

SAM!

STATELINE AREA MODELERS

DECEMBER 2017



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*SAM meets at 7:00 p.m.
on the third Friday of
each month at the
Durand Methodist
Church, 102 East Main
Street, Durand, Illinois.
Enter at the east door.
Come visit us!*



The SAM group at the December Christmas Dinner at Cimino's Pizza!

Rory Bradford brought in the one model for show and tell, this excellent 1/48 Renwal Nieuport 28 in the markings of Captain Eddie Rickenbacker's plane. In researching the kit I found it dates from 1967 and uses a process called "aero skin" in which the surface of the plane is attached with a skin like paper



that replicates the plane's fabric, which can be seen well in the picture on the following page. Rory said he picked up this kit for a dollar. The reference kit I found on ebay was selling for \$69.95! To be fair, the box does advertise that liquid cement is included.

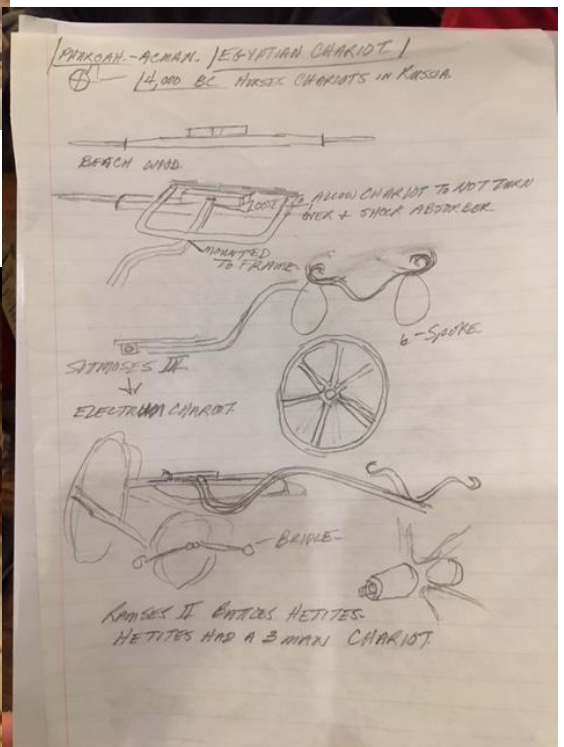
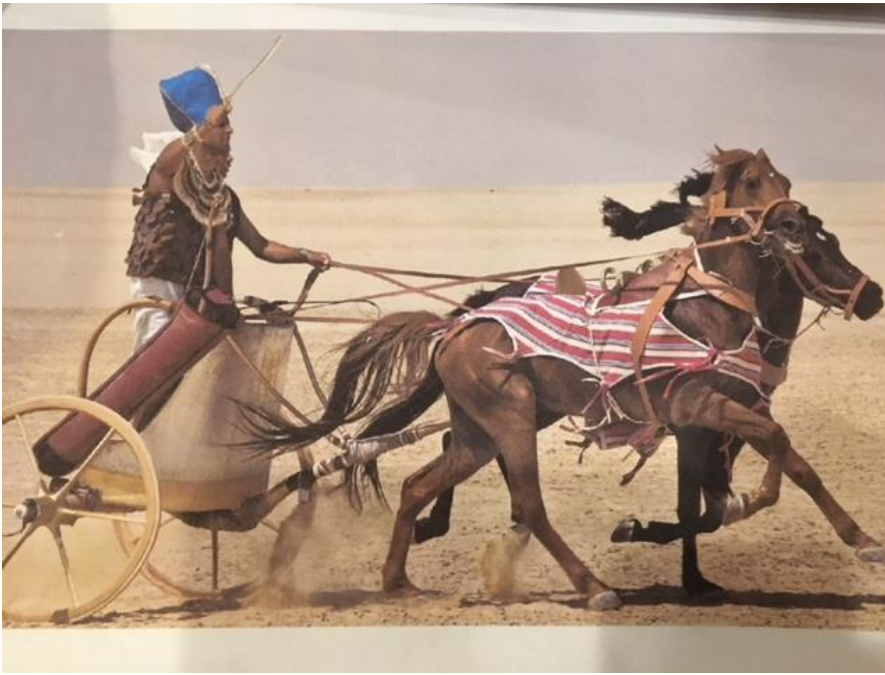


The aero skin is cut from paper and applied to the kit. Painting and decals are not necessary as they're part of the aero skin. The kits boxes had a dramatic painting and an educational piece on the pilot of the plane.



The aero skin is cut and laid over the plane's framework. When painted over with the liquid cement, it drapes and gives the realistic look of fabric over ribbing.

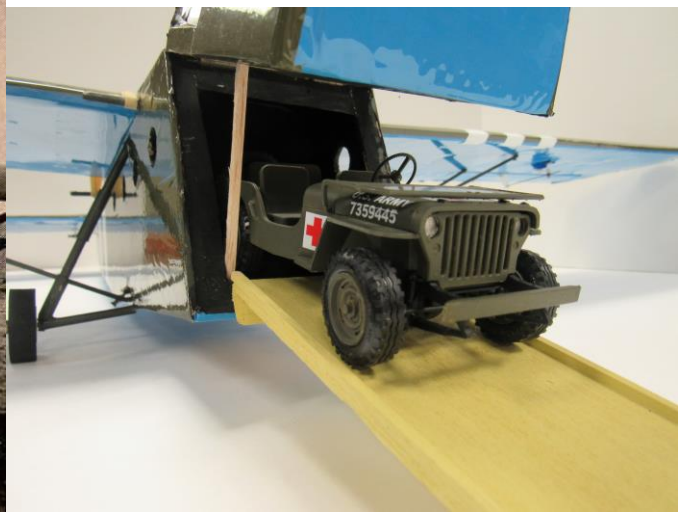
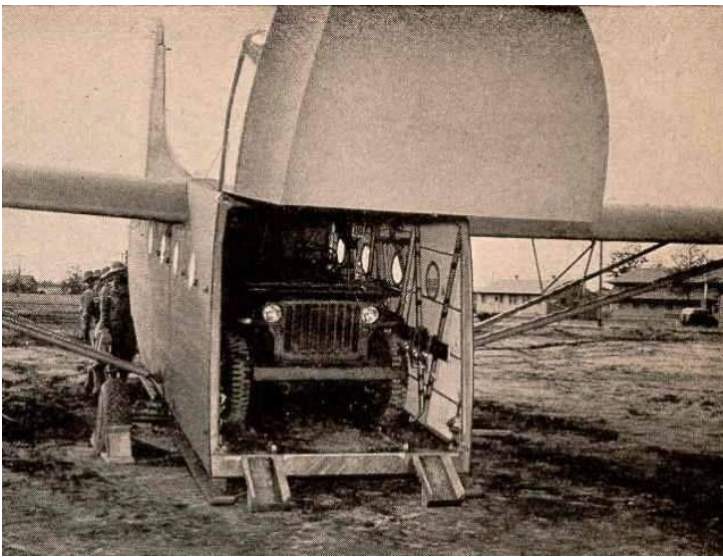
Of course Rory is known for his scratch builds, and his new project is a Egyptian chariot. Rory brought in his references, the crest artwork he'll use and his first drawings.



Charlton Heston and his Roman chariot provide a critical action scale of reference.

The 1959 *Ben Hur* has 86% on Rotten Tomatoes. What were the other 14% thinking?

Reshafm.org contains much information on the Egyptian chariot, noting its Mesopotamia origin from the third millennium B.C.E. and the Egyptian improvement of the design making it lighter, changing the position of the axle so the driver stood closer to it, and covering part of the axle with metal to reduce friction. But the lack of springs continued to make it a unstable for rocky and uneven terrain where it was easy to overturn, and also made it difficult to control while aiming and firing an arrow. They were best suited for open plains and the pursuit of the fleeing enemy using a spear.



I'm sure you'll recall Art Giovannoni's jeep 1/35 jeep build from this summer for Ernie Petit to place in the 1/35 Waco CG-4 glider he was scratch building. Ernie did finish the glider and brought it in to the November meeting. The tight

tolerance in the actual picture and with Ernie's plane can be well seen.



And at 1/35 it is a big plane and dwarfs my futile attempt to place any neutral background for the photograph.

The 2002 *Smithsonian Air and Space* magazine had an interesting story of how the Garden City, New York, Cradle of Aviation Museum acquired their CG-4. Joshua Stoff, the curator, simply ran an ad in the January 1987 tabloid Trade-A-Plane for a Waco. About a month later an airline pilot called to say he had seen what looked like the bare bones of one of the gliders in a

farmer's field outside of Nazareth, Pennsylvania. After a three hour drive, they happened upon the complete nose and main fuselage section of a CG-4 about 100 feet from the road. The farmer said he had purchased it for \$75 in 1946 as war surplus—but not for the plane. He wanted the three large crates it came in to use as chicken coops. The glider was left to rust in the field for the next 40 years with small trees starting to grow through the frame and part of the metal tube sawed off whenever the farmer needed a piece of metal. The farmer agreed to sell it for \$150 and in his barn loft Joshua found wooden troop benches, pilot's seats, back rests, instruments, wheels, tires, landing gear struts and more.

The glider has since been completely restored and is on display at the Cradle of Aviation Museum, which has a fascinating site, <http://www.cradleofaviation.org>. I need to visit one day just for the Pan Am exhibit.



Art's 1/48 PT-17 Stearman from the Revell kit.



According to Warbird Alley, the PT-17 (differentiated from the PT-13 by the Continental R-670 engine) was known as the Stearman by many who flew them, the Kaydet by Canadian forces PT by the Army and N2S by the Navy.



The Ageless Aviation Dreams Foundation (<http://www.agelessaviationdreams.org>) is a nonprofit organization that operates three Stearmans dedicated to providing flights to senior Veterans, their mission "Give Back To Those Who Have Given". Robert Capen's story was presented in the 10/18/17 *The Kansas City Star* "At 92, WWII pilot from KC soars back into sky 'just like the old days'—for free", in which he flew a 1942 Stearman similar to the one he trained in when entering service in World War II.

Based out of Carson City, Nevada, the Ageless Aviation Dreams Foundation holds events across the country giving free flights to senior Veterans. By the end of 2017 they had already provided 400 flight requests.





Tom Crepau built the 1/72 Revell Stearman.



Tom's plane is in Navy markings for the Kaydet. The story of a Kaydet is on the Michigan Ship Wrecks site.

(<http://www.michiganshipwrecks.org>) The site gives stories of ship and plane wrecks and mysteries of Lake Michigan. One story is of Lt. William Hood, a Marine ace who took off from Glenview Naval Air Station on August 4, 1946 and never returned.



By August 6 several aircraft including a Catalina had joined in the search. 60 people including relatives of Lt. Hood started combing the area north of Waco Beach after three fishermen belatedly reported seeing a low flying plane appearing to be in distress on the previous Sunday morning. The fishermen said the plane was flying just off the water and its engine appeared to be missing. It disappeared over the dunes. The fishermen reported it after returning and learning the news of the missing plane.

On April 21, 1945, Lt. Hood downed three Japanese planes and shared the kill of another. Seven days later he shot down two more Japanese planes and became an ace.

By April 7th the search extended to the Grand Mere swamp area and to Hickory Creek after a farmer said his son had seen a yellow biplane flying over the trees on Sunday morning. Searchers looked for broken trees as well as wreckage to see if they could find any clues.

On August 9, 1946 the search ended. Neither Lt. Hood nor his plane were ever found.



Tom's Stearman

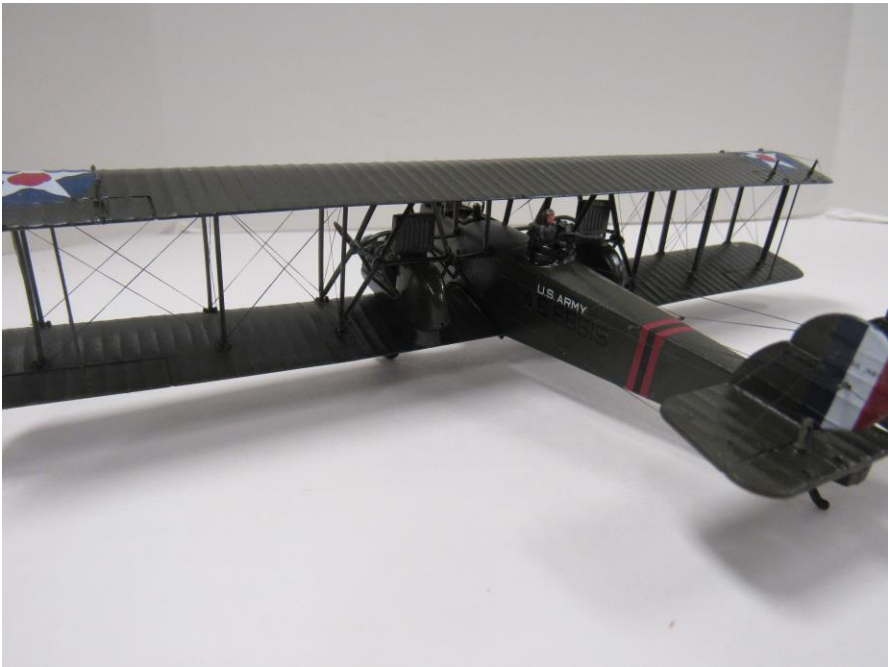


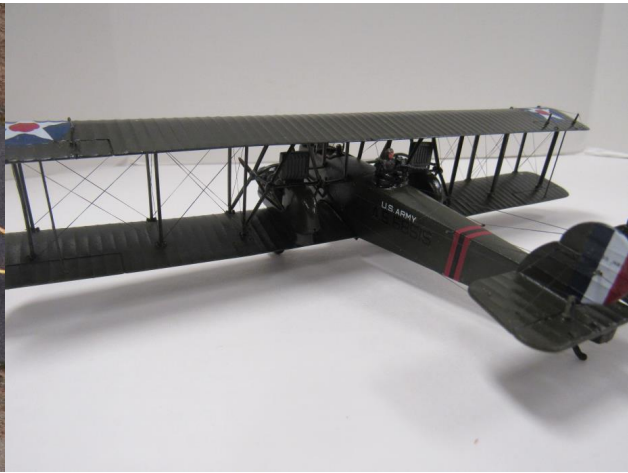
Tom Crepeau's 1/72 Monogram F4B-4.





Tom Crepeau's 1/72 Glencoe Martin MB-2.





The actual plane and Tom's build!



Art Giovanonni's 1/72 Hasegawa B-25J

Last Flight of the ‘Jaunty Jo’ by Peter Hamsen, March 30, 2014

from

<http://www.chinaww2.com>



On May 26, 1945, sixteen B-25J Mitchell bombers took off from their base in the Philippines, headed for Taiwan. They were from the 498th Bomb Squadron, part of the 5th Air Force's 345th Bombardment Group, which had been stationed in the Philippines since November 1944, carrying out missions against shipping along the China coast as well as industrial and infrastructure targets in Taiwan.

The day's mission was a raid on the Byoritsu Refinery, located in the northwestern Taiwanese city of Miaoli. US intelligence, which had identified the refinery as "Target No. 85" on Taiwan, estimated that it produced 100,000 barrels of gasoline, kerosene and heavy oil annually. It was a target of some significance.

Among the American bombers heading across the sea towards Taiwan was B-25 no. 192, "Jaunty Jo", piloted by Robert J. Knauf and with a total crew of five.

The 16 bombers approached the target almost grazing the treetops. They did so because of the nature of the bombs they were carrying: Parafrag bombs, designed to be dropped with great precision from low altitude, before detonating



and breaking into smaller fragments.

Parachutes delayed impact long enough for the aircraft to escape unharmed.

It was to be the last flight of the "Jaunty Jo." As it released its parafrag bombs, the left side of the cockpit was hit by shrapnel, and a gaping hole opened next to the pilots. Possibly it sustained other damage as well. Trailing by a dense tail of smoke, the bomber crashed seconds later, killing all on board.

The official explanation was that a camouflaged anti-aircraft battery near the refinery shot down the plane. However, the extremely low altitude also makes it possible that it was hit by parafrag bombs descending towards the ground after having been dropped by another bomber. Alternatively, fragments from exploding parafrag bombs could perhaps also be the explanation. The truth will probably never be known.

The tragic event was photographed from another plane taking part in the mission, providing a lasting testimony to the sacrifices that young men were forced to bring in the Pacific, even after the war in Europe was over.



'Jaunty Jo' crash scene near train station in the city of Miaoli



Art's 1/72 Hobby Boss F-14.





Art's 1/72 Hasegawa A-4

A Polycarpov What? by Frank Gattolin

Umm, maybe a Polycarpov? Pollykaputski?

It's actually Polikarpov... . The last name of a Russian citizen airplane designer. Because of his work he was nicknamed the "King of Fighters" by his contemporaries in Russia, AKA, the USSR or Soviet Union. His full name was, Nikolai Polikarpov; a very innovative airplane designer.

Why my non-interest in non-US/UK/FR WW II airplanes? Well, it's really not; but after more than 50-years of seeking info on these I stumbled upon some info that shows the Russians weren't as primitive aircraft designers as I'd been given the impression they were.

Yes, the Russian peoples form of governance was not at all good; it was very vicious, destructive of freedom and debilitating for sure. But, interestingly, even in such a foul political and social environment, the spirit of the individual fueled with a love for flight and an ability to create flying machines was very strong back in the 1920's, 30's and 40's. I'm sure it's as strong now considering what's been created since the late 1940's.

I'd like to offer some information about a little known Russian fighter airplane from the 1930's that was ahead of its time when introduced. In fact it had many firsts that made it a superior product from a nation few thought capable of producing. This airplane was known as the Polikarpov I-16, known by those who flew it as the "Little Donkey." But, first, a little history of Nikolai, Nik for short.

It probably not the best remembered aircraft of the thirties because it wasn't from the U.S., U.K, France or Germany and therefore the focused aviation history of the times essentially ignored the bird.

When Nik's tiny I-16 flew for the first time in December 1933, it was far ahead of any other fighter design *in the world*, featuring retractable landing gear, a cantilever wing, variable pitch propeller and pretty good armament for the time. The I-16 proved itself to be a very able and rugged flying machine and featured prominently in the events of the time; all the way through the end of WW II.

In 1927 the Soviet Union's maniacal dictator, Joseph Stalin, demanded a superior Russian-designed, Russian-built fighter for the Air Force. Two-years after his demand, neither of the two well-known airplane designers had produced a serviceable fighter. One of these designers was Nik Polikarpov. He, along with many other designers were tossed into prison. and ordered to create a new fighter airplane. "Good" ole Uncle Joe.... .



Design work on the I-16 began during the summer of 1932. At this juncture Polikarpov was in the kind of straits that could only happen in the Soviet Union. He had had a rapid ascent to the top post of the OSS (the department for experimental land plane design and construction). But, suddenly, and due to Stalin's evil paranoia, that ascent stopped and turned into a downward plunge when he was arrested during the madman Stalin's 1929

governmental purge; the first of many.

Instead of a firing squad or a gulag, Polikarpov and his design team were sentenced to an internal prison. They continued their work under the close supervision and scrutiny of the Soviet State. Apparently, his prosecutors judged him too vital to the future of Soviet military capabilities to inflict the usual penalties of summary execution or slow death in a labor camp as had been done, and was being done, to countless others.

The prototype fighter plane that emerged from State Aircraft Factory No. 39 one morning in 1933. When it did, had the letters VT boldly painted on its fuselage side. The VT stood for Vnutrennaya Tyur'ma," literally meaning internal prison; indicating the fighter had been built in a prison.

Get this- that internal prison was a Soviet penitentiary located near Moscow. It was called the State Aircraft Factory No. 39. The plane was the product of convict labor, including inmate Nik Polikarpov.

So, after a fairly benign test period, the little I-16, the first really modern fighter airplane, was ready for battle.

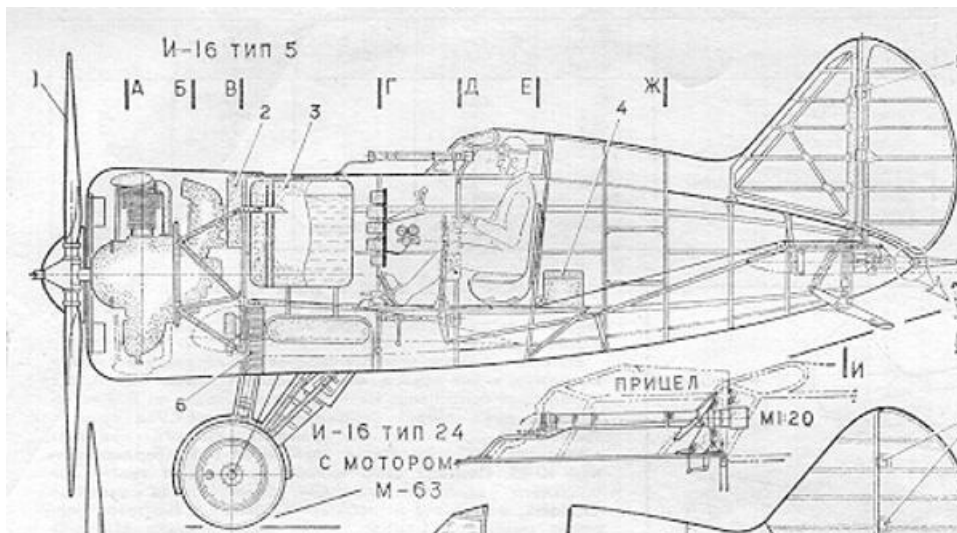
The Polikarpov I-16 fighter proved to be quite the little aggressor before and throughout WW II. It initially saw it's first combat in the Spanish Civil War. It would go on to see more during the Soviet invasion of Finland and the German invasion of the Soviet Union. Near the end of 1943 it began to be outclassed by better performing and more advanced aircraft.

Nik was freed from prison by then. He saw the I-16's limitations and used it as a springboard for developing I-180 and I-185. More on these two gems later in the new year.

Back to the Little Donkey... . The I-16 looked very much like a racing airplane with an open-air cockpit, large radial piston engine cowling and short stubby fuselage design; sort of like a slightly modified version of the Gee Bee Model "Z" whose side view is shown below. Cute machine, bet it was a fun bird to fly.



SIDE VIEW OF THE GEE BEE MODEL 'Z'



SIDE VIEW OF THE POLIKARPOV I-16

When you couple the speed inherent with a large-engine small aircraft with an array of 4 x 7.62mm machine guns (slightly larger than .30-caliber), cannons or rockets and you have yourself a decent defender and/or aggressor airplane.

The Bf-109E & F could not beat the I-16 in a turning, tumbling, dogfight; the painting below depicts what the Bf-109's tried to avoid. However, while the I-16 was well-suited for turning dogfights, the unwary I-16 pilot could easily be taken out by the 109's performing dive and slash attack; it just couldn't compete that well in the vertical plane to counter that type attack.



POLIKARPOV I-16 IN COMBAT, 1942 (JERRY BOUCHER)

The I-16 saw extensive service for the Soviet Union throughout the war, be it in their war of aggression against Finland or the defense of the homeland from the vile Third Reich. China used the type extensively in its campaign against Japanese aggression in the Far East. The Little Donkey did very well for itself. Just over 7,000 variants of the I-16's were produced.

As noted earlier, near the end of 1943, the I-16 was considered too impractical to continue to be a front line fighter airplane in view of what the Nazi's were bringing into the theater of war. It was withdrawn from frontline service and placed into defense roles and as a backup fighter. It's other uses were a torpedo dive bomber, ground attack airplane and dual-control trainer.

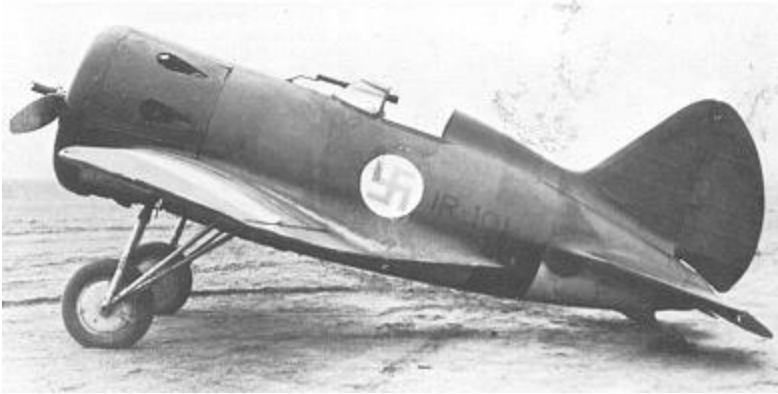


In the end, the I-16 proved to be an exceptional fighter for a time - in the difficult early years of the war against the Nazi horde. The bird featured great handling, nimbleness associated with small size and decent firepower at the point of attack. Go to YouTube to watch the I-16 perform aerobatics... the sound of it's radial engine is music to ones ears!

Currently, six flying I-16's exist. You can see them when you YouTube the airplane.

As a pilot, I'm always interested in how an airplane handles. Sooo, I located a pilot report on the I-16. Here a compilation of comments from a fellow lucky enough to fly one of the existing I-16's:

She's a little hard to line up for takeoff because forward visibility is all but nil, but you can use the runway edges for takeoff alignment. Once full power has been applied the tail easily comes up; then the visibility is fine.... just hold! I know the speed to fly off but the airspeed gage is inside and I'm looking out, so I just wait and when she's ready, she just flies off very nice. Sweet.



Once airborne and climbing out, I realize my head is slamming back and forth, left to right. I try lowering the seat and it gets worse; I try raising the seat with no improvement. This is really not very comfortable. I get to the practice area do a stall which is gentle and easy to recover

from. Then a few rolls which are crisp and quick. At this point I decide to return for landing before my neck wears out.

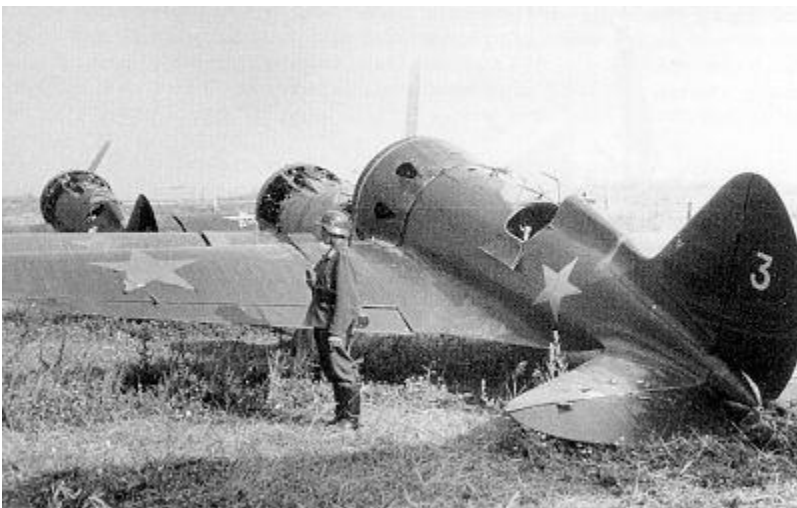
To keep sight of the runway when landing, you must do a turning approach and end up as you roll out of the turn over the threshold of the runway. Except for having to hold a lot of "up" elevator control pressure (no trim), the approach is easy with a wheel landing and roll; very much like a Globe Swift.

After returning from my flight, I was informed that most people, after flying with a crash helmet, go to a cloth helmet and goggles, smaller and not as smooth. This prevents the airflow from being attached to my helmet and causing it to move about.

In the next few days, I fly the I-16 four more times. It was during these flights where I found this plane was really fun to fly. Low pilot workload, very agile and it could come down hill like you wouldn't believe. Actually an easy airplane to fly, especially for a vintage fighter.

The Poly has a 60 gallon fuel tank and at power burns about 70 gallons an hour in normal cruise configuration. In low cruise, it can be as good as 35 gallons an hour.

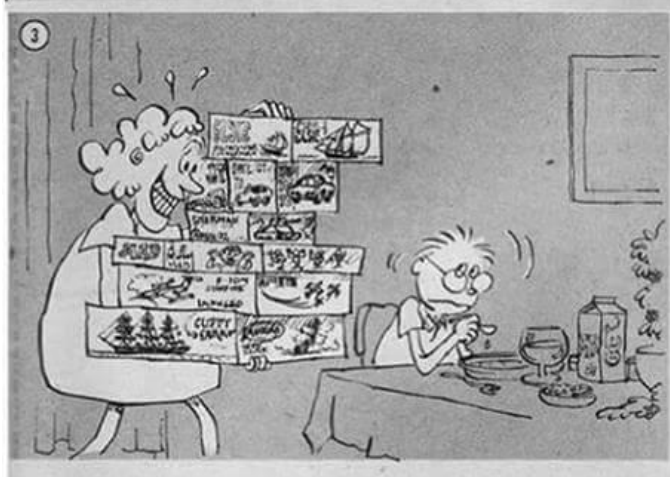
That was it. Bet it would be fun to fly the Little Donkey... oh well, at least one can dream!



Bob Greenlee's 1/144 Minicraft DC-3 and 1/72 Matchbox PK-30, both works in progress.



Brian Channel's work in progress
*"German Sturmpioniers
Eastern Front 1942 (Dragon
kit); will soon be part of a
diorama"*



With appreciation to *Mad* Magazine and Sergio Aragonis; circa 1970s, every 15 year old kid's library.



Bob Tatman in a 2016 Ferrari 458 Italia from xtremeexperience.com, a gift his kids got him for Father's Day.

Not the car. They did not get him the car as a gift for Father's Day. They got him the experience of driving the car several times around a lap!

Bob said the car had seven gears but he never got higher than 4th!



If they had gotten it as a Father's Day gift it would have been really neat. I couldn't find the price of a 2016 Ferrari 458, but this used 2015 model was listed on Edmunds for only \$389,900. 3,533 miles on the odometer.

On *Ferrari Chat*, member **The Mayor** shares his 2013 insurance cost as "State Farm. I paid \$1800/year for a new 458 spider. It helps to have multi car and home owners with the same company. State Farm has insured 5 Ferrari's for me over the past 30 years. Never a problem. Then again, I have a clean record".



Aside from the Ferrari, Bob's current plan is to build this Gunge Sangyo Triumph TR3A kit.

Bob owned a TR3 in the 1960s that he bought for \$250. It didn't have a heater core, but rather a heat pipe (he described it—it sounded like a coolant line that simply ran through the glove box and the passenger would hold their hand over it in a futile attempt to ward off frostbite.

Bob took his future wife on a date in the car. Unfortunately on a very cold day that allowed him to test the "heat pipe's" efficiency. Which apparently failed the test, but fortunately Bob had a blanket available in true chivalry.



If Bob would like to pick up a full size TR3, it would be a little bit more than the original \$250 he paid! This 1961 model is available on Hemmings for only \$32,500, a relatively average price. And note in the seller's description ***"new weather equipment, ideal for a quick drive on a mild Winter's day"***.

Seller's Description:

Underwent a comprehensive body off, frame up restoration in 2005, has been driven around 3,500 miles since.

Always a rust free California car, when taken apart....engine completely overhauled, a rebuilt all synchromesh 4 speed TR3B transmission installed, chassis and

suspension done, new wiring harness, all gauges rebuilt, mostly new chrome, new leather seats, all new interior carpets, panels, new tan top and curtains, new matching tonneau, wire wheels, new exhaust, as extensive a restoration as we have seen.

AND.....even better.....was converted to rack and pinion steering eliminating the one weak point in a TR3s basic design. Gone forever is the vague worm and peg steering and now, excellent steering, handling, directional stability, makes a huge improvement.

These cars are a perfect compromise for one who wants the style, enjoyment, and pleasure of driving a classic English sports car. The simple, reliable 2 liter engine produces over 100hp offering 110 mph performance, now with the rack and pinion steering, excellent road manners, great style, comfortable, and with the new weather equipment, ideal for a quick drive on a mild Winter's day.

Perhaps it boils down to this.....IF you love the way this car looks, you will not be disappointed in the way it runs and drives. Far more performance than any period MG, less clunky around town than a Healey, and a lot easier to service and maintain than a Jaguar. Ideal for show, fun drives in the country, and just admiring on one's garage.



Ernie's Waco is a very very big plane.



Alan Zais's 1/16 Mars or Bust Mojoresin figure.



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Look for Stateline Area
Modelers

Thank You...

*...to the Durand United Methodist Church for hosting our meeting site,
...to Royal Hobby Shop for sharing our newsletter,
...and to Brian Channel for starting SAM*



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

New Renewal IPMS #:

Name: _____

Address: _____

City: _____ State: _____

Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

Junior (17 years or younger) \$17.00 _____ Date of Birth: _____

Adult One year \$30.00 _____

Two years \$58.00 _____

Three years \$86.00 _____

Canada & Mexico \$35.00 _____

Foreign Surface \$38.00 _____

Family (1 set of Journals) _____ ← Adult fee + \$5.00 # of cards? _____

Your Signature: _____

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

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash Amount: _____

Check Check #: _____ Amount: _____

Billing Address, if different than above -

Address: _____

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Zip Code: _____