

June 2018
Vol 42, Issue 6

The Pylon



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

Next Meeting:

Saturday, June 16
Euclid Public Library
631 E.222nd St.
1:15PM

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Meeting is on
SATURDAY

Quarterly Contest
– “D-Day”



From the President

Hi guys, I hope all is going well.
Finally some good weather!

I found a great drill set for small
details. Just go to your local
welding gas store and ask for
torch tip drills. They're small
with a good range of sizes and
won't break the bank either!

Hope to see you all at the
meeting this **Saturday!**

Joe Barteld



From the Editor

Welcome to the non-building season. As the weather warms and the days
get longer so many other things take up our modeling time. Along with the
warm weather also comes our shift to **SATURDAY** meetings. This month is
our Quarterly contest and Raffle too.

And if you aren't building models, what's the next best thing? Buying
models! Many of you have already taken advantage of the Sistek
Collection “Buy Now” option. I'll bring those kits to the **SATURDAY**
meeting. Next month we'll be auctioning off the vast remaining collection of
kits and books from the late Bob Sistek's collection. In addition, Saturday
evening after our meeting is the Willoughby Cruise-In with scores of classic
and custom cars along with food, music and fun – all just steps away from
Stewart's Hobbies.

See you Saturday!

Kirk Ballash

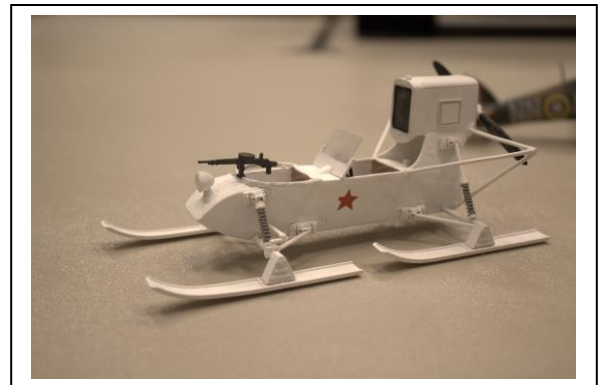


Meeting Minutes from May

The May Western Reserve meeting was held on Sunday the 20th. We had 15 members in attendance. Our likable president Joe Barteld was had parent duties and couldn't make it. The first thing we did was to cover the officer reports. Since I was absent from the April meeting, we had no minutes to reflect on. Not a big deal as the April meeting was a build and bull one anyway. Ted gave us a treasury report and said that the treasury is doing good. We have \$90 so far in the kitty for the Christmas party and are off to a good start. Like Ted says, the more we collect for the Christmas party the better the gifts will be!

We talked about our recent Regional model show that was held at the Crawford Auto and Aviation museum. We covered the ups and downs of the show. The pros/positive aspects of the show were that it was well-run and very organized and professional looking. With the museum being the setting for the show, we had a very nice venue and location as well. The quality of the models that were there was very high and we had some big names that came and attended. People like Harvey Low, Barry Numerick and Chris Toops to name a few. The people that were there liked it and said we always put on a good show. Some of the cons of the show was a lower attendance than we had hoped for. The total number of models was just 344 which is roughly two thirds of what we had at last year's CMS in Kirtland. We had only 84 modelers enter at the Regional compared to 124 from CMS. Sadly, there were only three models in the Junior categories. Despite the lower attendance of both models and modelers alike our Regional was still a good show and the people who came enjoyed it.

We had some nice things on the tables for show and tell including John Vitkus' five volume collection of the Mig Encyclopedia of Aircraft Modeling Techniques. The books aren't cheap and brand new they run in the \$30 to \$50 range but are worthy investments for all the information that they contain and are a welcome addition to any aircraft modeler's library. We had a few models on the table which included a pair of WW2 battleships from Bob Riester. These were the USS Missouri and the Japanese Yamato. Robby Goldberg had a Russian FR8/GAZ98 snowmobile built from a resin kit. He was also working on a Trumpeter 1:35th scale kit of the same subject which he said was a much better fitting and executed kit than the resin one he did some years back. Last but not least I brought along two of the three models I entered at the Regional - a Hasegawa Hurricane Mk.I and the new



Airfix Ju 87B-1 Stuka. I entered them as a pair in the adversaries category in which they took third place. Other members of the club entered models at the show and won some awards as well like Kirk Ballash and John Vitkus but sadly their subjects that placed and their win status escapes me -- sorry guys!

(John got a 3rd place for his Mc.202 diorama in 1/72, while Kirk got a 1st for his OOB Harushio class submarine and 1st and Best Air Racer for his Spitfire Mk.22. The DSS "Seaplanes Collection" also earned the People's Choice Best Miscellaneous award. – Ed.)

Later on in the meeting I did a demo on masking canopies with Bare Metal Foil. I've been using this medium for a long time to mask canopies and have had a good success rate with it. My demo just covered the application part and how I cut and fit it. Someone brought up the idea of maybe showing how it's removed after the painting stages so maybe I'll do a part two in the near future. Remember the June contest is "D-Day" so hopefully we'll see some good entries for that. Also remember that the June meeting will be on a **Saturday** as well since the library is closed on Sundays from June through September.

See you all on Saturday the 16th.

Jon Hudak, WR Secretary



Meeting is on Saturday

A Gathering of Avengers

Last month in Peru (Illinois) there was a gathering of the Grumman Avenger. Dave Virant sent along a couple of links to websites featuring pictures and videos from the show. Take a few minutes and watch some Turkeys fly.

TBM Gathering 2018 in Peru, IL:
<https://www.vgbimages.com/AirShows/2018-Gathering-of-TBMs-Peru-IL/2018-Gathering-of-TBMs-Friday-51818/i-9ghghN3/A>

<https://www.vgbimages.com/AirShows/2018-Gathering-of-TBMs-Peru-IL/2018-Gathering-of-TBMs-Saturday/i-dzHPQv/A>

The videos above are the same as the ones at bottom of page of link below
<https://www.vgbimages.com/AirShows/2018-Gathering-of-TBMs-Peru-IL/2018-Gathering-of-TBMs-Saturday/i-dzHPQv/A>



What the Heck is That?

Last month the *What the Heck?* was the F+W C-3605 “Schlepp” target towing aircraft from Switzerland. The two dozen C-3605s began life as C-3603 ground attack / target tug aircraft first introduced in 1942. The Swiss were looking for a replacement for their aging Fokker C.V-E biplanes and after talks to purchase Bf 110s from Germany or Potez 63s from France fell apart they contracted with the Swiss Federal Construction Works (Eidgenoessische Konstruktionswerkstaette or EKW) to build a multi-purpose combat aircraft. The C-3603s were at first used to defend the neutral Swiss airspace but were soon regulated to target tug and training duties.



As the years wore on the Hispano-Suiza radial engines wore out and the Swiss began looking for a replacement aircraft. By 1965, with engine spare parts getting harder to find but with 10 years-worth of life still expected on the airframes, the economical decision was made to re-engine the existing planes with a modern turboprop Lycoming T53. EKW (renamed Farner Werke or F+W in 1972) added the Lycoming but with it being much lighter than the Hispano-Suiza they needed to extend the nose by 6-feet to maintain the center of gravity. Flight tests resulted in the addition of a third vertical stabilizer and with the new design they began accepting deliveries in 1971.



As it turned out the airframes lasted even longer than their predicted 10 years and the “Alpine Anteater” served with the Swiss Air Force until 1987 when they were replaced by Pilatus PC-9 target tugs. There are two aircraft still flying in Switzerland in private hands and a few other aircraft in museums, including the Planes of Fame Museum in Chino, CA.

Congratulations to Fred H via email and John V, Robby G, John C and Tyrone from within the WR Club for getting this one right.

This month we are pounding dirt. More specifically covering dirt. Good luck.

Sistek Collection Auction Reminder

If you took advantage of the “Buy Now” option bring your money this month – I’ll bring your kits. Next month we will auction off the rest of the kits and books. Bring money then too.

A Visit to the Doc -- B-29 "Doc" Stops in Cleveland

The air was hot and uncomfortably humid at Burke Lakefront Airport, the sky an unusually dark shade of blue-gray for the early afternoon, and I was fighting the drowsy feelings that come with a bad cold. Certainly not the most pleasant way to spend an hour or two, but I was awaiting the arrival of "Doc", one of just two airworthy B-29 Superfortresses in existence. The news briefings said it was due in between 1400 and 1500, so I walked into the airport around 1315 to get a good viewing position. Not 10 minutes later, someone pointed to the western sky and every camera quickly followed suit. One large beast lumbered into view, and shortly afterwards two smaller planes were spotted alongside it: a B-25J and a P-51C escort. The sight of any one of these would be exciting enough, but all three were just one fly-over away from landing in Cleveland thanks to native son Tony Mazzolini.



From Air & Space Magazine (Smithsonian):

"Mazzolini, a Continental Airlines employee, had perhaps a hundred hours as a flight engineer aboard Superfortresses while he was in the Air Force. About 20 years ago, a friend told him about the [Commemorative] Air Force and suggested that it could use Mazzolini's skills. He launched a local wing of the CAF, from Cleveland, his hometown, and the group met to decide on what kind of aircraft they would restore and operate. They knew multi-engine airplanes would earn them the most revenue at airshows, and, as he recalls it, "Someone in back said, 'How about a B-29?' "Mazzolini spent the next four years making phone calls in search of a B-29 they could rebuild, but every lead came up dry.

In 1987 he found his bomber. Since being retired from operational service in 1956, a B-29 named Doc had been sitting in the desert at China Lake Naval Air Station in California, where it had been designated for use as a target for weapon tests."

Doc was manufactured at Boeing's Wichita plant and delivered to the USAAF in March 1945 as B-29 No. 44-69972. It first served as a radar calibration aircraft in a squadron of nine Superfortresses based out of Griffiss AFB in upstate New York, with each one named for one of the Seven Dwarfs (plus Snow White and the Witch). It was relocated to the west coast in 1955, becoming a target tug and eventually a target itself at China Lake. Despite this assignment, Doc never actually faced a bombing run and sat in the desert for 42 years before being discovered by Mazzolini. It took an additional 11 years for the Navy to agree to a trade: Doc for a B-25 to display at NAS Pensacola. Fifty-five years after leaving the Boeing-Wichita plant, in 2000, Doc returned to Wichita to begin the restoration process. It would be another 16 years of near-constant work by a volunteer crew before Doc would gain airworthiness.

Which brings us to Thursday, May 31, 2018. I was told of Doc's visit by Dave Virant at the May meeting and was excited to get a full walkaround of such a significant subject.



The first fly-by



Doc lands at Burke Lakefront Airport



Civilian crowds around the B-25J



*Facing the Mustang head-on.
Note the fully descended gear doors*

I stood in a crowd of maybe 75-100 people assembled on a gated patio outside of the airport terminal. We watched the aircrews conduct their post-flight inspections, wiping oil off the bare-metal surfaces and attaching "REMOVE BEFORE FLIGHT" tags. Only men in flight suits or crew t-shirts and polos were around the B-29, but I noticed small crowds in civilian dress around the B-25 and P-51. Tours through Doc (priced at \$20) had not begun, but maybe the others would be free today. No lines were forming to see the two, no cashiers talked about Mitchell or Mustang tours, and yet the aircraft had visitors around them. I asked a man who looked somewhat official if they were open for walkarounds. His response: "I have no idea, but with the crowds out there already, I'd take my chances."

[Identities are concealed to protect certain individuals from prosecution for trespassing on an active runway.] Our daring and dashing aircraft enthusiast noticed an unlocked door in the gate. Remembering the "advice" of the somewhat-official man, he opened the door and walked with purpose onto the tarmac. Apparently, the civilians were actually airport employees who got special event access, but how was he to know? The walkaround of the Mitchell provided insight into the internal workings of twin-radial-engine aircraft, which will prove useful for the enthusiast's P-61B build.

He then moved on to the Mustang and managed to speak with the pilot, asking a question relating to his recent P-51B build: what is the "proper" placement for a Mustang's landing gear doors? Some on the internet say they should be open, some say closed, some say drooping at different rates. The pilot explained that if the engine is on, the doors should open only if the landing gear is moving. Once the wheels are in place, either stowed or deployed, the doors will return to their closed position. The "drooping" position comes into play after the pilot shuts off the engine and pulls on a hydraulic bypass switch, allowing the doors to slowly descend until they reach their full open position. After reviewing pictures of the Mustang shortly after landing, our hero noted that the doors had reached near-fully open position by just 5 minutes after cutting the engine. So while modelers opting to display their Mustangs in "partial-droop" position aren't wrong, such a decision will certainly limit the timeframe that their aircraft would be considered accurate.

For example, a diorama involving ground crew working on a just-landed plane may be okay, but one involving a pilot scrambling should not show the steed with partial-droop (good advice for wildlife painting too).

Perhaps the most useful knowledge gained from these unsanctioned walkarounds was the tolerance for gaps that existed among American aircraft of WWII. As I looked at the pictures brought back from the runway, I was struck by the numerous panels with fit issues and large gaps. Especially on the larger aircraft, some of the gaps were nearly big enough to stick a finger through! And these are on the aircraft that freed the world from tyranny! So I would like to submit to any show judges reading this, if these true superweapons could display gaps that noticeable without detriment, then my models can too.

Finally, the line to formally tour Doc began to take shape. I paid my \$20 admission fee and joined the line. Visitors could only spend a few short minutes in the Superfortress, entering through the forward bomb bay to see the cockpit and navigator and flight engineer stations, then exiting out the nose. Although we weren't allowed into the aft crew quarters and tail gunner station, it was easy to appreciate the crossroads between new and old in the Superfortress. It's a nuclear-capable strategic bomber with turret defenses; a pressurized cabin and mechanical flight control systems; over 60 tons flying to nearly 32,000 feet at 350 mph with piston engines. It's hard to imagine a more perfect machine given both the advances and limitations of the era. It's even harder to imagine that only 22 such icons from a production run of 3,970 are still around today, and only two of them can fly. My thanks to Tony Mazzolini for devoting over three decades to this mission; to Mr. and Mrs. Mazzolini for making Tony a Clevelander; to the somewhat-official man and our intrepid friend; and to Dave for alerting me to this incomparable event.

For the full photo album, visit <https://flic.kr/s/aHsmm5tEub>

Robby Goldberg



Gaps everywhere, just like my accurate models



Almost-a-Doc in front of Doc

Time for Car Shows

As the weather warms up out come the classics and customs. If you are a car guy here are a couple events worth looking at.

Willoughby Cruise-In
Downtown Willoughby, Saturday June 16, 4PM to 10PM

Mentor Cruise-In
Mentor Civic Center, Saturday Aug 11, 10AM – 4PM

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*Region IV Newsletter Editor of
the Year 2015, 2016 and 2017*

Visit us on the Web!

See us at:

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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 - **Now on SATURDAYS**

- | | |
|--------------|---|
| Jun 16, 2018 | General meeting at Euclid Library Shore room – Quarterly contest: theme of “D-Day 74 th Anniversary” |
| Jul 21, 2018 | General meeting at Euclid Library Shore room – The Bob Sistik Collection Auction (and Build & BS) |
| Aug 18, 2018 | General meeting at Euclid Library Shore room –Guest Speaker – F/A-18 Mechanic (tentative) |
| Sep 15, 2018 | General meeting at Euclid Library Lake room – Quarterly contest: theme of “Flex Your Muscles” |

IPMS and Regional Events

For any show listed go to the IPMS/USA Upcoming Events page for more information, or if you don't have web access contact Kirk Ballash

- | | |
|----------------------|--|
| Jun 16, 2018 | SVASM Summer Swap Meet – Sharon, PA |
| Jun 16, 2018 | Willoughby Cruise-In – Willoughby, OH |
| Aug 1-4, 2018 | IPMS/USA National Convention – Phoenix, AZ |
| Aug 11, 2018 | Mentor Cruise-In -- Mentor Civic Center, Mentor, OH |
| Aug 18-19, 2018 | Props and Pistons Festival – Akron-Fulton Airport |
| Sep 8, 2018 | TOL-CON 2018 Show – Toledo, OH |
| Sep 15, 2018 | SVASM 34 Annual Show – Shenango PA |
| Sep 22, 2018 | 2nd Annual Contest and Swap Meet – Owensboro, KY |
| Oct 6, 2018 | CanAm Challenge – Warren, MI |
| Oct 7, 2018 | Fall Swap-N-Bull and Show – Westlake. OH |
| Oct 20, 2018 | Cincinnati Scale Modelers Annual Show – Cincinnati, OH |
| Nov 4, 2018 | Cleveland Model Show 22 – Cleveland, OH |

2019

Apr 5, 2019 **Region IV Convention -- Dayton, OH**

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