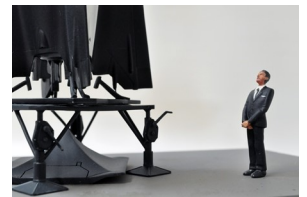


to bring the Tommies their beer. Apocousins, the British were none too longed for a "pint." Keith pulled out tion which began with the beer bar-April. Keith added a photoetched belts, plumbing to the cockpit side entry door open, drooped the eleva-

tors, and substituted a metal gear and resin wheels in place of the kit components. Along with acrylic washes and pastel streaking of gun blast and engine exhaust stains, he hand-painted the invasion stripes. Make sure you congratulate Keith for winning the Model of the Month with his Spitfire!



A Man and His Rocket...or so it would seem as the Werner von Braun figure gazes in admiration of his creation. With his usual inventive style Mike J. Idacavage has brought a couple of wonderful models beginning with the Mauve 1/48 A-4 V-4 painted with Mission Models and Vallejo paints in the scheme depicting the first successful V-2 launch. This is also one of the few rockets to sport vehicle artwork.



Mike is also working on the Hasegawa 1/72 F-102 turning this somewhat testy kit into a PQM-102B drone.



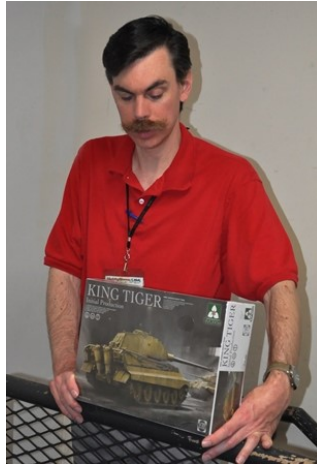
Joe Driver showed us the latest progress on his Eduard 1/72 F6F-3 "Hellcaty" (sic) finished in markings of VF-38. Joe described the special technique used to build the model as "boogers." Perhaps he will regale us with a demonstration of that hitherto unknown technique at a subsequent meeting!



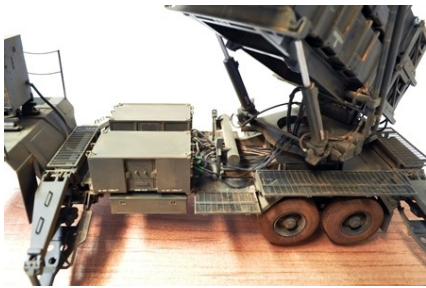
So, Chuck Davenport is moving models so he can photograph them against a background. He picks up these three that Fred Heil brought in and wonders aloud at their weight. Unbeknownst to Chuck, Fred brought in just the merest fraction of the Diecast models he owns. It's always great to have a change of pace at our meetings.



Here are the latest releases and rumors of releases from our man with the plastic fix, Kevin Westphal.



Takom	1/35	King Tiger	Initial Porsche turret	\$60
Bandai	1/144	Star Wars	Resistance Vehicle set	\$20
Bandai	1/144 & 1/350	Star Wars Episode	Death Star Trench Run	
Bandai	1/48	Star Wars Episode IV	X-wing w/ seated Luke, includes lights & motorized wings	\$100
ICM	1/72	Do-17Z	Night fighter variant	\$72
ICM	1/32	Blucher 131	Biplane trainer	
Revosys	1/35	PzKpfw VI Ausf C/D	Full interior less engine, prototype vehi-	\$76



A VISIT TO A SMALL TOWN IN GEORGIA

Chuck Davenport

Four years ago, Jan 2015, to our fellow modeling friend little trek down Route 441 to Douglas, GA. Were it not for cal airport, there might be no the town as far as this writer is rived, we were sore amazed ed us!



be more precise, Ed Shelnutt, Steve Hall, and I under took a the utterly forgettable town of the treasures hidden at the lo- rationale for the existence of concerned. Yet, once we ar- at the aviation treats that await-

Our raison d'être for the trip was to see Tom Reilly's XP-82 being resurrected to flying status from the hinterlands of the Soplata Aiplane "Sanctuary," or so it is called, in Ohio. In reality, the place is a nightmare of aircraft and parts thereof strewn about and mostly neglected. There have been a few retrievals, but Reilly's acquisition of the XP-82 is a towering achievement.

Here are a few facts about the restoration that Tom shared with us to whet your appetite. In the beauty shot of Los Tres Gringos del Watkinville, jauntily occupying space in the middle of the airplane, you will note that the right hand fuselage was built from scratch. That includes all the castings, fittings, even the pilot seat down to the last rivet. While we were there one of the crew was aligning the vertical stabilizer with a string line! In fact, the prototype was built by hand, as are all prototypes of any aircraft, car, whatever. In this case, Tom had access to original production drawings, but the drawings had to be modified to some extent for this airplane. As Tom explained it, this particular airplane was the prototype for the subsequent prototype. In other words, the production F-82 differed significantly from this very first original.

The most critical aspect of the restoration, according to Tom, was the contra-rotating Merlin engine. This particular beast was not just a standard Merlin geared to run "backwards." It was, in fact, engineered by Packard to rotate in opposition to the standard Merlin in order to cancel out torque. Packard only made a few hundred of these special engines for the Twin Mustang project and finding one was a real challenge. It turns out that one was hiding in a barn in Mexico...of all places. That Tom's team was able to find it was a miracle in and of itself.

Here, for your edification are just a few photographs of the three of us exploring the XF-82 and some of the other treasures at the Douglas airport.



Tom Reilly working on a hydraulic thingy.



It's nice to know that we had miniscule parts to play in the restoration. That's Tom Reilly doing the work.



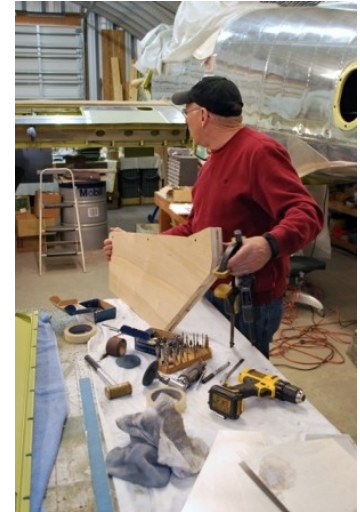
Our friend, Steve Hall, having way too much fun!



Ed Shelnutt performing a critical pre-flight inspection of something or another.



One of the resto team unboxing newly machined parts.



All the processes to create parts are done by hand or designed for CNC machining from original blueprints.



We literally walked into the hanger and spent 4 hours there. With the aircraft near flight ready, I'm sure security is tighter.



The movie Memphis Belle was undergoing winter maintenance at the time of our visit.



To say Ed Shelnutt and we were having a great day was an understatement!



A sobering sight....remnants of the Liberty Belle awaiting their turn on a new Liberty Belle to be built.



Yes, parts of the B-17 Liberty Belle were recovered.



Presumably, this forward fuselage section from a different B-17, just sitting in an open hangar @ the Douglas Airport, will become part of a resurrected Liberty Belle.

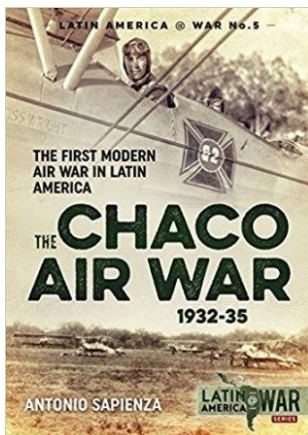


A panorama of the B-17 Liberty Belle, at the time, just a collection of parts that survived the fire cobbled together with parts from another B-17.

JIM'S PLASTIC MATTERS

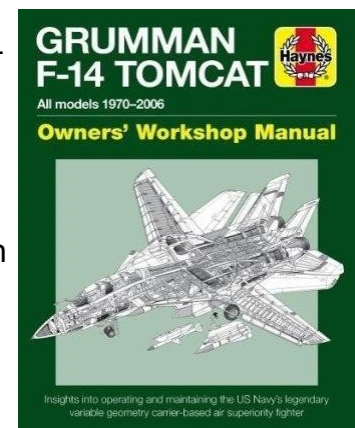
Jim Pernikoff

Aeronautica Nazionale Repubblicana (1943-1945), *The Aviation of the Italian Social Republic*, is #03 in the new series *Library of Armed Conflicts* from **Kagero**. This is about the Italian Fascists who continued to fight alongside the Luftwaffe after the fall of Mussolini. Following an introductory chapter on how the ANR was created and organized, the bulk of the text is broken down by aircraft type, then covers the operational history of each type chronologically. The images come in the form of four 12-page inserts, containing photos (mostly in b&w), color maps, and color side views of the fighter planes, which are a mix of Bf 109Gs and the Italian "5-series" (G.55, M.C.205 and Re.2005) which were among the best fighters of the war. Interestingly, some are in all-German markings, some are all-ANR, and some are in a mix! I hope the lack of top and bottom views of these is not too problematic. This is an interesting book about one of the lesser-known air arms of WW2. (A warning: the first copy I got from Amazon was defective, with some of the pages in the first photo insert repeated in the second. I was able to exchange it for a correct copy, so if you order this online, check the photo pages when you get it to make sure there are no page duplications.)

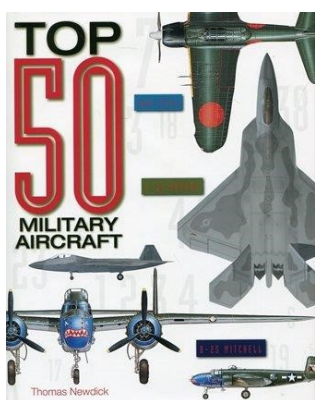


The Chaco Air War 1932-35, *The First Modern Air War in Latin America*, is #5 in the *Latin America@War* series from **Helion & Co**. This is about a rather little-known border war between Bolivia and Paraguay. The definitive history was done in hardcover some years ago by Schiffer; author Sapienza was co-author of that book so this can be thought of as the compact version, and perhaps more up-to-date. It follows the usual layout of the series, with a decent text, rare b&w photos, and a color section with 7 pages of side views and another 9 pages of maps, artworks, badges and insignias. The aircraft are a mixed group of French, Italian, American and German types, and this should be a boon for specialists in modeling "small air forces". An appendix lists all the aircraft, individually, used by both sides, and there is a good bibliography but no index.

Grumman F-14 Tomcat is the latest *Owners' Workshop Manual* from **Haynes**, and one I have been waiting for for a long time. Even though I worked on the program three separate times, I still found some facts I hadn't known before, so author Tony Holmes has done his research. The "anatomy" section is a bit on the brief side, but there are some

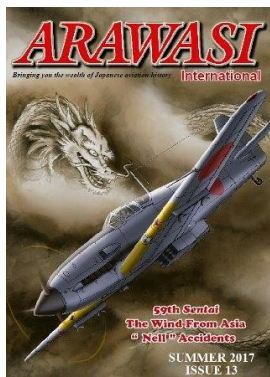


good photos of the final assembly line in Calverton, and particularly good coverage of the three types of missiles carried by the Tomcat. The history of both the aircraft's development and service are well documented. The perspectives of the maintainers, the pilots and (in particular) the RIOs are all well covered, and an excellent article about what Topgun was really like is told by well-known RIO "Bio" Baranek. Scattered throughout the book are gray side-bars showing some of the many patches that were associated with the program, though these are reproduced smaller than ideal. The Iranian use of the F-14 is covered only in a fairly brief appendix, but if the Iranians want to complain, tough nuts! This is a fine addition to the F-14 enthusiast's library (and I certainly am one!).



Now, for a couple of sequels to books reviewed last month. First comes **Top 50 Military Aircraft**, the logical companion to last month's book on tanks, compiled by Thomas Newdick for **Chartwell Books**. Once again, each type gets four pages of text, specifications, at least one photo and a variety of color artwork. And as with any subjective list, the inclusions, exclusions and order are subject for debate (what, no F-14?). The top 3 are the P-51, C-130 and MiG-21, and it would be hard to argue too much, except perhaps for the MiG. (The F-22, by the way, is appropriately #22.) This is a nice book for the kids or your coffee table or to give as a gift.

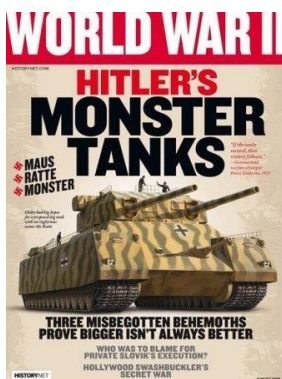
RAF Centenary 100 Famous Aircraft, Vol 2: Fighters and Bombers of WW2 is #37 in the *Aviation Archive* series from Key Publishing, and the second in a four-volume survey. It naturally picks up where the preceding volume leaves off, and all 25 aircraft covered are well known. Still, there are a lot of photos from the archives that I hadn't seen before, and the period isometric cutaways are wonderful. (Particularly nice is a color cutaway of the Short Stirling, with crew on board!) Note that only the 18 British-built types (from the Whitley to the Meteor) get the full-zoot treatment; the 7 American types get altogether briefer coverage (with no cutaways), but at least their service is acknowledged. I suppose the next volume will cover the Cold War period.



Here's something different: an aviation magazine that has been around for awhile that I had never heard of until I picked up a copy at the Anniston show. **Arawasi International** is published in Japan by a husband-&-wife team. (He's Greek, she's Japanese.) I picked up issue #9, dated Apr-Jun 2008, and issue #13 is the latest one out, so the publishing schedule is rather erratic. The magazine is clearly done with modelers in mind, since the feature article in #9 on the Ki-49 *Helen* contains nice color 3-view drawings and a detailed diagram of the aircraft's instrument panel. Also

containing color drawings are an article on captured B-17s, another on the use of the C6N *Myrt* reconnaissance plane as a night fighter, and another on Japanese production of the Short 184 floatplane. In the back is a survey of new kits and books of Japanese aircraft that were then available. Unfortunately, this issue and most other back issues are out of print, but you can find out more about the magazine at <http://www.arawasi.jp/>.

Finally, a word about a “regular” magazine issue that you might find of interest. The July 2018 issue of **Air & Space/Smithsonian** had an article entitled *Combat is the Mother of Invention*, which is about 7 military aircraft that were improved by modifications done in the field. These include the metal bullet deflectors added to the propeller of his Morane parasol by Roland Garros, the gunship noses added to A-20s and B-25s in the Pacific theater by “Pappy” Gunn, and something called the Mortar Aerial Delivery System that was added to Huey helicopters in Vietnam to effectively turn them into bombers! This is one of the most fascinating articles that I’ve seen in A&S for years, and you may want to seek this out wherever you buy magazines.



Also of some interest is the new August 2018 issue of **World War II** magazine, which has a cover story by Bill Yenne on the PzKpfw. VIII *Maus* and the even larger P.1000 and P.1500 Landkreuzers that were proposed at one time. There is very good artwork, with decent hypothetical takes on the two larger vehicles. If you want to know more about these gargantuan vehicles, this article is a good place to start.

Elsewhere in the newsletter you should find a list of **Haynes** manuals for the rest of the year. Note the number of *Operations Manuals* on the list, and even Napoleon is involved!

HAYNES ENTHUSIAST MANUALS 2018 – SECOND HALF

These are all referred to as “Owners Workshop Manuals” except as noted.
Dates are subject to change:

Falklands War (July) (Operations Manual)

RAF Bomber Command (August) (Operations Manual)

NASA (August) (Operations Manual)

Bugatti Type 35 (September)

Blackburn/HS Buccaneer (September)

German Infantryman (September)

Ferrari Engines (October) (Enthusiasts Manual)

Challenger 2 MBT (October)

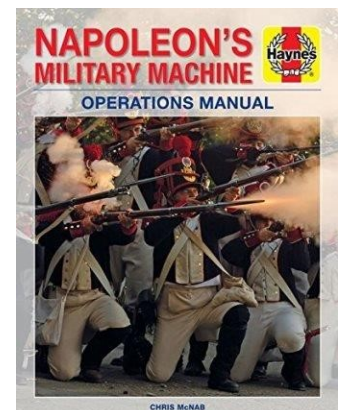
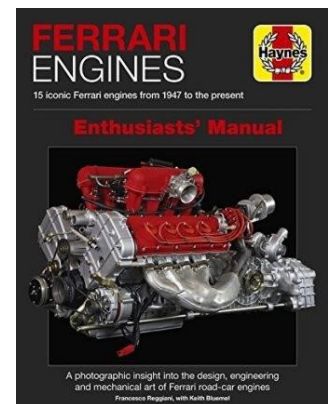
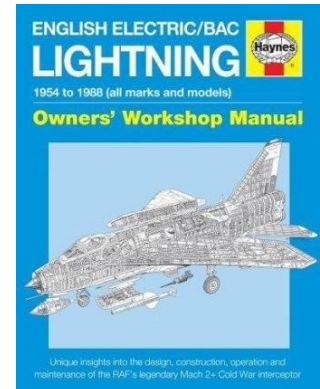
Napoleon’s Military Machine (October) (Operations Manual)

Air Ambulance (November) (Operations Manual)

Spirit of St. Louis (November)

English Electric/BAC Lightning (November)

Convair B-36 (December)



PUBLISHERS SURVEY – SQUADRON BOOKS PT. 1

Several months back, I gave you a checklist that included one of the candidates for the longest continually-running book series of interest to modelers, in the form of Osprey's *Men-at-Arms* series, which has been with us since 1971. I guess it was about time to present the other candidate for that distinction, the *In Action* series from **Squadron/Signal**, which has also been around since 1971.

It seems that, having established Squadron Ship as a major player in the hobby market, both in stores and via mail order, Jerry Campbell decided to get into publishing. In early 1971, he began a quarterly magazine called *The Squadron*, which had a useful selection of articles about modeling, and each issue concluded with a copy of the current Squadron catalog. Early issues had modest production values and were exclusively black-&-white, but eventually the issues became thicker and slicker, with increasing use of color. But after four years, he pulled the plug on the magazine and it became simply a Squadron catalog, initially in b&w but eventually adding color and becoming a monthly publication, which is still in existence today.



1 But Jerry also felt a need for a series of books, also in 1971, oriented towards modelers, probably inspired by the Profile Publications and the Aero Series. He adopted a landscape format (pages wider than tall) and the books were saddle-stitched and of 48-50 pages. These were mostly photo surveys with minimal text. The only color was on the outside of the covers (the insides were blank) and on one side of a single page in the center of the book. Not surprisingly, the first books were devoted to the Luftwaffe and not specific to individual aircraft types. I recall that the original price of these was \$3.95, at a time when the recently-expanded Profile Publications were \$3 each.

Eventually the series switched to monographs covering a single aircraft type, and the amount of text increased relative to the images. I think the issue that really established the series was the oddly named *Gunslingers in Action*, which dealt with helicopter gunships in Vietnam. Like Lou Drendel's other books, this featured a number of first-hand pilot's accounts, and the book was a big hit, so much so that it remained in print much longer than the other early *In Action* books. I believe new books were issued once a month in those days, though eventually the frequency



diminished. Older volumes were taken out of circulation after a time, but often these were reprinted (without changes) and reissued later.

In time, the page count and the amount of color increased. So did the use of b&w line drawings; a popular feature was a page of side views of all the variants of the covered aircraft, where the differences would be readily apparent. Also popular were small isometric drawings showing aspects of an aircraft that changed from variant to variant, a real boon to modelers. Eventually some of the books, particularly those dealing with modern aircraft, replaced the side-view drawings on the color pages with color photos instead, and the number of color photos increased to the extent that many of the more recent books on modern aircraft are almost exclusively in color. The number of pages has increased to a now-standard 80, and all the newer, thicker volumes have switched to perfect binding, which also has the advantage of making the books easier to locate on your bookshelf. Naturally, the prices have steadily increased with these changes!

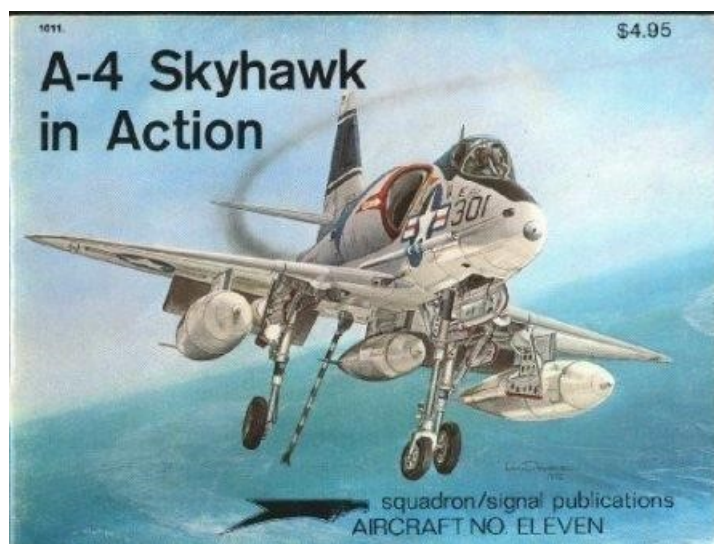
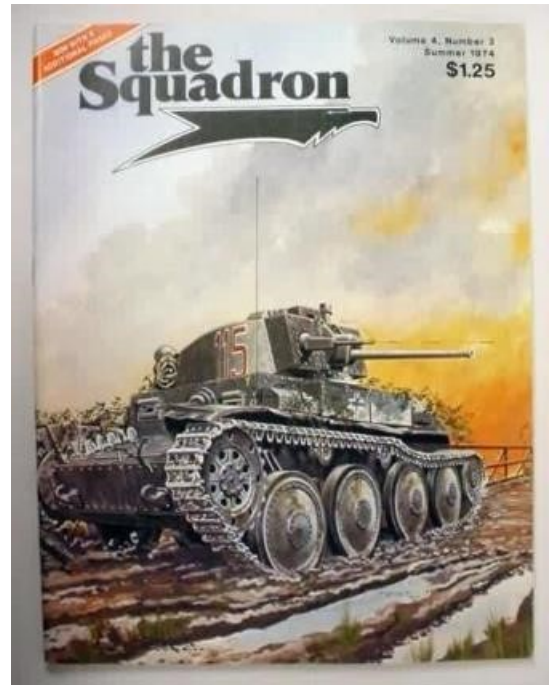
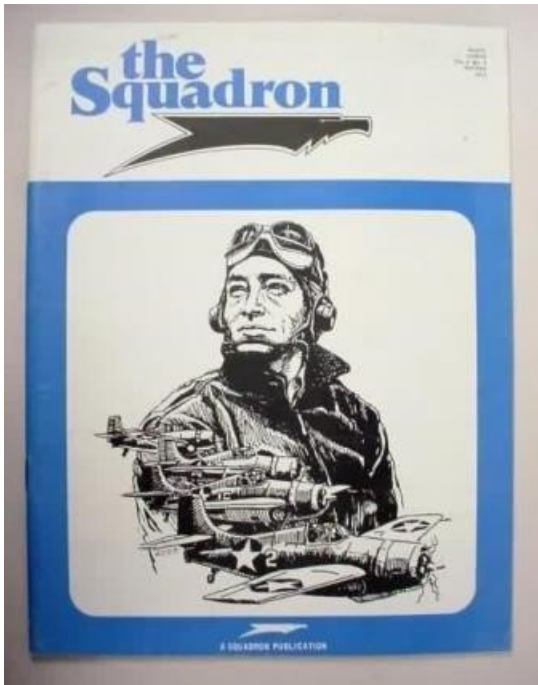
It was inevitable that some books, especially those on current aircraft, would need to be updated, but Squadron instead followed a policy of issuing completely new books in that case, sometimes more than once. As an example, there have been three completely different books on the F-14 Tomcat, and I've elected to keep the older volumes even when they were effectively obsoleted by the replacements, but that is entirely up to you. To help denote the aircraft that had been covered before, the attached checklist has notations like (II) or (III) to let you know that there were earlier books on the same aircraft.

However, in the last few years, Squadron had changed that philosophy, electing instead to revise, expand and reissue existing books, confusingly using the same series number. Typically this brings the page count up to 80 for books that originally had fewer pages. The checklist shows the data for the most recent edition, but be careful when buying, since there is little point in getting the earlier editions with fewer pages if you can obtain the newer version.

The *Mini in Action* books were a short-lived attempt to create a smaller series for those aircraft for which the larger books would be inappropriate. The page size was about half that of the larger books, and it certainly seemed like a good idea, but evidently it didn't sell well, since the series did not last long. The books are out of print, but like many old *In Action* books, used copies should be available.

I should also mention the *Detail in Action* series, which appears on both the aircraft and armor lists, since the same series actually crosses over and includes both types of vehicles. This was a hybrid series that incorporates content similar to both the *In Action* and *Walk Around* series in a single book, intended for those vehicles for which Squadron decided that two separate books would not be needed. You'll also note that Squadron published two books in the series, stopped, and then started over again at number 1, so don't get confused!

I've been discussing the aircraft series, but the same details also applied to the inevitable *Armor in Action* and *Warships in Action* series, which started in 1972 and 1977, respectively, and are also still active, though published in far fewer volumes. There was also another series, initially called *Weapons in Action* but later retitled the more appropriate *Combat Troops in Action*. This series started in 1973 and lasted a little over 20 years. It will be covered in Part 2 of this survey, which will also include the *Walk Around* series and the other series Squadron did that also used the landscape format.





NOTES FROM THE WORKBENCH – JUNE 2018

Dave Lockhart

Free Model = \$100

Our club has a yearly contest/challenge. Last years was to build a model the year you were born. I didn't meet the deadline, but I should finish my 1/48 Cessna 150 in the next few weeks.

This year's contest was "Luck of the Draw". We had a number of models left over from our annual show raffle. So, this year, Ed Sveum randomly put raffle #'s on a number of models. Club members then drew a raffle number. Whatever model number matched your ticket, that's the model you have to build for next March. It could be a plane, armor, car, etc. What you picked you had to build – no exception, no trading. Needless to say, there were a number of very grumpy modelers. It's not fun to go out of one's comfort zone.

I picked a 1/72 Italeri Fw-189 "Uhu". Never heard of this plane. It was a reconnaissance plane for Germany during WWII. Very odd plane. There are no Fw-189 remaining.

While I prefer ships, I don't mind planes. I do not like 1/72 planes, but a challenge is a challenge.

Whatever model one picked one had to build. You could build it OOB, add stuff to it but you had to build it.

Okay, that's the plan. I don't know anything about this plane, so I'll build it OOB.

So, what did I do?? First thing was I ordered a couple of books about this plane. Of course, I got the Squadron In Action book. And a couple of others.

Did I stop there?? Of course not. I had to get some masks because the damn plane's cockpit is mostly glass. From there I saw that Eduard had a very good photoetch set.

Bottom line, a "free" model turned out to be a \$100 "investment".

I am looking forward to building this model. It's not something I normally would have built but it's fun to have a challenge.

For all my club members, enjoy your build. Except for the ones who got cars!





IPMS/USA is the United States Branch of the International Plastic Modelers' Society, whose roots can be traced to the startup of the first IPMS National Branch during the 1960's in Great Britain. In 1964 a US-based modeler applied for a charter to start the US Branch. In the ensuing 4 decades, IPMS/USA has become a 5,000 member, all-volunteer organization dedicated to promoting the modeling hobby while providing a venue for modelers to share their skills in a social setting, along with friendly but spirited competition in the form of local, regional, and national contests and conventions. As this is written, there are over 220 active US chapters (including groups in Canada and the Philippines as well as one "cyber-chapter" existing entirely on the internet). These chapters are organized into 13 geographically-determined Regions, overseen by Regional Coordinators. The IPMS/USA Executive Board, made up of elected and appointed members, serves as the overall governing body for IPMS/USA.

IPMS/USA produces the Modelers' Journal, an all-color magazine supplied to our members 6 times each year. Sample copies of the Journal are available upon request, and you'll find several cover shots elsewhere in this handout.

In addition, IPMS/USA maintains one of the largest and most-visited public websites in the modeling community (www.ipmsusa.org). Members and visitors can view product reviews, chapter and contest information, see examples of members' work, and view images of contest, museum walkarounds, and the like. A members-only Forum allows discussion of specific topics of interest amongst our membership. The remainder of the website is open to the modeling public and sees thousands of hits weekly.

Contact Information: [IPMS/USA](http://www.ipmsusa.org) PO Box 56023 St. Petersburg, FL 33732-6023

Phone: 727-537-6886

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____

Address: _____ If Renewing _____ First _____ Middle _____ Last _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

Type of Membership Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86

Junior (Under 18 Years) \$17 Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? _____

Canada & Mexico: \$35 Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order

Payment Method: Check Money Order

Chapter Affiliation, (if any): _____

If Recommended by an IPMS Member, Please List His / Her Name and Member Number:

Name: _____ IPMS No.: _____

IPMS/USA

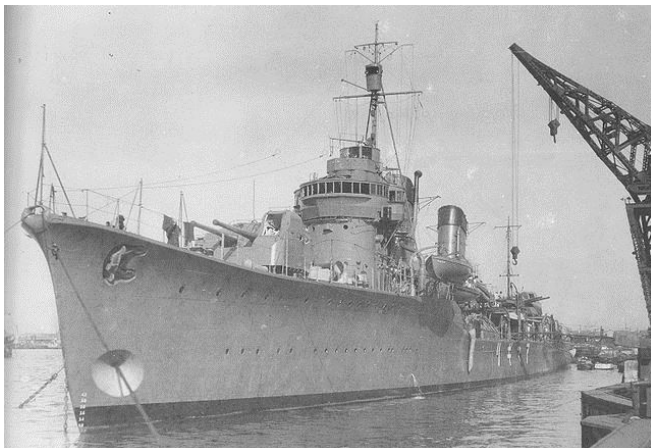
Join or Renew Online at: www.ipmsusa.org

PO Box 56023

St. Petersburg, FL 33732-6023

QUIZ ANSWERS FOR JUNE

1. ANA technicians painted giant eyes on the engine intakes to discourage birds from approaching. At the end of the one-year test period, an average of only one bird had hit each of the engines adorned with painted eyes. Each unpainted engine, however, had been struck by an average of nine birds. All-Nippon Airways estimated that the reduction in bird strikes during the testing period reduced the damage to its aircraft from \$910,000 to \$720,000.
2. HIMJS Amagiri. The “Heavenly Mist” was a Fubuki-class was returning from a “Tokyo Express” supply mission in the Solomons when she either struck or was possibly rammed by the future 35th President’s boat. The tin can struck a mine in early 1944 at the Makassar Strait near Borneo and sunk. The ship’s captain survived the war and was an invited guest at JFK’s inauguration.
3. U.S. Army general John J. Pershing (1860-1948), who commanded the American Expeditionary Force (AEF) in Europe during World War I. The president and first captain of the West Point class of 1886, he served in the Spanish- and Philippine-American Wars and was tasked to lead a punitive raid against the Mexican revolutionary Pancho Villa. In 1917, President Woodrow Wilson selected Pershing to command the American troops being sent to Europe. Although Pershing aimed to maintain the independence of the AEF, his willingness to integrate into Allied operations helped bring about the armistice with Germany. After the war, Pershing served as army chief of staff from 1921 to 1924.



HIMJS Amagiri in 1930

Contact Us

IPMS Marietta Scale
Modelers

Chapter Contact: Rob
Morales

rmoe701@gmail.com



Eyeballs keep the birds at bay

Bird strikes can be an expensive business, as many airlines know to their cost. Japanese carrier All Nippon Airways (ANA) has come up with its own solution—a giant eyeball painted on the air intake turbine shafts of its 747s which will, hopefully, scare away the feathered marauders. ANA’s annual bill from bird strikes is about \$630,000, and with the new engine eye-make-up costing only \$40 a time the potential savings are considerable. European airlines will also be interested in ANA’s experiment. According to a recent report by the UK Civil Aviation Authority, bird strikes cost European airlines a total of \$21 million between 1976 and 1980, including the loss of a 737 and a Learjet.