



AMS CHRONICLE

IPMS DENVER ROB WOLF CHAPTER JUNE 2018

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NEXT MEETING:

03 OCTOBER 2018
1900

SciFi and Fantasy

Any scale, any subject with a science fiction or fantasy theme

EDITOR RAMBLINGS FROM THE BUNKER

Kinda late on this newsletter. Class prep and life caught up this month. I did order a new "egg" U-boat (Mark I have black sharpies), and egg S-35 and M-26. Also have a couple of Soviet egg planes in the stash.

I will be doing a couple of history presentations for the club next year. Probable topics include Russo-Polish War 1919-1920, The Great Northern War with Sweden 1700-1724 , Russo-Japanese War 1904-1905. If you have a topic, especially regarding Russian history, drop me a line.

Nikto ne Zabyt
Nichto ne Zabyto

A NOTE FROM THE PRESIDENT

Hi Everyone, I am preparing the agenda for next week's meeting and asking if anyone has anything they want on the agenda to let me know. Please have them to me by October 1, 2018.

Also a reminder that Octobers contest theme is SciFi and Fantasy - Any Scale, any subject with a science fiction or fantasy theme.

Look forward to hearing from you and seeing you soon.

Bob Pridemore

MONTHLY MESSAGE FROM THE SECRETARY

24 club members attended

Meeting presentation was given by Mark on the 2018 Nats in Phoenix Az
2019 Nats will be held in Chattanooga Tennessee, starting on August 6th (?)

Contest winner: John Evert

Business Meeting:

Treasurer's report, Bob Nixon

Contest Committee report, Eric Still looking for volunteers for this committed

Newsletter report, Wayne no update

Chapter communications report, Cliff No update

Old business:

Hobby Town(Colpar) contest, no date yet

New business:

John looking for presentation ideas. Forward your suggestions to him

Matt

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...2018 MONTHLY CONTEST THEMES

Month	Theme	Description
January	Under the Red Star	Any subject made in Russia/Soviet Union, in Russian/Soviet markings, any scale, any era. CANNOT be Russian vehicles in another country's marking, such as North Korean MiGs
February	Enter the Dragon	Any DML/Dragon kit. Bring proof (box lid or instructions)
March	Winter Storm Watch	Anything in a winter theme, any scale, any era
April	Club Kit Auction	Get rid of your trash and buy my treasure!
May	Club contest: Crazy 8's	Any subject in any scale where "eight" is a major feature. Examples, F-8 (not F-18), V-8 engines autos, M8 Greyhound, 8th Air Force markings, hull number or race car with an 8, etc.
June	Viva la Revolucion!	Civil wars, insurrections, uprisings, revolutions...you get the idea. Any scale, any era
July	Warrior Class	Any subject named after a class of warrior: chieftain, gladiator, corsair, pirate, commando, centurion, etc. Also, named after any Indian or native tribes. CANNOT be named after a specific warrior, such as a Patton, Sherman, Lee, Montgomery, etc.
August	That's Depressing!	Any civilian subject in any scale in a version and markings appropriate to the years 1925-1945
September	Trash Haulers	Cargo and transport (aircraft, vehicles, ships), military or civilian, any scale, any era
October	SciFi and Fantasy	Any scale, any subject with a science fiction or fantasy theme
November	Better Late Than Never	Any model that would have fit any of the previous 2018 contest themes that you didn't get a chance to finish
December	Cut Throat Gift Exchange	It's better to give than receive, but even better to steal what someone was given!

SEPTEMBER CONTEST

John Everett won this month's transport theme contest with this 1/35th Trumpeter "Cubano" Airline MI-8.



CONTEST WINNER

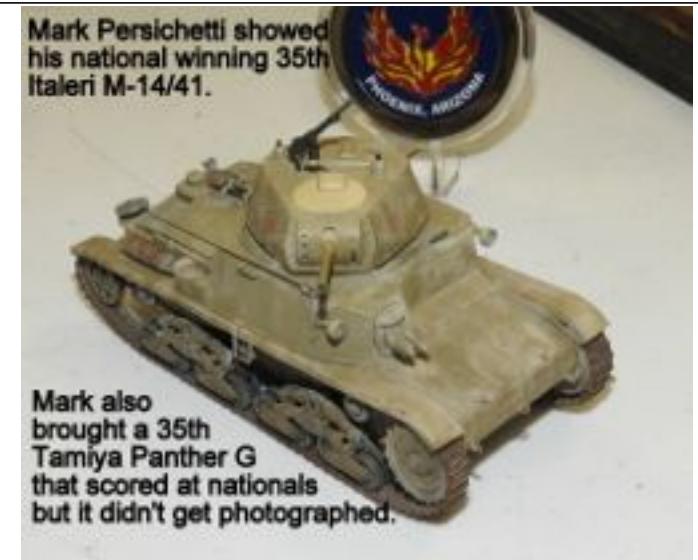
MI-8

John Everett

Dan also showed this 48th Tamiya M-4AB E8 also OOB.



Mark Persichetti showed his national winning 35th Italeri M-14/41.



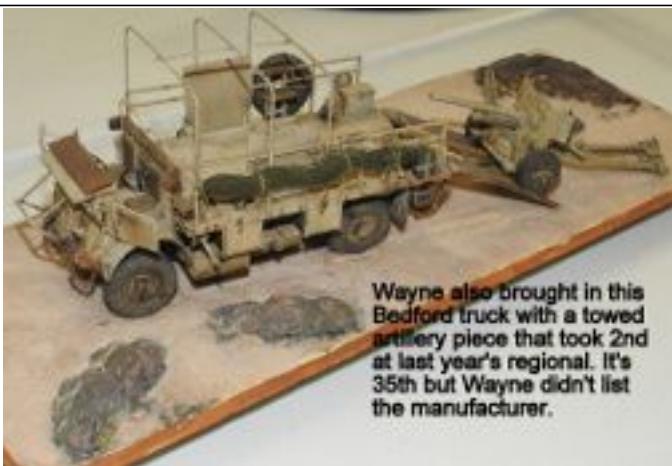
Mark also brought a 35th Tamiya Panther G that scored at nationals but it didn't get photographed.



Henry Jackson brought this '34 Ford built as a "parts chaser" by a late '60's hot rod shop. The kit is a 1/25th AMT with added details.

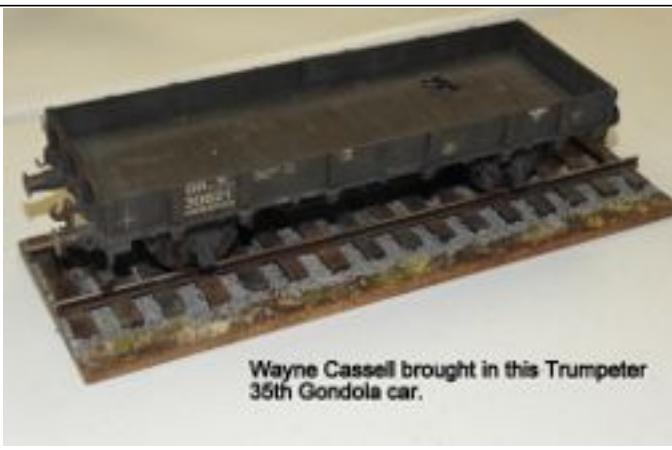


This is Wayne's 35th Revell "Unimog".



Wayne also brought in this Bedford truck with a towed artillery piece that took 2nd at last year's regional. It's 35th but Wayne didn't list the manufacturer.

Chillicon in Albuquerque
2015?



Wayne Cassell brought in this Trumpeter 35th Gondola car.



Wayne also showed his Trumpeter 35th Mk.78 with the armored cab.



John Trueblood showed his 48th Hobby Boss I.A.R. 80.



This is John's 48th Hobby Boss F8F "Bearcat" in French markings.



John T. also converted this 48th Tamiya kit into the cannon version of the Me-262.



Another Hobby Boss 48th kit by John of the perhaps bogus TA-152 "torpedo" carrier.



Dave also showed this Revell 1/144th AN-124.



David B's 72nd MACH kit of the ---->





Eric Cain brought in his Minicraft 1/144th United Boeing 777.



Neal Standard built this 72nd Hasegawa F-104 as Daryl Greenemeyer's "Red Baron".



Cliff also showed this old 72nd Merlin Models kit of the Lockheed "Orion".



Cliff Davis brought this 72nd AZ kit of the LET-L-200 "Morava".



Members perusing the contest table.



Some of the "gathering".

THE LONG, LONG SILENCE OF JAMES COOK'S ENDEAVOUR

**WWreck of Captain Cook's HMS Endeavour 'discovered' off US coast
Marine archaeologists believe they have found the wreckage of the famous ship off Newport, Rhode Island**

[Michael McGowan @mmcgowan569](#)

Wed 19 Sep 2018 01.57 EDT Last modified on Wed 19 Sep 2018 14.44 EDT



A full-scale replica of Captain Cook's ship the Endeavour. Marine archaeologists believe they have found the wreckage of the ship near Newport, Rhode Island, US. Photograph: Chris Terrill/BBC

The possible discovery of HMS Endeavour off the east coast of the US has been hailed as a "hugely significant moment" in Australian history, but researchers have warned they are yet to "definitively" confirm whether the wreck has been located.

On Wednesday Fairfax Media [reported](#) archaeologists from the Rhode Island Marine Archaeology Project, or Rimap, had pinpointed the final resting place of the famous vessel in which Captain James Cook reached Australia in 1770.

The ship was later used by the British royal navy in the American war of independence and was eventually scuttled with a dozen other vessels off Newport, Rhode Island in 1778.

Kathy Abbass, the director of the project, reportedly told Fairfax that "we can say we think we know which one it is".

The director of the Australian National Maritime Museum, Kevin Sumption, confirmed to the

Guardian that a “promising site” had been located, though he said it had yet to be confirmed as the final resting place of the Endeavour.

He said divers in the US were currently working to confirm whether one of five shipwrecks is the Endeavour by gathering samples from the location.

Advertisement

“It’s not definitive that this is Endeavour,” he said. “We’re carefully gathering very specific samples of timber and we’re going to conduct forensic analysis to see what we have. Most of the ships that were scuttled in Newport in August 1778 were built of American or Indian timbers [but] the Endeavour was built in the north of England of predominantly oak.”

“With some good detective work we can sample the timbers of this promising site [and] then we might have evidence that this ship is at least British in origin.”

Cook departed Plymouth in August 1768, and in April 1770 the Endeavour became the first European ship to reach the east coast of Australia when Cook arrived at what is now known as Botany Bay.

The ship was renamed the Lord Sandwich 2 and in its later life was used by the British as a prison for Americans captured during the war of independence.

It was scuttled in 1778 along with 12 other ships to act as a blockade in the lead up to the battle of Rhode Island.

Sumption said divers believed the wreck may be the missing Endeavour because of the dimensions of the timber samples found at the bottom of the harbour.

“Basically what we know is the size of the Endeavour hull [and] a ship of that type uses certain dimensions of timber,” he said. “We’ve found samples that look like they may be consistent with a ship of that size.”

If the timber samples turned out to be British in origin, the researchers would seek approval from local authorities in the US to dig around the wreckage to seek further evidence.

The search for the Endeavour is a joint project between RIMAP and the Australian National Maritime Museum.

On its website Rimap published a statement saying they had “identified a possible site in Newport Harbour that might be the Lord Sandwich ex Endeavour” but that it required “detailed work … to prove it”.

The Rhode Island state government also claimed official ownership of the fleet of shipwrecks in 1999, and while Sumption said it would be “hugely significant” to find the Endeavour, it would be “very, very unlikely” the wreck would be in a condition to travel to Australia.

“What we can see on the seabed in Rhode Island is that all the 13 wrecks look somewhat similar, they really are a jumbled collection of timbers and stone ballast,” he said.

“It’s very unlikely that significant parts of the vessel are intact, so the chances are that all you really have are samples of timber and if we’re very lucky maybe materials which relate to its last use as a prison ship.”

The Australia National Museum is planning an exhibition to mark the 250th anniversary of Cook’s arrival in Australia in 2020.

Ian Coates, the director of the exhibition, said it was an “amazingly timely discovery”.

"We have a tendency to think the story stops when the Endeavour leaves Australian waters, but to think about what it did back in England in 1771 and on to the east coast of the US, it's fascinating."

He said he held out hope some part of the wreckage could make it to Australian shores again.

"In a museum you're aware of the power of objects to take people back to the moment when these things are used or created," he said. "To have something like the Endeavour as part of the story of the Cook voyage would be amazing."

[ED NOTE] We were in Cabo January 1998 and departing on a sunset cruise on the "pirate ship" when the replica HMAS ENDEAVOUR was leaving the harbor.. The captain decided the sun could wait and we made multiple passes so everyone could take photos.



A battle is expected over whether Britain, the United States or Australia gets the wreck of James Cook's famed ship (above, a replica of the ship)

ENDEAVOUR: HISTORIC LOST WARSHIP BELIEVED DISCOVERED

David Brennan

Researchers say they may have discovered a long-lost warship that took part in pivotal historic events involving the U.K., Australia, New Zealand and the U.S. during the 18th century.

The wreck of the British ship HMS *Endeavour*, famously used by explorer James Cook, may have been found at Newport Harbor off the coast of Rhode Island, where it was scuttled alongside

several other vessels in 1778.

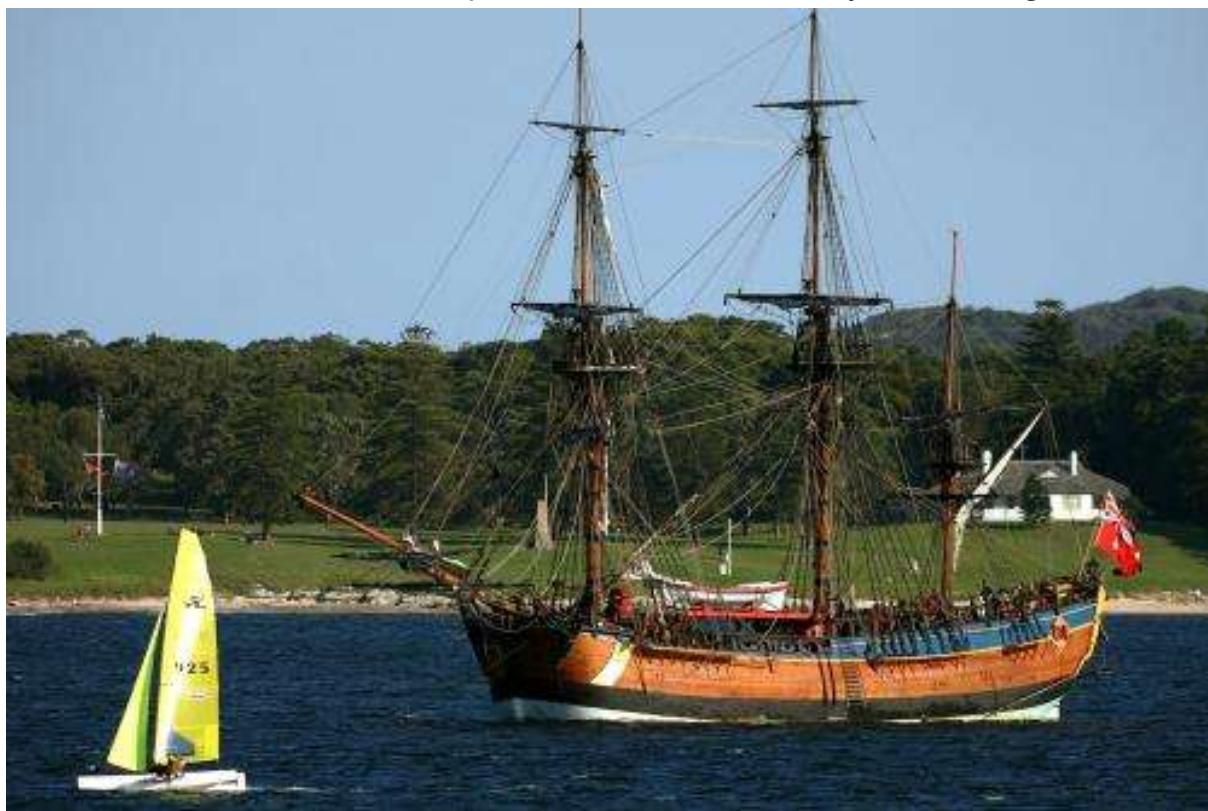
Archaeologists from the Rhode Island Marine Archaeology Project (RIMAP) told Fairfax Media Wednesday they had found the ship's final resting place, [The Guardian](#) reported. Though the *Endeavour* is yet to be definitively identified, Kathy Abbass, the director of the project, said the team "can say we think we know which one it is."

The discovery is expected to be officially unveiled on Friday according to *The Sydney Morning Herald*, and comes after a 25-year search for the lost vessel.

The *Endeavour* became famous thanks to Cook's historic voyage, on which he and his crew became the first Europeans to reach the east coast of Australia in 1770, at what is now called Botany Bay. It had reached New Zealand the year before, where Cook declared the territory for Britain.

For several months, Cook and his crew chartered the Australian coast before a shipwreck almost ended their mission in disaster. The vessel struck a reef—now known as Endeavour Reef—and spent two months stranded off the coast.

Eventually, the ship was able to limp to Batavia—now the Indonesian capital of Jakarta—in what was then the Dutch East Indies. After repairs the crew made its way back to England.



© Provided by IBT Media

The *Endeavour* would not carry Cook—who was murdered by native Hawaiians in 1779—on his later voyages. Instead, it was renamed the *Lord Sandwich* 2 and went on to be used by the British to hold American prisoners captured during the Revolutionary War.

The famous vessel met its end in 1778 when it was sunk with 12 others ships to create a blockade off Newport as the British prepared for the Battle of Rhode Island.

The director of the Australian National Maritime Museum, Kevin Sumption, told *The Guardian* divers are now working to confirm whether one of five shipwrecks found is

the *Endeavour*.

"It's not definitive that this is *Endeavour*," he explained. Sumption noted that the variation in wood used to build the ships would help the researchers work out what they had found. "Most of the ships that were scuttled in Newport in August 1778 were built of American or Indian timbers," he said, but "the *Endeavour* was built in the north of England of predominantly oak."

"With some good detective work we can sample the timbers of this promising site [and] then we might have evidence that this ship is at least British in origin," Sumption added. He noted that the dimensions visible do fit the size and shape of the *Endeavor*.

If the samples prove the ship is of British origin, the team can seek approval from U.S. authorities to dig around the wreckage and confirm its suspicions.

The Rhode Island government claimed ownership of the wrecks in 1999, and given how long they have been underwater it is unlikely the remains of the *Endeavour* would be able to travel to Australia, Sumption said.

Nonetheless, the director of the Australia National Museum's exhibition to mark the 250th anniversary of Cook's arrival in 2020 remains hopeful that some part of the famous ship will make it back to the country.

"In a museum you're aware of the power of objects to take people back to the moment when these things are used or created," Ian Coates said. "To have something like the *Endeavour* as part of the story of the Cook voyage would be amazing."

"We have a tendency to think the story stops when the *Endeavour* leaves Australian waters, but to think about what it did back in England in 1771 and on to the east coast of the U.S., it's fascinating," he added.

LANDMASTER

From Wikipedia, the free encyclopedia



Promotional picture of the Landmaster from [Damnation Alley](#).

The **Landmaster** is a unique 12-wheeled [amphibious articulated](#) vehicle constructed by [Dean Jeffries](#) at Jeffries Automotive in [Universal City, California](#) for the 1977 science fiction film [Damnation Alley](#). Despite the appearance of two Landmasters in the film (achieved with [process photography](#) and models), only one was built, at a cost of \$350,000 in 1976.^[1]

History

A staple of [Southern California](#) car culture for many years, the Landmaster was parked in full view next to [Dean Jeffries'](#) automotive shop on [Cahuenga Boulevard](#) in [North Hollywood, California](#) from 1977 to 2005.

The Landmaster was sold to a private owner in 2005 and was restored to its original condition as featured in [Damnation Alley](#). The Landmaster was then on the show car circuit for several years.^[2] In 2007 it was featured at the [San Francisco Rod & Custom](#)

Type	Amphibious APC
Place of origin	Studio City, California
Service history	
In service	1977—
Used by	film, television, & car shows
Production history	
Designer	Dean Jeffries
Manufacturer	Jeffries Automotive
Unit cost	US\$350,000
Produced	1976
No. built	1
Specifications	
Weight	23,000 lb (10,000 kg)
Length	35 feet (11 m)
Armor	$\frac{3}{8}$ -inch (1 cm) steel plate
Main armament	6 autocannon

Show at the Cow Palace in San Francisco ^[3] as part of special exhibit with other notable movie and TV cars.	2 bazookas
Engine	427- cubic-inch (7.00 L)
Transmission	5-speed Allison
Suspension	12-wheel tri-star
Ground clearance	2 feet (0.61 m)
Speed	55 mph (89 km/h)
Steering system	hydraulic rams

Sometime in the late 2000s, the Landmaster was vandalized while in storage. The damage was relatively minor, but repair and restoration were required again. In March 2014, Landmaster was moved from its storage location in [Campbell, California](#) to a new maintenance and storage facility in central California (see photos and gallery).

In 2016, the Landmaster was moved to Gene Winfield's Custom Shop on [Sierra Highway](#) between [Rosamond, California](#) and [Mojave, California](#). It can be seen from the road and is open to public viewing during the week.

Construction

[Popular Science](#) described the Landmaster:

Three independent drive sources running from a gasoline power plant. Uses semi truck parts in the drive train. Can operate with the front or rear wheel trinary out of commission. Side and top hatches on the main unit and rear and top on the after section. Full running lights and brake lights for urban street use. External video camera is mounted on the forward pylon located just behind the front top hatch. Could also house the antenna. All pylons are hardened and armored. Can operate in water and will remain sealed when fully submerged. Can float while half full of water.

While the film is fiction, the Landmaster vehicle is real. In the story, the Landmaster was designed to use as many standard truck parts as possible, so that any junkyard would have whatever was needed for repairs. The real Landmaster is powered by a 390-[cubic-inch](#) (6.4 [L](#)) Ford industrial engine, and uses the rear-ends of two commercial trucks and an Allison automatic truck transmission. It features a fully functional, custom-built "tri-star" wheel arrangement, which could actually help it crawl over boulders. All 12 wheels are driven, but only 8 are normally in contact with the road surface at any one time.^[5]

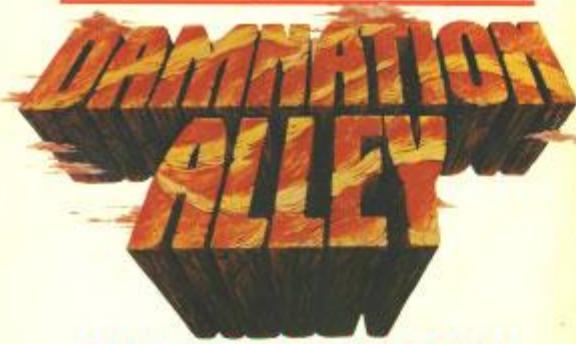
The vehicle was steered not by turning the front wheels, but by [bending the middle section](#) with [hydraulic](#) rams to effect a turn, similar to large construction equipment. The Landmaster's bodywork was made with $\frac{3}{8}$ -inch (1 cm) steel plating, which helped it tip the scales at over 10 tons. The design's strength allowed it to survive a 25-foot (7.6 m) jump during testing with no damage.



SURVIVAL RUN

...across a nuclear wasteland, where rampaging winds sweep the ruins of civilization over the charred plains and shattered mountains of America. Where huge bats battle gigantic butterflies in the contaminated rubble of barren cities and where armies of madmen crucify scientists along the deserted highways.

Damnation Alley. Where a handful of survivors pilot their awesome, fire-breathing machine on a coast-to-coast trek through a world gone to hell.



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DAMNATION ALLEY

DAMNATION ALLEY • ROGER ZELAZNY

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NOW A FANTASTIC S-F ODYSSEY FROM 20TH CENTURY-FOX

ISRAELI WARSHIPS GET MISSILE DEFENSE BOOST

A warning to the Jewish state's enemies.

August 31, 2018 [Ari Lieberman](#)

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The Israeli Navy will soon receive a significant boost in its operational capabilities after it was announced that Israel Aerospace Industries (IAI) entered into an agreement to equip Israel's newest and most powerful warships – the Sa'ar 6 – with **Barak-8** missile defense systems. The Barak-8 is a sophisticated missile defense system that can intercept aircraft and is equally adept at countering incoming missile threats. The platform is currently in service with the Israeli Navy as well as the Indian Navy and air force. This development comes on the heels of an [announcement](#) by the Israeli Ministry of Defense that it awarded a contract to Israel's Elbit Systems for the delivery of electronic warfare suites to the Israeli Navy.

The **Sa'ar 6** class of corvettes includes a series of four new warships that will be used alongside other naval assets to patrol Israel's Exclusive Economic Zone (EEZ). The Sa'ar 6 is a formidable platform brimming with sophisticated weaponry and electronic surveillance equipment. It will be armed with 40 Barak-8 missiles as well as multi-round launchers equipped with **C-Dome** interceptors produced by Rafael Advanced Defense Systems. The C-Dome is a point defense missile system capable of intercepting short-range rockets and artillery and was based on the combat proven **Iron Dome** and Barak 1 designs. The Barak-8 and C-Dome missile defense systems will be able to provide the navy with a formidable multi-tiered defense capability against a variety of threats including aircraft, drones and sea-skimming cruise missiles like the Chinese C-802 and Russian Yakhont, both of which were supplied to Hezbollah via Iran.

The Sa'ar 6 will also be fitted with an Oto Melara 76mm Super Rapid gun mount, which offers high rate of fire against air and surface targets. To address long-range surface threats, the Sa'ar 6 will deploy the combat-proven, sea skimming IAI Gabriel IV and Boeing RGM-84 Harpoon anti-ship missiles. Rounding out the weapons package will be two torpedo launchers for MK54 Torpedoes, and two 30mm Rafael Typhoon remote, stabilized weapons platforms. The warship will also accommodate helicopters like the AS565 Panther of the Maritime Helicopters Squadron. The

Panther, which is also known in Israel as the Atalef, is a versatile platform that can be used for combat assault, anti-submarine warfare as well as search and rescue operations.

Up until 1973, the Israeli Naval Service (INS) was the Cinderella stepchild of the Israel Defense Forces (IDF). Its achievements in the Arab-Israeli wars of 1948, 1956 and 1967 were overshadowed by those of the air and ground forces. That mindset changed on October 6, 1973 when the Israeli navy was the only branch of the IDF not taken by surprise during the initial phases of the Arab onslaught. At the outset of the war, the Navy's 12 Cherbourg and two Reshef class Fast Attack Craft (FAC) set sail for Syrian and Egyptian coasts and engaged with the Syrian and Egyptian navies, destroying the bulk of them. Having cleared the seas of enemy vessels, the INS attacked enemy coastal installations at will and harried the enemy until the last day of the war, which ended on October 24.

The INS's role in defending Israel expanded as maritime threats against the Jewish State grew. The navy was tasked with patrolling Israel's vast coastline, ensuring that maritime routes in the eastern Mediterranean, the Gulf of Eilat and the Red Sea remained unimpeded. The INS has also been tasked with interdiction operations ensuring that weapons destined for Iran-backed proxies like Hamas and Hezbollah never reach their intended destinations. Successful naval interceptions of ships like the Santorini, Karine A, Abu Hasan, Francop, Mavi Marmara, Victoria and KLOS C, prevented illegal contraband, including deadly weapons from reaching Islamist terrorist entities intent on causing mayhem.

Discoveries of vast gas reserves in Israel's EEZ as well as the prospect of a nuclear-armed Iran have further underscored the importance of the INS in securing Israel's strategic interests. Israel's formidable **submarine fleet** has assumed the role of second-strike nuclear deterrence. Some of Israel's submarines utilize an advanced propulsion system called Air-Independent Propulsion, which uses fuel cell technology. This technology enables the submarines to remain extremely quiet and submerged without the need for resupply for up to 30 days, making them ideal platforms for covert as well as offensive operations. In addition, Israel's subs are equipped with long-range Popeye Turbo cruise missiles. This highly accurate missile can be equipped with conventional and nuclear weapons. The stealthy characteristics of Israel's sub fleet means that the vessels can approach the waters of any hostile nation virtually undetected, launch a missile salvo and quickly redeploy.

Iran, Hezbollah and Turkey, led by their unhinged leaders have tried to heighten tensions in the eastern Mediterranean, where Israel, Greece and Cyprus have been cooperating in natural gas exploration, development and export. Large gas deposits situated in Israel's EEZ have instantly transformed the Jewish State into a regional energy superpower. Sixty percent of Israel's electricity needs are currently met by offshore gas deposits situated in the EEZ and lucrative export deals have already been signed with Jordan and Egypt. Israel is also looking to supply European countries currently reliant on Russian gas and seeking diversification of energy suppliers. A strong Israeli naval presence in the EEZ will serve as a deterrent for those foolhardy enough to contemplate embarking on reckless adventures.

HOW THE U.S. IS RECOVERING OIL FROM A NUKED WARSHIP

Prinz Eugen, once the pride of the German Navy, is sitting upside down in the Pacific and threatening to leak.

By [Kyle Mizokami](#) | Sep 17, 2018



U.S. NAVY PHOTO BY LEIGHAHN FERRARI, CHIEF MATE, U.S. NAVAL SHIP SALVOR

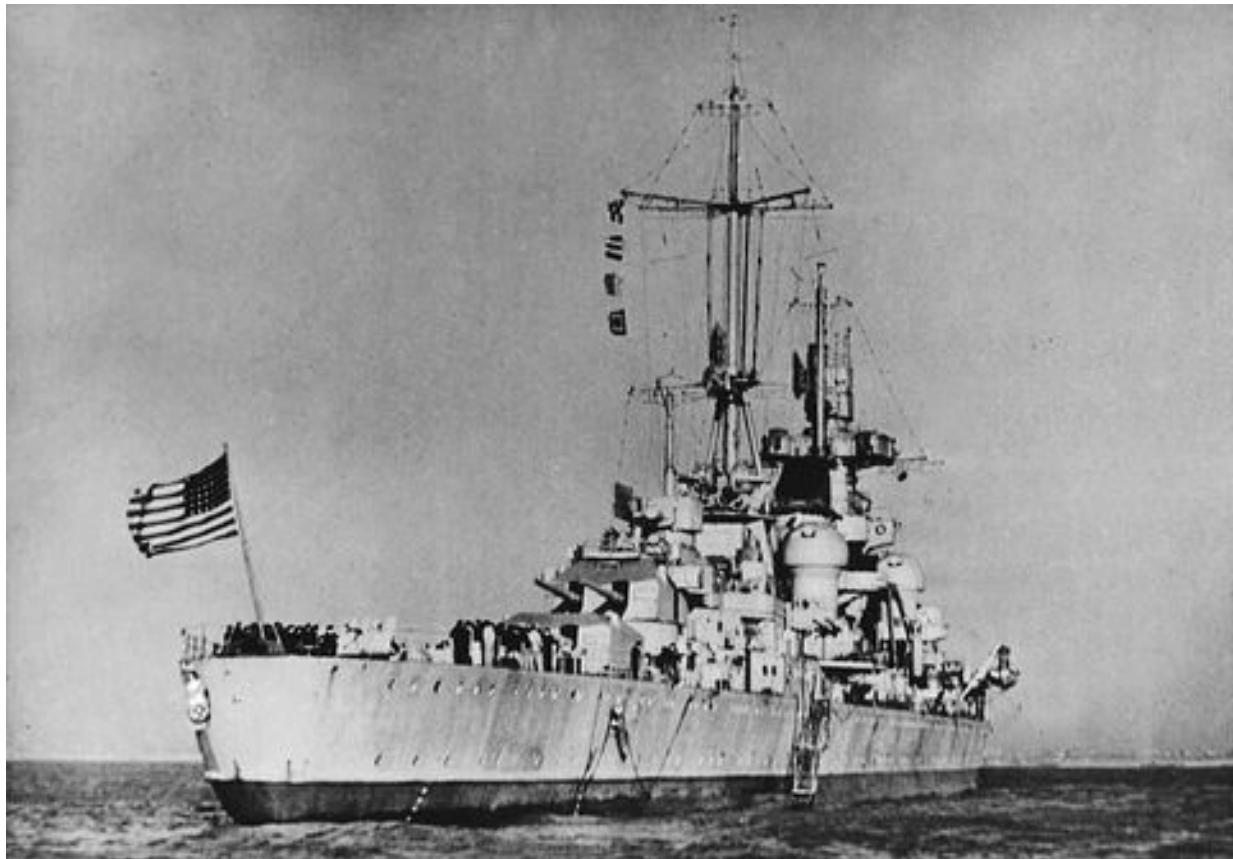
The U.S. military is trying to recover the oil from a ship that's been underwater for 72 years. In an interesting twist, it's not even an American warship.

The United States captured the German heavy cruiser *Prinz Eugen* as a war prize after the end of World War II. The *Prinz Eugen* capsized in 1946 after being nuked—twice—during the atomic bomb tests at Bikini Atoll. For decades, experts have feared that the radioactive ship's oil might leak into the Pacific. Now the Pentagon is trying to do something about it.

The Doomed Fleet

It was July 1946, months after the end of World War II, when the U.S. Navy assembled [one of the mightiest fleets in history](#). Led by the aircraft carrier *Saratoga* and battleship *New York*, the group also included captured Axis vessels such as the Japanese battleship *Nagato* and the *Prinz Eugen*. A doomed fleet of more than 80 warships anchored at Bikini Atoll in the Marshall Islands, way out in the Pacific Ocean... and was promptly nuked. Twice.

Even with WWII barely in the rearview, U.S.-Soviet relations had been turning frosty. Most believed (rightly) that Moscow would get a bomb of its own. The U.S. Navy wanted to know what nuclear weapons would do to warships, so they built this ghost fleet. [Operation Crossroads](#) involved two tests, Test Able and Test Baker, each simulating an atomic attack on a fleet at anchorage.



Prinz Eugen flying the Stars and Stripes, January 1946.

GETTY IMAGES

The German heavy cruiser *Prinz Eugen* was one of the German Navy's largest ships. Fast and powerful, *Prinz Eugen* had teamed up with the mighty battleship *Bismarck* during wartime to sink the British battlecruiser *Hood* before being stuck in Germany for repairs. The ship was given over to the U.S. Navy at the end of the war, briefly became USS *Prinz Eugen* (IX-300) and survived both two atomic bomb blasts, with only a broken main mast to show for it.

Prinz Eugen survived the blasts, but she became frightfully radioactive. After initial attempts to decontaminate the ship, the U.S. towed the heavy cruiser to Kwajalein Atoll, where she sank six months later. Today the ship is visible just off the coast of Enubuj island, upside down in shallow water, her propellers resting above the surface of the Pacific Ocean.

The Hot Tap



The wreck of the *Prinz Eugen*, with USNS Salvor and tanker Humber anchored above.
U.S. NAVY PHOTO BY LEIGHAHN FERRARI, CHIEF MATE, U.S. NAVAL SHIP SALVOR

In 1974, the U.S. Military warned the oil still aboard the German warship was at risk of escaping and should be removed within 30 years. Here's a [U.S. Fish & Wildlife Service report](#) on the feasibility of the removal process. According to the report, a major concern is a typhoon damaging the wreck and facilitating a major leak. The hull has sprung several smaller oil leaks over the years.

The oil retrieval process is now ongoing, a joint project of the U.S. Army, U.S. Navy, and the Republic of Micronesia. The U.S. salvage ship [USNS Salvor](#) and oil tanker *Humber* are moored directly above the *Prinz Eugen*, assisted by the U.S. Navy's Mobile Diving and Salvage Unit One. The U.S. Fish & Wildlife Service estimates there is approximately 2,767 tons of oil still onboard the ship. (The cruiser was fueled up for the tests in order to simulate the effects of an a-bomb on a fully loaded, combat-ready warship.)



Aboard USNS Salvor, with Prinz Eugen's remaining propellers visible in background.

U.S. NAVY PHOTO BY STEPHANIE BOCEK

According to the US FWS report, the plan was to use “hot tap” technology developed by the Norwegian company Miko Marine. The [Moskito hot tap system](#) uses electromagnetic clamps to attach itself to a ship hull, cut a hole into the hull, and install a valve system for siphoning away the oil, which would then be pumped into Humber’s holds. A similar operation was undertaken in 2003 to remove oil from the sunken U.S. Navy oil tanker [USS Mississinewa](#), sunk by a Japanese manned torpedo during World War II.

The manner in which the *Prinz Eugen* settled, upside down in very shallow water, makes it simpler to draw the oil than with other wrecks. The fact that the old cruiser stored most of her fuel in tanks adjacent to the hull walls also makes accessing the oil easier. There are 143 external tanks along the hull wall and another 30 deeper inside the ship.

The U.S. military expects the operation to extract the oil to wrap up by the end of October 2018.

<https://www.popularmechanics.com/military/navy-ships/a23283428/prinz-eugen-ship-nuked-radioactive-oil/>

OPERATION PEDESTAL SS OHIO TO MALTA

Though the Americans are now in the fight, still on every front; desperation.
At every morning brief, more ships sunk.
The enemy surrounds you as you starve.
Your ships and aircraft sit idle for lack of fuel and parts.

Through waves of attacks, a relief convoy comes ... and you wait.
Do they know your desperation? Will they make it? What can be done?

Well, in comes the US merchant marine professional, Captain Dudley Mason - the master of the tanker SS OHIO - and his crew and convoy.

For the details, let's look at the citation for his George Cross and the award to two of his crew, Frederick August Larsen, Jr., Junior Third Officer and Francis A. Dales, Deck Cadet-Midshipman on SS Santa Elisa/SS Ohio. A little note about those two men, they were not originally part of the crew of the OHIO. They had been rescued from the SS SANTA ELISA when it was sunk. Then they volunteered to man the guns on the Ohio. Via [WWIToday](#):

During the passage to Malta of an important convoy Captain Mason's ship suffered most violent onslaught. She was a focus of attack throughout and was torpedoed early one night. Although gravely damaged, her engines were kept going and the Master made a magnificent passage by hand-steering and without a compass. The ship's gunners helped to bring down one of the attacking aircraft. The vessel was hit again before morning, but though she did not sink, her engine room was wrecked. She was then towed. The unwieldy condition of the vessel and persistent enemy attacks made progress slow, and it was uncertain whether she would remain afloat.

All next day progress somehow continued and the ship reached Malta after a further night at sea. The violence of the enemy could not deter the Master from his purpose. Throughout he showed skill and courage of the highest order and it was due to his determination that, in spite of the most persistent enemy opposition, the vessel, with her valuable cargo, eventually reached Malta and was safely berthed.

The George Cross citation is very brief, as is the British custom. More detail is available with Larsen and Dales' Merchant Marine Distinguished Service Medal citation;

His ship was a freighter carrying drums of high-octane gasoline, one of two American ships, in a small British convoy to Malta. Orders were to "get through at all costs." Heavily escorted, the convoy moved into the Mediterranean, and before noon of that day the enemy's attack began. From then on the entire convoy was under constant attack from Axis planes and submarines. Assigned the command of an anti-aircraft gun mounted on the bridge, Dales contributed to the successful defense of his ship for three days.

At 4:00 A.M. on the morning of the fourth day, torpedo boats succeeded in breaking through and two attacked from opposite sides. Sneaking in close under cover of the darkness one opened point-blank fire on Dales's position with four .50 caliber machine guns, sweeping the bridge and killing three of his gun crew in the first bursts. The other sent its deadly torpedo into the opposite side of the freighter. Neither the heavy fire from the first torpedo boat nor the torpedo from the second

drove Dales and his crew from their gun. With only flashes to fire at in the darkness, he found the target and the first boat burst into flames and sank. But the torpedo launched by the other had done its deadly work. The high-test gasoline cargo ignited and the American ship was engulfed in flames. Reluctantly, orders were given to abandon her.

Two hours later, the survivors were picked up by a British destroyer, which then proceeded to take in tow a tanker [SS Ohio] that had been bombed and could not maneuver. After five hours constant dive-bombing, the tanker was hit again—her crew abandoned her—and the destroyer was forced to cut her loose. But the cargo she carried was most important to the defense of Malta, and it had to get through. The rescue destroyer and another destroyer steamed in—lashed themselves on either side of the stricken tanker—and dragged her along in a determined attempt to get her to port.

Dales and four others volunteered to go aboard the tanker and man her guns in order to bring more fire power to their defense. The shackled ships, inching along and making a perfect target, were assailed by concentrated enemy airpower. All that day wave after wave of German and Italian bombers dived at them and were beaten off by a heavy barrage. Bombs straddled them, scoring near misses, but no direct hits were made until noon the next day, when the tanker finally received a bomb down her stack which blew out the bottom of her engine room. Though she continued to settle until her decks were awash, they fought her through until dusk that day brought them under the protection of the hard fighting air force out of Malta.

Here's the twist. How did they get the OHIO back to port with this much damage?



Because of the vital importance of her cargo (10,000 tons of fuel which would enable the aircraft and submarines based at Malta to return to the offensive), she could not be abandoned. In a highly unusual maneuver, the two destroyers (HMS PENN and HMS LEDBURY) supported her to provide buoyancy and power for the remainder of the voyage.

Mission focused; mission first.

THE AIR FORCE IS RE-WINGING A-10S AFTER ALL

More than a third of the service's Warthogs risked retirement without new wings.

By [Kyle Mizokami](#)

Jan 29, 2018

It's official: The U.S. Air Force will buy new wings for aging A-10 Warthogs that risked a one way trip to the boneyard. The Air Force has made clear its intention to keep the A-10 flying after concerns surfaced that the service was taking advantage of the issue to get rid of the iconic close air support plane.

Earlier this month, a Pentagon official in charge of the A-10 program announced an effort to re-wing 110 of the jets "[was not going to happen](#)." Of the 280 A-10s still in U.S. Air Force service, 173 have received new wings to keep them flying into the 2030s. The original re-winging contract with Boeing was for 242 sets of wings, but the contract ended when it was no longer cost-effective for the company, and the Boeing production line is closing later this year.



U.S. AIR FORCE PHOTO BY SENIOR AIRMAN RAMON A. ADELAN

That left at least 110 A-10s high and dry without new wings, a state that threatened to ground them for good unless a solution was found, reducing the number of A-10 squadrons from nine to six. The Air Force, focused on getting the F-35A Joint Strike Fighter up and running, didn't include a new wing contract in its 2018 budget. Congress, however added funding a new wing assembly line and four new wings to get it warmed up.

Now, the Air Force has committed to buying more wings. According to DoDBuzz General Mike Holmes, the head of the Air Force's Air Combat Command, [announced last week](#) at a Washington D.C. think tank that the service will buy more wings beyond the initial four. Exactly how many wings will "depend on a Department of Defense decision and (the Air Force's) work with Congress".

The U.S. Air Force has tried to retire the A-10 since the 1991 Persian Gulf War, allocating its mission to the F-16, and now the F-35A. Retiring the A-10 would free up \$4 billion over five years, enough to fund about 44 F-35As, as well as free up nine squadrons of personnel who could be reassigned to other projects. The A-10's popularity with the public, ground troops who received support in Iraq and Afghanistan, and Congress have repeatedly saved it from an early retirement.

Critics outside the service believe that the F-35A is ill-suited to replace the A-10, and that no other plane has the firepower, protection and performance characteristics that make it a viable replacement. The F-35A lacks the GAU-8/A 30-millimeter gun for close air support missions, the large number of hardpoints for carrying a variety of ordnance, and the armor and redundant systems to keep it flying after a hit.

FINNISH VOLUNTEERS CONTINUE TO FIND WORLD WAR TWO DEAD

Mar 16, 2015 [George Winston](#)



A team of **Finnish volunteers** working to retrieve the remains of World War Two military troops has recovered around 80 Finnish soldiers from the Russian region of Karelia.

The Taipale group are a small group of volunteers led by Finnish Borer Guard Mika Albertsson. They have been researching and locating Finland's war dead for more than 20 years.

Now their latest find of 80 Finnish soldiers' remains have been transported through the Russian region to the Finnish border, at Lappeenranta.

It is believed that the soldiers died during combat in the Winter War of 1939 to 1940, as well as the ongoing war through 1941-1944.

The soldiers will all be formally buried and given full military honors.

In total the volunteers have found the remains of over 250 Finnish soldiers and re-buried them in military cemeteries around Finland. Most still remain unidentified given that it has been so long since the war took place and so the majority are re-buried as unknown soldiers.

Some remains have been found still with their dog tags, so identification has been possible and verification by DNA tests. Once confirmed the belongings and dog tags are given to the soldier's family members.

Mika says that the volunteers attend the formal re-burials and give the dog tags and any belongings to the family members then. Sometimes the families include siblings, as well as children and grand-children.

Mika says it is a good learning curve for the younger generation, and most are interested to learn about the role of their parents or grand-parents during the war.

Finland commemorated the 75th anniversary of its Winter War with the Soviet Union. The war lasted for three months and killed almost 30,000 Finnish soldiers and nearly 130,000 Soviet soldiers, the [YLE UUTISET](#) reports.

One standout find for the volunteers was when they were looking for remains in Tali, now in Estonia, and a child's pacifier was recovered with a soldier's body. They were able to identify the body and got in contact with his daughter who was still alive and living in the same location for around 40 years.

Mika says that they returned the pacifier to her, and at first she couldn't comprehend what they were saying. It wasn't until after the volunteers had left and she digested the news and the pacifier that she understood what had happened. She was thankful to be reunited with part of her past that she thought had been lost.