

April 2020
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The Pylon



The newsletter of the Western Reserve Chapter of the International Plastic Modelers Society

Next Meeting:

Not sure. Certainly not this month.

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IMPORTANT
STUFF -

Stay Safe and
Healthy



From the President

Greetings fellow shut-ins. I sincerely hope this finds all of you and your families safe and well. Although we are currently living in times that feel almost dystopian, we are blessed that our shared hobby has long prepared us to stay inside. Indeed, while everyone around us streamed *toward* nature, we were often the ones that would be perfectly content to remain indoors at our workbenches.

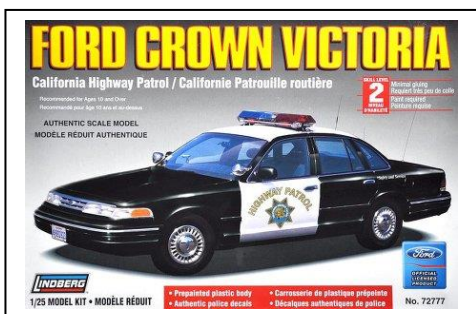
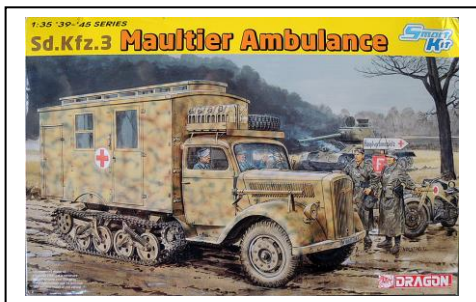
Having said that, this pandemic is alarming. As I write this, there have been more than 20,000 confirmed coronavirus deaths in the United States with countless stories on the evening news of first responders and emergency medical personnel fighting to save our fellow Americans. With all first responders in mind, I spent some time researching model kits that either portray them or the vehicles they might use.

The current pandemic is being compared to the influenza outbreak of 1918 and that was where I began my review. ICM offers a 1:35 scale collection of WWI U.S. Medical Personnel (kit No. 35694) that includes two wounded soldiers and a nurse. They also sell a model of a 1917 Model T Ambulance that includes the aforementioned personnel (No. 35662). Darius Miniatures has a great 1:35 collection featuring a German medic (No. F35034). There are also many models available of WW2 medical workers and wounded soldiers, and several offerings of modern war equivalents (mostly in 1:35). Interestingly, Revell produced several kits in the 1990's from the Korean War-themed television series M*A*S*H including a medical scene (No. 04431) that consists of a 2½-ton truck and characters from the show (including Cpl. Klinger in a nurse's uniform!). There are also several dozen nurse figures widely available including both military and civilian subjects. Again, most are in 1:35 scale and the more elaborate also incorporate wounded soldiers being attended to. An excellent example might be the WWII Belgian Nurse with Wounded BEF Soldier from D-Day Miniature Studio (No. 35134).

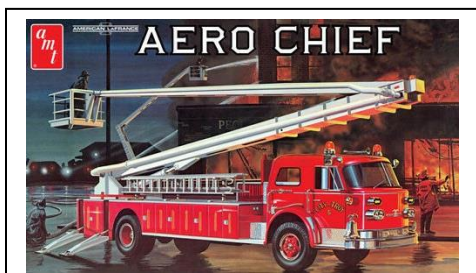




There are also numerous examples of vehicles designed to transport the wounded and the sick to the hospital. Models of ambulances comprise both foreign and domestic subjects as well as military and civilian vehicles available in many different scales. If you can find one, the classic 1:25 Cadillac DeVille ambulance made by Jo-Han (No. GC-500-200) might be a nice place to start. The 1959 Cadillac Miller-Meteor ambulance also served as the Ghostbusters Ecto-1 and Ecto 1A "hearse". Polar Lights and AMT produce 1:25 scale models of the Ghostbuster's vehicle which could be easily built as ambulances. Revell also makes a nice 1:25 1937 Panel Delivery Truck (No. 85-4930) that served as a patient transport before there were dedicated vehicles. A well-reviewed military ambulance is Dragon's newer Sd.Kfz.3 Opel Maultier Ambulance (No. 6766) in 1:35. Law enforcement is also well represented, with more than 100 1:24 and 1:25 scale police cars listed in Scalemates.com. If pressed, I would find it hard not to own a kit of the traditional Ford Crown Victoria Police Interceptor with California Highway Patrol decals by Lindberg (No. 72777).



Fire trucks are also widely available first responder vehicles and come in numerous scales including 1:144, 1:87, 1:72, 1:43, and 1:25. The obvious standard might be the AMT/ERTL American LaFrance Aero Chief Fire Truck in 1:25 scale (No. 31639). However, some newer interesting releases in 1:72 are dedicated to battling fires at airports. The Mil Mod resin Oshkosh M-15 (No. MM072-025) looks amazing built. Hasegawa's Rosenbauer Panther 6x6 Airport Crash Tender (No. 54005) and A&A Models AA-70 Airport Firefighting Truck (No. 7219) would be contemporary additions to one's collection.



For those who build aircraft, there are abundant examples of fixed and rotary-winged subjects. The most familiar medical evacuation helicopter might be the Bell UH-1 "Huey" and kits are readily available in most scales for this chopper. Both Academy and Revell (Nos. 02194 and 04404) produced the Bell H-13 Sioux in 1:35 scale and Cutting Edge Modelworks produces resin patients on stretchers (CEC35001) to accessorize. A kit in my stash is Amodel's 1:72 Kamov Ka-226 Ambulance (No. 72130) which, when assembled, will be a peculiar looking machine. There are plenty of kits in all scales of fixed-wing aircraft that served in ambulance or air-sea rescue capacities. For example, many models of the PBY Catalina, the Grumman Albatross and the De Havilland DHC-3 Otter exist and can be built in various first responder schemes. An intriguing air ambulance kit (No. 436) is Roden's 1:48 Airco (De Havilland) DH 9.



While the reviews seem to indicate this model is not for beginners, the strange looking aircraft was a very early effort to transport victims more quickly than over land and would be a nice addition to any modeler's collection.





Finally, any mention of first responding aircraft must include those amazing fire bombers. While there are a few dedicated kits of specific subjects (the Canadair CL-215 and CL-415, to name a couple), there are also several decal sheets and conversion kits. Most exciting to me is a conversion kit from the Canadian company Odd Bob Models (<https://www.oddbobmodels.com/>) that converts a 1:144 scale McDonnell Douglas DC-10-30 into the mammoth Tanker 10, the (third – Ed.) largest of the fire bombers. In the end, model manufacturers have a long history of recognizing our everyday heroes and the vehicles they operate when tending to the injured and suffering, and there are hundreds more that merit investigation while we are “hunkering down”.

Hoping to see you all healthy and soon.

Jim Wentzel

From the Editor

Big Fire Bombers

A recent debate in my office brought to my attention the two of the largest fire bombers in the world, the result of which ties in well with Jim’s column. My coworker claimed the Ilyushin Il-76 is the world’s largest fire bomber. I wanted to compare it to the Martin JRM Mars water bombers and so went Googling. I found some interesting stuff, including these tidbits about the four largest fire bombers in the world.

- The WWII vintage Mars bomber can drop 7200 gallons in a single pass, and reload its tanks in an unmatched 22 seconds by skimming the surface of a lake. One fire bomber aircraft remains (only seven JRMs were built) but it was retired in 2015.
- The DC-10 Air Tankers have three belly mounted tanks holding 12,000 gallons of retardant and all three can be filled in 8-minutes. The Tanker 10 can then release all that in 8-seconds over an area 300-foot wide by a mile long. Even for its size this fire bomber version can maneuver as well as many of the smaller fire-fighting aircraft.



- The II-76P is a conversion kit that can be installed into any II-76 in 90-minutes and has a water capacity of 13,000 gallons.
- The largest fire bomber is the Boeing 747-400 based Super Tanker which can carry a 19,000 pound load of water or retardant. An onboard pressurized system atomizes the water when it's released, drenching a 3-mile long by 150-foot wide area without breaking trees, damaging homes or cars or injuring any human or animal in its path. It has a 30-minute load time and being based in Colorado and flying at 600 mph can reach anywhere in the US in under three hours and the world in under 20-hours. It has been used across the US as well as in Israel and Chile.



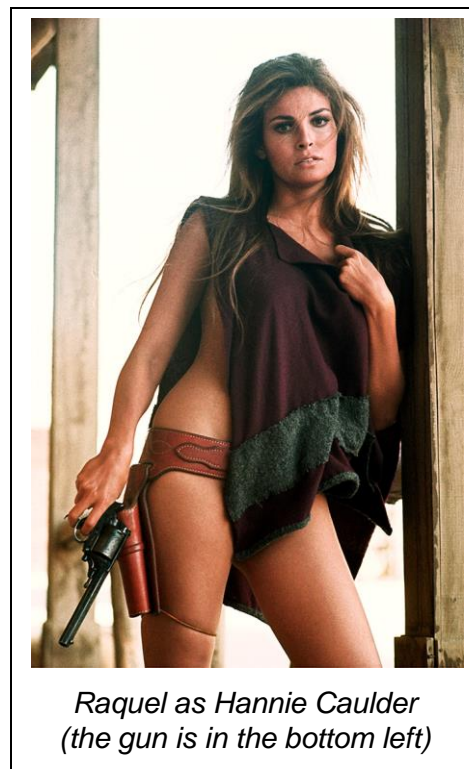
I'm sure more than you wanted to know about fire bombers.

Fun (and time wasting) Things on the Web

Considering we are all sheltering-at-home right now I *know* the answer to the following question, but it's the lead-in to my article so here you go:

Have you ever been watching an old TV show or movie and wondered what car that was? Or what kind of airplane, or even firearm was just on the screen? Well, wonder no more. Just as IMDb can give you the actors in a show, there are other databases for other things. Can't figure out what that ugly little car was on the side of the street in the 1973 classic *"The Happy Hooker Goes to Washington"*? **IMCDB** says it's a 1974 Renault 12. What's that familiar looking plane in *"The Russians Are Coming, the Russians Are Coming"*? **IMPDb** tells you it's a PT-26 with an enclosed cockpit. What was that gun Robert Culp was teaching Rachel Welch to shoot in another classic of the early 70s, *"Hannie Caulder"*? Why, it's an English Tranter self-cocking revolver. So says the **IMFDb**.

Just search for the **initials** above followed by ".org" and you'll be busy for hours. Enjoy!



Raquel as Hannie Caulder
(the gun is in the bottom left)

Meeting Minutes from March



Hugo is not happy about COVID-19 and misses his modeling friends.



Elena is glad she got her respirator early, and for her easy to clean latex dress

Hello everyone,

Because of everything that's been going on with the COVID-19 virus we were unable to have our March meeting since the library had closed.

To think our last meeting was at the Hobbytown in Mentor back in February when there was still this stuff called snow on the ground! But to think of how mild this past winter was, there probably wasn't any snow on the ground anyway. It just seems like it's been a while since we had our last meeting and basically it has been, and I hope it's not too long before we have our next meeting. The way things are going it won't be until at least May and I won't be surprised if it goes longer than that. Just a week or so ago I listened to my boss talking about how he and his family have been going stir-crazy being cooped up in the house. While I'm sure that this is the case for millions of Americans and people worldwide, we as modelers have an advantage. Our love and dedication to all things and all scales styrene naturally keep us indoors in the comforts of our homes. Whether you're working on one kit at a time or several, it is a nice way to pass the time. Many people that are able to are still working from home. This just happened with me this week and while I'm starting to get used to it, one thing I noticed immediately is the time that is saved by not having to drive back and forth to work! For me that is about 2-hours. This is time that can be used towards other things, perhaps stuff around the house, laundry, etc. or better yet, modeling!

I encourage all of you during this trying period to get some time in at your bench doing what we love. It's a great stress reliever and as mentioned before it's a nice, constructive way to pass the time. It can also be a benefit in getting your mind off of things, especially during these troubled times we are living in at the moment. So if you haven't done it already, grab some time at your bench, grab that kit you've been working off and on for years or if the need arises grab a new one and stoke those modeling flames!

Well, here is hoping that we'll be seeing each other soon. These tough times won't last forever and when we do get back together I look forward to seeing each and every one of you!

Stay safe and enjoy some modeling.

Jon Hudak, WR Secretary



What the Heck is That?

The *What the Heck?* subject last month was the Martin P5M Marlin flying boat, the successor to Martin's PBM Mariner, and last of the type to operate with the US Navy.

The Marlin was built featuring more powerful engines, an improved hull design and a more conventional a single tail instead of the PBM's twin tail. The engines, mounted high on a gull wing to help avoid sea water spray, were the Wright R-3350s rated at 3450hp each, which more than doubled the power and quadrupled the payload of the Mariner. The nacelles were lengthened to accommodate up to 8000 pounds of armament and another 8000 pounds could be carried externally. It was also designed to carry the Mk.90 "Betty" nuclear depth charge.

The folks at Martin discovered that having the rear hull slope up gently to the tail instead of a sharp rise resulted in less "porpoising" over waves in rougher seas. This rear hull rose up to a typical single tail on the P5M-1, but to keep the horizontal surfaces out of the spray the stabilizers of the PBM-2 were mounted at the top of the rudder, creating a distinctive "T" tail. This also gave additional space in the tail for an AN/ASQ-8 MAD boom.

While the Marlin was capable of being armed with torpedoes, bombs, mines or depth charges, the common armament when operating of the coast of Vietnam were 2.75-inch folding fin rockets and M60 machine guns. Marlins of VP-40 and VP-50 would operate from tenders (such as the USS Currituck featured in the WTH picture) from Cam Ranh Bay and make four hour patrols up and down the coastline during Operation Market Time, looking for small sampans delivering supplies to the North Vietnamese fighters in the south. While the rockets could be effective the machine guns *always* were and a low flying Marlin would send Charlie swimming as it came bearing down upon him.

The Marlin entered service with the US Navy 1952, and served there until 1967, changing designations to SP-5 after 1962. The US Coast Guard had 11 of them built for their use but finding them difficult to maintain they gave them to the Navy who used them as trainers since they weren't built with armament in mind. The French Navy also took delivery of ten former USN Marlins in the late 1950s and returned them in 1964.

The final military flight was on November 6, 1967, when BuNo. 135533 of VP-40 flew in to San Diego Bay. It is now the sole survivor of the 285 built and rests in honor at the National Naval Aviation Museum in Pensacola.

Congrats to Fred H, Bob T, Tyrone W, Robby G, Jim Ward and John V, most of whom also identified the ship. This month we are back on terra firma. I want the military designation this time, not just "Jeep". Good luck.



WAWB and Project Whale Tale

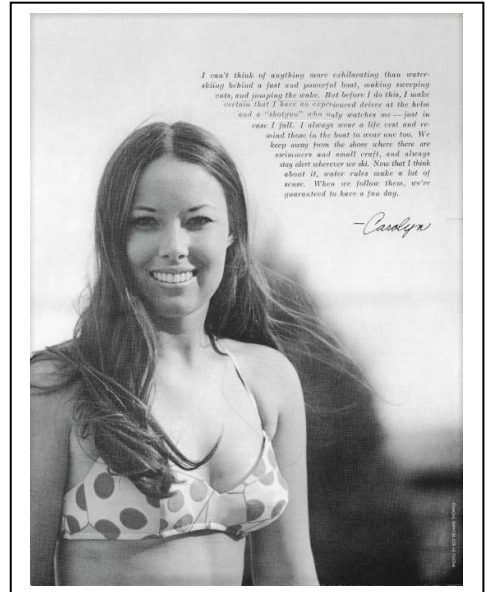
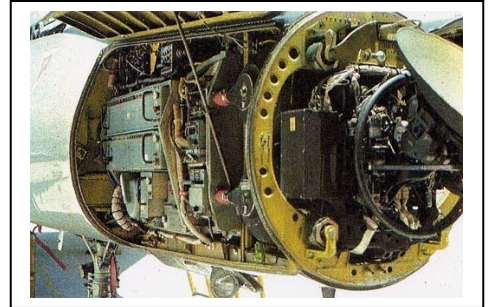
I've mentioned before the weird things you can find on the internet via WAWB (Word Associated Web Browsing) -- sometimes entertaining, sometimes disturbing, but always interesting. And this time it was definitely interesting.

I'm starting work on Meng's 1/72 F-106A Delta Dart kit and I have the Meng resin detail set that improves the cockpit, engine and nose instrument bay. Wondering how good the resin bits for the instrument bay compared to the real thing I went on a Google image search. I found a good picture linked to the F-106deltadart.com page and clicked on the link. Once there they had arrows to scroll to their next picture which took me to an attractive young lady from the *Interceptor* magazine reminding me to stay under radar control when flying to avoid collisions. It seems that Carolyn Moen was Miss Interceptor for 1972, a pin-up model who would provide safety tips to F-106 pilots and crew each month in the magazine. While trying to learn more about Miss Interceptor I came upon an article by her describing an F-106 ride she got back in '72 on the 49th Fighter Squadron web page, That same newsletter had an article by Col "Greg" Gregory about his time flying U-2s off of aircraft carriers.

Flying a *what* off an aircraft carrier?

And so that brings me to this short article and I'm certain a very cool diorama idea.

Soon after Francis Gary Powers' U-2 incident in Soviet air space in May 1960, the Chief of Naval Operations, Adm. Arleigh Burke, recommended to DCI Allen Dulles that the CIA's Office of Special Activities modify a U-2 so it could fly from an aircraft carrier. The hope was to avoid political problems associated with negotiating base agreements with reluctant allies hesitant to invite Soviet displeasure, while also allowing the U-2 near global access.



In 1963 Lockheed was contacted and famed designer Kelly Johnson modified a single U-2 for the initial carrier trials. In August of that year, the USS Kittyhawk set sail with a half crew and the U-2 aboard, carrying markings of the Office of Naval Research. To help conceal the nature of the test the U-2 had been loaded at night and the CIA personnel were dressed as ONR officers, and all aboard were under strict orders of silence.

Come morning test pilot Bob Schumacher took off from the deck and made several landing approaches, proving the concept that an arrested landing or wave-off could be made. On his landing attempt a wingtip struck the deck and Schumacher took to the air again. Though damaged, the test was deemed successful and Johnson proceeded to modify three U-2 aircraft for carrier operations.

The three planes, now called U-2Gs, had strengthened airframes and land gear, and were fitted with arrestor hooks and spoilers to prevent the aircraft from floating over the deck during landing. A handful of CIA pilots were then trained in carrier landings first using T-2 Buckeyes in Pensacola, FL, and then on the USS Lexington. The U-2 was a notoriously difficult aircraft to land and then adding the complication of a pitching and rolling deck had to be a real challenge. Taking off on the other hand was effortless. The high-lift ratio wing and 16,000 pound thrust engine could get the aircraft aloft in just over 300 feet, and Col Gregory says he was at 1000 feet before he passed the bow of the ship.

The carrier-borne U-2 saw only one mission, and it was against a friendly nation. By 1964 the US had signed a treaty banning above-ground nuclear testing, but the French were still doing them. Our intelligence community was interested in France's progress and so sent the USS Ranger out to French Polynesia that May for a bit of covert work. The U-2 aircraft flew out and met the carrier part way, helping to conceal the mission to collect baseline photography of the Mururoa Atoll test site. A first attempt on May 19 was unsuccessful due to cloud cover, but a second mission the 23rd captured high-quality photos of all the target areas without the French ever knowing.

At about the same time the high-resolution space-based reconnaissance Corona system was coming online and the U-2G program was quietly shut down. That wasn't the end of the carrier capable U-2 story though. In 1967 the U-2R was developed with carrier based flights in mind and included an arrestor hook and folding wings, allowing it to be brought below decks via the elevator. Tests were successfully made on the USS America in 1969 off the coast of Virginia but satellite recon platforms spelled the end of this very unique program.

If you want to know more do a search for Project Whale Tale; there are a lot of articles available for your reading pleasure, including some from the CIA where I got much of my info. If you want to read the articles from Col Gregory and Carolyn Moen just follow this link:

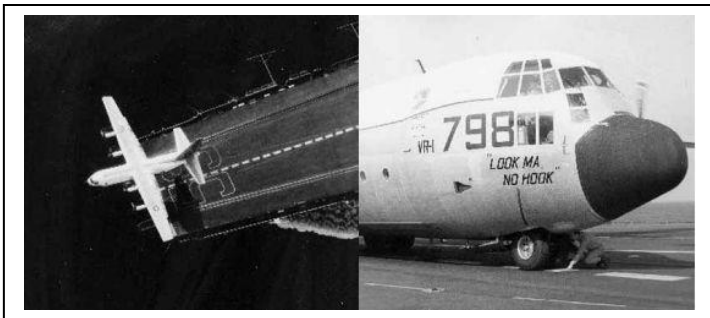
<https://49thfightersquadronassociation.files.wordpress.com/2019/09/120468v-hangmans-newsletter-v17-iss3-print2.pdf>



A U-2G tail hook at the Air Force Museum

The U-2 wasn't the biggest thing to land and take off from a carrier deck in those days. The USN decided to attempt to land a C-130 on a mere "postage stamp in a vast ocean". Their COD (Carrier Onboard Delivery) aircraft at the time was the Grumman C-1 Trader, a cargo version of the trusty twin-engine C-2 Tracker. The Trader could carry 3500 pounds of cargo about 300 miles and the Navy was looking for options to deliver a lot more a lot further in emergency situations.

The top Navy officer, the Chief of Naval Operations, personally asked for a feasibility study of using the Hercules as a heavy COD aircraft. A single KC-130F Hercules was borrowed from the Marines and fitted with an improved nose gear and anti-skid braking system, but no arrestor hook. Lt James H Flatley III (who had never flown a four-engine aircraft before) made 29 touch-and-go landings, 21 unarrested full-stop landings and 21 unassisted takes-offs from the USS Forrestal CVA-59 during late 1963, with cargo load gross weights varying from 85,000 to 121,000 pounds. It proved that a 25,000 pound load could be delivered 2500 miles and land safely. Trust me, the video is worth five minutes of your time: <https://www.youtube.com/watch?v=uM5AI3YSV3M>



Enjoy.

Kirk Ballash

And now, Some Stuff to Fill Out the Rest of the Page

Carrier Deck Crew uniform color codes

- Yellow: aircraft handling officers, plane directors, catapult and arresting gear officers
- Brown: air wing plane captains and petty officers
- Blue: elevator and tractor crew
- Green: catapult & arresting gear and hook runners
- Red: weapons
- Purple: fuel
- White: quality and safety observers, medical crew, inspectors



Bet you're glad you bought that respirator for your airbrushing now. Prevent COPD and maybe even COVID-19.

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and 2018*

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The *International Plastic Modelers Society* is dedicated to promoting the hobby of plastic modeling through meetings, demos, seminars, conventions, contests and most importantly through friendship and enjoyment of the hobby.

Visit us on the web at or join, either online or with the form at right and enjoy the full color magazine, discussion forums and vast knowledge and experience to help you enjoy the hobby to the fullest.

Upcoming Events

Western Reserve Meetings and Events

2020

- April 19, 2020 General meeting has been **CANCELLED**
Next meet date will depend upon the duration of the novel coronavirus and the state and community's stay-at-home orders
- May 17, 2020 General meeting at Euclid Library – Build & BS Meeting (bring something to work on)
- Jun 20, 2020 General meeting at Euclid Library – Demo or Seminar TBD

IPMS and Regional Events

As of this writing (April 15) it appears that most, if not all, the spring shows have been cancelled or postponed. At this point your best option is to go to the IPMS/USA Upcoming Events page at <https://calendar.ipmsusa3.org/> for more information and if necessary follow the links to the host chapter's contest page for additional details.

2020

- Apr 19, 2020 Spring Swap-n-Bull – Rocky River, OH
- May 1, 2020 **Region I Convention** hosted by Niagara Frontier – Batavia, NY
- May 16, 2020 MMCL Annual Invitational – Louisville, KY
- Jun 13, 2020 Mayfield Village Cruise Night – Mayfield Village, OH
- Jun 13, 2020 11th Annual Don Sitts MAPS Air Museum Benefit Car Show
- Jun 20, 2020 Willoughby Cruise-In – Willoughby, OH
- Jun 20, 2020 SVASM Free Summer Swap Meet – Sharon, PA
- Sep 18, 2020 WACO Fly-in, WACO Air Museum – Troy, OH
- Sep 19, 2020 SVASMCN 36 Annual Show – Sharon, PA

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

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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.: _____

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