

October 2018  
Vol 42, Issue 10

# The Pylon



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

## **Next Meeting:**

Sunday, Oct 21  
Euclid Public Library  
631 E. 222<sup>nd</sup> St.  
1:15PM

## **What's Inside:**

Meeting Minutes	2
WR Elections	3
What the Heck?	4
What's in a Name	5
Upcoming Events	8

## **SUNDAY MEETING**

Build and BS  
Meeting

Accepting  
donations for  
CMS 22



## **From the President**

Hi guys. I found a cool web site called [www.modelaces.com](http://www.modelaces.com) that is mostly an aircraft site of museum quality builds. It has some good tutorials on panel lines, decals and removing and repositioning parts plus several other cool articles. Also in closing - how about those Browns!

Joe Barteld

## **From the Editor**

Its CMS time again, and that means not only are we all in for an enjoyable day but we are also looking for help. We need volunteers for setup Saturday morning, the show on Sunday and teardown afterwards. I've got the times for each below. Please also consider purchasing a trophy package. As you know we lost money on the Regional Convention. Not so much as to prevent CMS 22 but enough to erase our cushion. Your trophy purchase will help assure we can continue host the CMS. One last way to help is to donate a kit to the raffle. Any complete and unstarted kit, sealed by way of either the outer shrink wrap or the inner bags, is much appreciated.

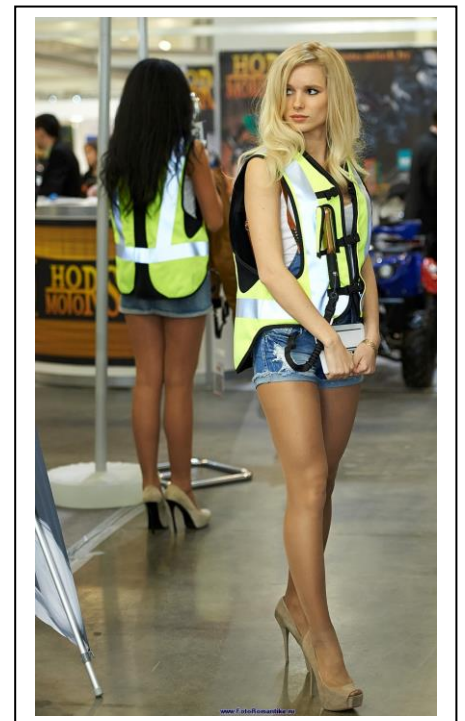
**Setup:** Saturday, Nov 3 from 10:00AM  
to 2:00PM

**CMS 22:** Sunday, Nov 4 starting at  
8:00AM and running until 4:00-ish

**Tear down:** Starting around 3:30PM or  
4:00; complete by 5:00

If you are at the show and, having seen the models and spent all your money at the vendors or raffle table, you find yourself with nothing to do look for me or someone else either in a CMS shirt or heels and safety vest and ask how you can help. We thank you.

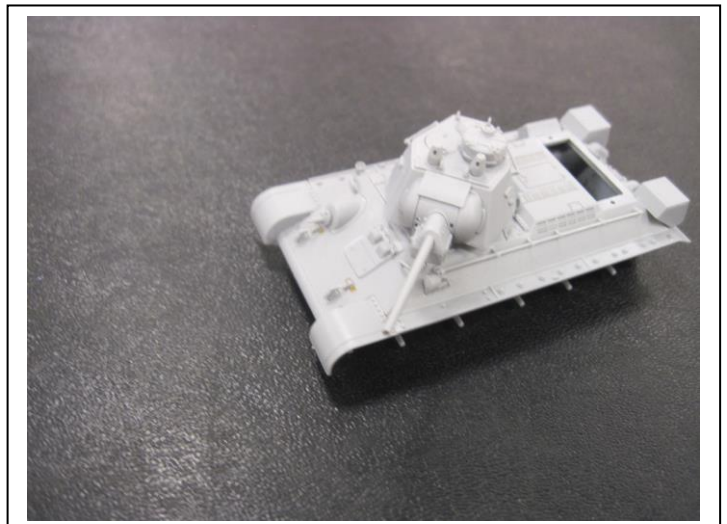
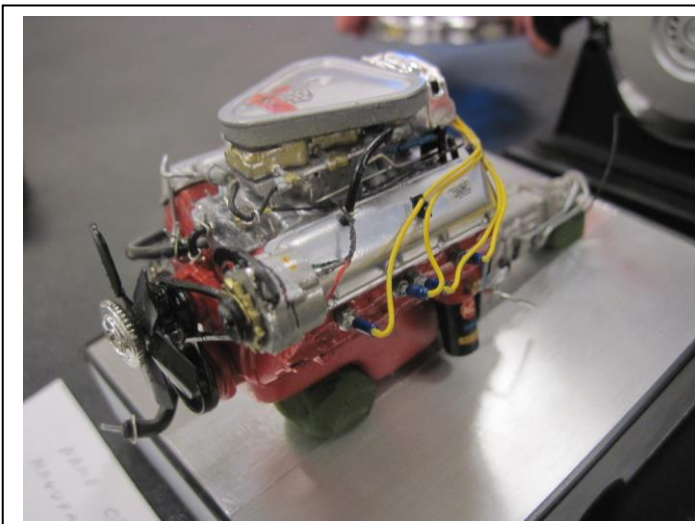
Kirk Ballash



## Meeting Minutes from September

Saturday the 15th was the date for the September Western Reserve meeting. We had a small group with just six in attendance -- a whopping crowd! Kirk and John Vitkus were at Shenango for the model contest and John Camper was unable to make it. Also absent was "President Joe", so just Ted and I were running the show! We covered old and new business and Ted gave us a treasurer's report. The treasury is solid and is doing well. We passed around the box for the December Christmas party and I have it down that we have \$185 for it so far! (granted I could be wrong, I guess we'll just have to wait til the October meeting).

September was a contest month and the theme for this one was "*Flex Your Muscles*", aka muscle cars. In no specific order of appearance were Bob Smith's Revell 1:24th 1986 Mustang SVO, Tyrone Walker's 1:24th AMT 289 Shelby AC Cobra and Jim Davis had his Polar Lights 1969 Mercury Cyclone Spoiler NASCAR warrior. Jim also brought the engine for his Monogram 1:12th scale 1967 Corvette. It's the vaunted 427 big block with the triple carb setup (nice!). Jim also brought "the Elephant", which was the nickname for the mighty Chrysler 426ci Hemi V8 high performance engine. John Camper, though he wasn't there, had a model for the non-theme category which was a 1:32nd Monogram Pro Modeler/Hasegawa Bf 109G. I had two in-progress Dragon 1:72nd scale T-34s. One was a model 1941 and the other a model 1943 hex turret model.



We did a raffle despite the low attendance but only raffled off two kits which was more than fair. In other news sponsorships are available if you would like to sponsor a category for this year's **Cleveland Model Show**. They're just \$12.50 for a half category and \$25 for a full one. Please consider sponsoring as it's only once a year and a good way to support the show which is as you know one helluva show!

Jim Wentzel and I judged the model contest. Non-theme was easy since there was only one completed entry. In a landslide victory John's Bf 109 took 1st place! In the Muscle theme the winners were as follows: 3rd place to Jim's 1969 Mercury Cyclone Spoiler, 2nd place to Bob's Mustang SVO and 1st place to Tyrone's AC Cobra. Congratulations everyone!

And that's a wrap. We'll see you all on Sunday 21st, the third weekend of October and our first one back to **Sundays**.

Jon Hudak, WR Secretary



## Western Reserve Officers Elections

**- as if you weren't tired enough of elections already**

WR elections are coming fast. In November we take nominations for the elected offices and then in December we vote in our officers for the next two-year term. Ponder who you would like to see running the club and run the idea past them (makes nominations so much smoother), or perhaps you'd like to do it yourself.

Elected offices are President, Vice President and Secretary. The Treasurer, Contest Director, Chapter Contact and Newsletter Editor are appointed positions and if you are interested let it be known to the Presidential candidate(s).

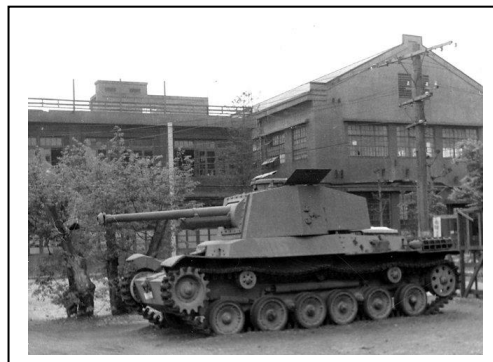


**REMINDER – our meeting are back on SUNDAYS**

## What the Heck is That?

Last month the *What the Heck?* was the Type 3 Chi-Nu Japanese Army Tank from WWII.

In the early years of the Pacific war the Japanese Type 97 Chi-Ha medium and Type 95 Ha-Go light tanks made up the majority of the Japanese armored force and did well against the enemies they faced, but as the war progressed these tanks began to encounter better armored Allied tanks. By 1943 when the M4 Sherman began to arrive in the theater the Imperial General Headquarters knew they had to build a better tank.



The Army Technical Bureau had started on a Type 4 Chi-To medium tank to counter the Sherman but delays in the program necessitated a stop gap tank. Enter the Type 3 Chi-Nu medium tank.

Work on the Type 3 began in May of 1943 and was finished by October. With armor being on the lower part of the wartime priority production list, Mitsubishi didn't begin until 1944 by which time raw materials were in short supply and Japan's industrial infrastructure was taking a serious beating by the US strategic bombing force.



The chassis design was based on the proven Type 1 tank, being slightly lengthened and widened with thicker side armor and nearly two inches of frontal armor. The 75mm main gun was derived from the Type 95 field gun which itself was developed from the WWI French Schneider 75mm field gun and could penetrate 3" inches of armor at 110 yards and 2.5" at 1100 yards. This gun was mounted in a hexagonal turret. Production was 144, or possibly 160 since sources vary.

By the time these tanks were ready for war the Japanese had lost the dominance of the sea lanes and the Home islands were being threatened. As such they remained on the Home islands to act as a "mobile shock force" to defend against invasion and for training for as long as the fuel resources held out.

One tank survived the scrapping torch and is on display at the Japan Ground Self-Defense Force Military Ordnance Training School at Tsuchiura, Japan.

If you like this subject you are in luck. There are multiple moldings in 1/144, 1/72, and 1/35 scales. You can even get the Type 3 in egg (deformed) as well as Girls und Panzer versions.

We had no correct answers to my knowledge this month. Sorry folks. This month we look to get one more road trip in before the cold weather settles in. Good luck.

Kirk Ballash

# What's in a Name?

## Naming Aircraft of the WWII Era

By John Vitkus



## The Mission of Aircraft Designations: The Simple Yet Effective System of the USAAF

Beginning in 1924, the United States Army Air Service (becoming the US Army Air Corps [USAAC] in 1926, US Army Air Forces [USAAF] in 1941, and finally US Air Force [USAF] in 1947) adopted a simple, mission-based designation system. This system, with a few modifications, was adopted by the Tri-Service Aircraft Designation System of 1962 and is still in use today.

The designation system is based on the primary role of the aircraft: attack, bomber, fighter, etc. For example, the B-17 Flying Fortress was the 17<sup>th</sup> bomber ("B") design accepted by the USAAC for consideration. We modelers are used to thinking of popular U.S. WWII-era aircraft in terms of their basic codes (e.g., A-20, B-17, C-47, P-51), but the actual code was a more complicated 7-part code:

**Part 1: Status Code**

**Part 2: Mission Modifier**

**Part 3: Main Mission**

**Part 4: Model Number**

**Part 5: Subtype**

**Part 6: Block Number**

**Part 7: Production Code**

Let's look at the example of a famous Buckeye ace, Don Gentile from Piqua, Ohio (whose Spitfire Vb was named "Buckeye Don.") Gentile scored 15.5 victories in his P-51 named "Shangri La." The official USAAF designation stenciled under his cockpit would read: P-51B-5-NA.



### Part 1: Status Code (Operational/Financial Status of Type)

G: Grounded—Grounded permanently for ground crew instruction

R: Restricted—Restricted use, usually limited aerobatics

An interesting example of a restricted type is the RP-63 "Pinball" aerial target ship used to train bomber gunners. This was a modified Bell P-63 Kingcobra fighter covered with thin armor plate, nicknamed Pinball because hits by frangible bullets would trigger indicator lights.

X: Experimental—Experimental new designs not yet accepted

Y: Test—Accepted for limited service test pending acceptance

Z: Obsolete—the type is withdrawn from active service

\_ : (blank)—Operational type accepted by the USAAF

## Parts 2 and 3: Mission Codes and Mission Modifier Codes.

The US Army used relatively few main mission codes. Some were further subdivided by Mission Modifier Codes, as shown below:

- A: Attack
- B: Bomber
  - GB: Glide bomb
  - JB: Jet-propelled bomb
- C: Cargo
- F: Photographic (later changed to P for Photo)
- G: Gyroplane (up to 1941)
- G: Glider (after 1941)
  - AG: Assault glider
  - CG: Cargo glider (e.g., Waco CG-4 Hadrian D-Day glider)
  - FG: Fuel glider
  - TG: Training glider
- L: Liaison (after 1941) (e.g., Piper L-4 Cub or Grasshopper)
- O: Observation (up to 1941) (e.g., Piper O-59 Cub)
  - OA: Observation amphibian (e.g., Grumman OA-12 Duck)
- Q: Remote controlled
  - BQ: Remote control bomb
  - CQ: Target control aircraft
  - OQ: Remote control model target aircraft
  - PQ: Manned target aircraft
- P: Pursuit (later changed to F for Fighter)
  - PB: Biplane (i.e., two-seat) fighter
  - PM: Multiplace (i.e., 3+ crew) fighter
- R: Rotary Wing (later changed to H for Helicopter)
- T: Trainer
  - PT: Primary Trainer (e.g., PT-13/17 Stearman Kaydet)
  - BT: Basic Trainer (e.g., BT-13/15 Vultee Valiant)
  - AT: Advanced Trainer (e.g., North American AT-6 Texan)



**Part 4: Model Number.** When the USAAF considered an aircraft design for production, it was assigned a sequential model number within that mission code. Sometimes model numbers would be truly sequential, showing that multiple designs were considered by the Army in close proximity (e.g., B-24, B-25, B-26 or P-38, P-39, P-40), but more often there would be gaps, indicating that designs had been considered but abandoned. Early on, an engine change would merit a new model number (e.g., Curtiss P-36, YP-37, P-40), but later engine changes would merit only a new subtype letter, such as P-40E (Allison) and P-40F (Merlin). Even a change from inline to radial engine (e.g., Curtiss A-8 and A-12 Shrikes and Fairchild PT-19 and PT-23 Cornells) that once generated a new model number later was noted only by a different subtype letter, such as the P-47D radial to P-47H inline.

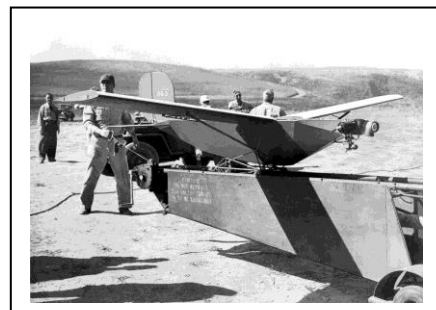


**Part 5:** Subtype. Airframe changes were noted by assigning a subtype letter. The plane with the most subtypes I've seen is the Curtiss P-40, ranging from early models (no letter) to the P-40Q bubble-canopy prototype. Some changes are major (e.g., switch from Allison to Merlin engine on P-51A to P-51B), but some are minor (e.g., P-51B vs P-51C, same plane built in Inglewood, CA vs Dallas, TX). Sometimes a major change didn't generate a new subtype letter, such as the Republic Thunderbolt remaining a P-47D after modifying the fuselage to bubbletop canopy. (The RAF thought this was worth noting; "razorback" models were called "Thunderbolt I," whereas bubbletop models were "Thunderbolt II.")

**Part 6:** Block Number. A block number change signifies an upgrade to the basic design that did not merit a new subtype letter. For example, the "long tail" fuselage extension of the P-40 occurred at the P-40F-15 block; earlier models had the original "short tails." Another example is the aforementioned P-47D canopy change, which occurred at P-47D-25 block.

**Part 7:** The 2-letter Production Code indicated where the aircraft was manufactured. Hundreds of manufacturers, secondary plants, contractors, and subcontractors were issued production code letters during the WWII era. Here are the ones from Ohio:

AE: Aeronca, Middletown, OH  
 AG: Air Glider, Akron, OH  
 CR: Cornelius, Dayton, OH  
 GC: General Motors (Fisher), Cleveland, OH  
 GO: Goodyear, Akron, OH  
 NH: North American, Columbus, OH  
 TA: Taylorcraft, Alliance, OH  
 WO: Waco, Troy, OH



Exceptions: Aircraft purchased by foreign customers but then requisitioned by the USAAF would sometimes keep their foreign designations, such as the RAF LB-30 (early B-24) and Chinese V.77 (Vultee A-19). Also, foreign aircraft used by the USAAF ("reverse lend-lease") kept the original names, such as Beaufighter NF.IV.

Here's an interesting side note on WWII remote control target drones. The Radioplane Hobby company produced a line of OQ-1, -2, -3, -7, -13, and -14 target drones to train AA gunners. About 15,000 were made, 9400 of the OQ-3 model alone. When U.S. Army photographer David Conover visited the Radioplane plant for a story on target drones, he saw a pretty technician named Norma Jeane Dougherty and suggested to her that she may have a future in modeling. And so she did -- after changing her name to Marilyn Monroe. Here's her June 26, 1945 photo.

#### References:

*The Official Pictorial History of the Army Air Forces. Originally published by The Army Air Forces Aid Society, Washington, DC, 1947, reprinted by ARNO, New York, 1979.*

*Wikipedia, Marilyn Monroe - Yank Army Weekly*

*Wikipedia, USAAF aircraft designations*



## Western Reserve Officers

### President

Joe Barteld  
(216) 261-1574  
[mjoebarteld@gmail.com](mailto:mjoebarteld@gmail.com)

### Vice President

John Camper  
(440) 375-0007  
[ruffneckjc@gmail.com](mailto:ruffneckjc@gmail.com)

### Secretary

Jon Hudak  
(216) 351-6086  
[F4U2636@sbcglobal.net](mailto:F4U2636@sbcglobal.net)

### Treasurer

Ted Bamber  
(440) 946-5881  
[Belfast1947@yahoo.com](mailto:Belfast1947@yahoo.com)

### Chapter Contact Newsletter Editor

Kirk Ballash  
(440) 946-8074  
[Kapitan219@aol.com](mailto:Kapitan219@aol.com)

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

Visit us on the Web!

See us at:

[www.ipmsusa.org](http://www.ipmsusa.org)

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 SUNDAY !!**

- |              |                                                                                                                                           |
|--------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| Oct 21, 2018 | General meeting at Euclid Library Lake room – Build & BS Meeting (bring something to work on)                                             |
| Nov 18, 2018 | General meeting at Euclid Library Lake room – Officer Nominations, Annual Turkey Raffle and a Guest Speaker – F/A-18 Mechanic (tentative) |
| Dec 16, 2018 | General meeting at Euclid Library Lake room – Officer Elections, Quarterly contest: theme of “Novel Novelties” and Annual Christmas Party |
| Jan 20, 2019 | General meeting at Euclid Library Lake room – Build & BS Meeting (bring something to work on)                                             |

## **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*

- |                       |                                                        |
|-----------------------|--------------------------------------------------------|
| Oct 20, 2018          | Cincinnati Scale Modelers Annual Show – Cincinnati, OH |
| Nov 4, 2018           | Cleveland Model Show 22 – Cleveland, OH                |
| <b>2019</b>           |                                                        |
| Feb 2, 2019           | “4M Mayhem” 2019 – Essexville, MI                      |
| Mar 9, 2019           | SEMEX 2019 Annual Show – Warren, MI                    |
| Mar 30, 2019          | TriCON Annual Show – Pittsburgh, PA                    |
| <b>Apr 5, 2019</b>    | <b>Region IV Convention -- Dayton, OH</b>              |
| Apr 7, 2019           | BuffCon 34 – Cheektowaga, NY                           |
| May 18, 2019          | MMCL Invitational – Louisville, KY                     |
| <b>Aug 7-10, 2019</b> | <b>IPMS/USA National Convention – Chattanooga, TN</b>  |

Watch this space for more!

## **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](http://www.ipmsusa.org)

PO Box 56023

St. Petersburg, FL 33732-6023