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**COLUMBIA, SC**



**NEWSFLASH**  
**June 2018**



## 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:

<b>Junior</b> (17 years or younger)	\$17.00	<input type="text"/>	Date of Birth: <input type="text"/>
<b>Adult</b>	One year	\$30.00 <input type="text"/>	
	Two years	\$58.00 <input type="text"/>	
	Three years	\$86.00 <input type="text"/>	
<b>Canada &amp; Mexico</b>		\$35.00 <input type="text"/>	
<b>Foreign</b>	Surface	\$38.00 <input type="text"/>	

**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	<input type="checkbox"/>	Amount: <input type="text"/>
Check	<input type="checkbox"/>	Check #: <input type="text"/> Amount: <input type="text"/>
Credit Card	<input type="checkbox"/>	Master Card <input type="radio"/> Visa <input type="radio"/>
		Card Number: <input type="text"/>
		Exp. Date: <input type="text"/> / <input type="text"/>

Billing Address, if different than above -

Address:

City:  State:

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Hello Swamp Foxes, Welcome to the June 2018 Newsletter.

I hope everyone has had plenty of time at the workbench over the last month and that we get to see your hard work at the next meeting, Wed 20th June in Lexington Main Library, 18.00 - 20.00, bring your Builds and Works in Progress. Also another big thank you to **Fred Horky** for Part 2 of his very interesting article.

The April meeting had 18 members and 2 new members, welcome aboard to Frank Geiger and David Hoover. The President opened the meeting and covered the business agenda, The Constitution and By-Laws were voted in unanimously, Any other business and Member models were covered after which a break was taken and then Ralph covered Part 2 of Modeling 101.

### Now from the Front Office

The June meeting will concentrate on the upcoming show.

The schedule will start with models—the models you guys and girls bring. We'll talk about them, and then we'll go into the show planning and discussion.

Things I want to cover for the show:

1. Show schedule
2. Set-up schedule for Friday
3. Judges' training on Friday
4. Arrival times for Saturday
5. Registration process
6. Judging
7. Tear-down schedule for Saturday

I expect each and every one of you to be present for at least part of the day Saturday, as well as some of the Friday night events. Remember, a little over a year ago, we all sat in the room and agreed to co-host the show—which means you committed yourselves to work the show. Right now, I know of only one person unable to attend, the rest of you need to do everything in your power to be there and lend a hand.

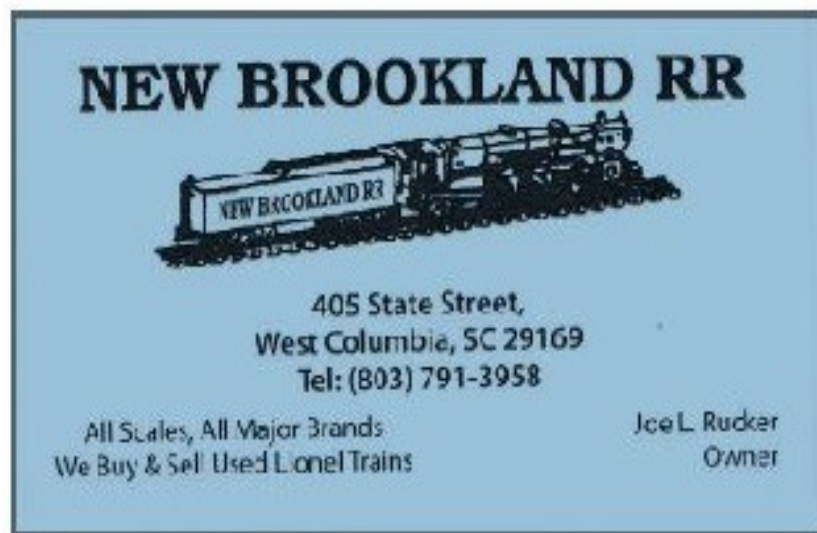
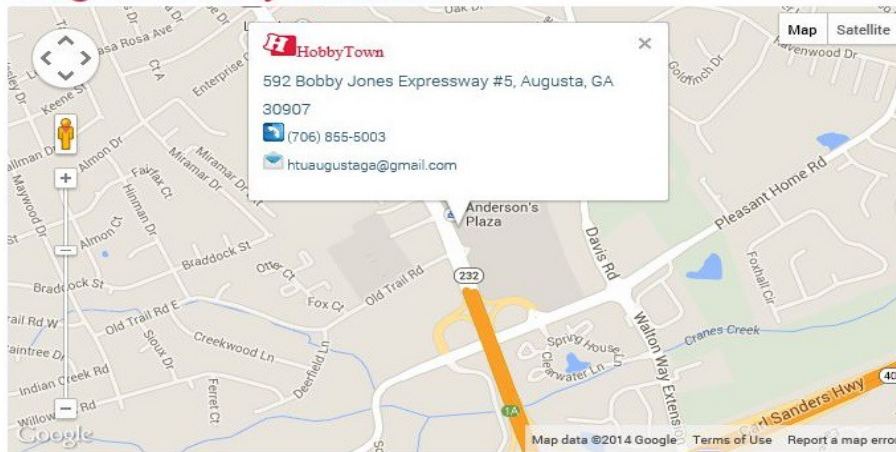
See the newsletter, I have included a few items of interest dealing with contests.

Cheers!

Ralph

# SUPPORT THE LOCAL HOBBY STORES

## Augusta HobbyTown USA:



# SUPPORT THE LOCAL HOBBY STORES



## What's in a name, Part 2

or, “[Who was Olmstead?](#)”, namesake of the former former Olmstead AFB, Pennsylvania

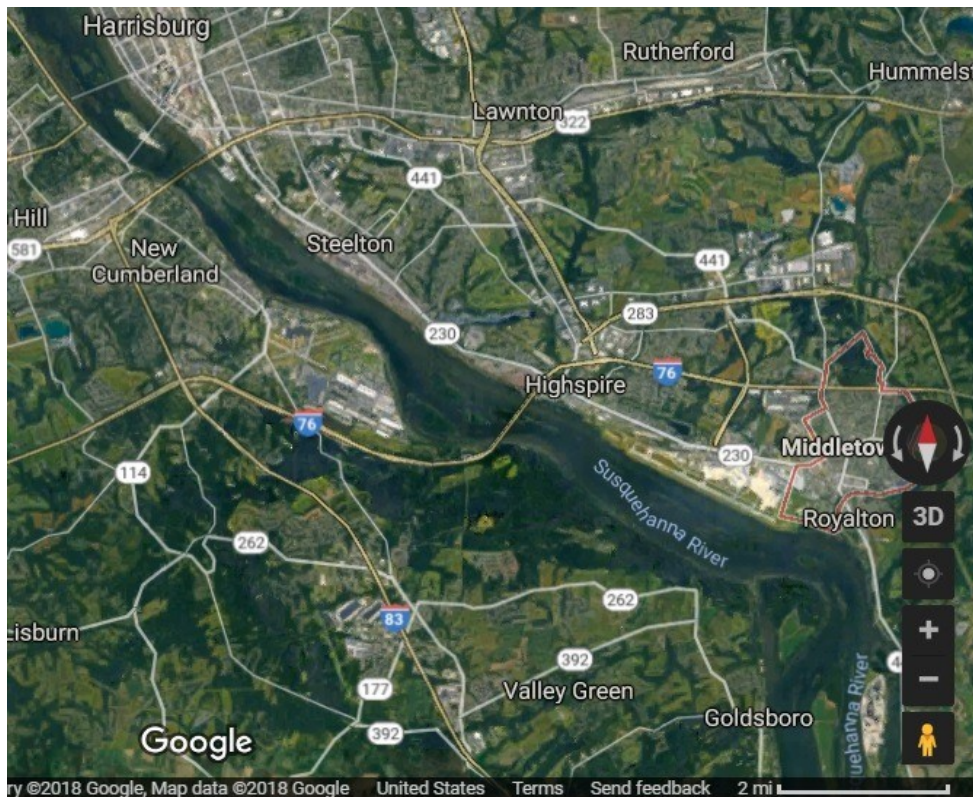
Last month in the Mid-Carolina newsletter “News Flash”, I added material describing the “how” of when McEntire National Guard Base got its name.

That search has since taken some unusual twists and turns.

All these side stories were interesting (at least to me!), especially when after several turns in the “surf” I discovered what turned out to be a personal connection!

As mentioned earlier, General McEntire had been killed in May 1961 when the J79 engine of his F-104A failed on takeoff from Olmstead AFB, Pennsylvania, and he crashed not far from the Pennsylvania state capitol of Harrisburg. (Ironically, he had flown to Olmstead and the Air Material Command depot then there, for a conference aimed at correcting problems with the J79! In 1961, the J79 engine had been one of the responsibilities of Olmstead's Middletown Air Material Area depot.)

Located on flatlands adjacent to the Susquehanna River a few miles downstream from Harrisburg, its first military use had been by the Army Signal Corps in 1898. The first aviation use was during 1917 in World War One, when Middletown Airfield was established with the 113th Aero Squadron of the Pennsylvania National Guard. After WWI in 1922, the base continued logistics activities as the Middletown Air Depot, later renamed Middletown Air Material Area. (Like all Air Force depots since, this repair and logistics center took its name from a nearby town.)



By the time this modern Google view from space was made, both Olmstead AFB and its Middletown Air Material Area depot had long been closed: the facility is now Harrisburg International Airport.

I recall having passed through Olmstead early in my Air Force flying days. That was over six decades ago, in C-119's, so my memories are rather hazy: about all I remember was landing and taking off over levees protecting the runway from flooding by the nearby Susquehanna. In a "dollar-nineteen" they were at least enough of a mental hazard on final approach or takeoff to leave a memory! But I don't recall, then or since, having wondered who "Olmstead" might have been. I did know that Air Force bases were all named after somebody that was dead, and that's about all.

But the name "Olmstead" meant nothing to me; only assuming he must have been long dead. (When you're young .....twenty-two ...just about everybody else is "old", and you have different attitude about such things.)

However, I did know the story of the man whose name was on the gate at the first base I'd been assigned out of pilot training. "Pope AFB" was near Fort Bragg in North Carolina.

Actually, it would have been hard me to NOT know about Indiana native 1st Lt Harley Pope, since I was stationed at Pope AFB twice in the 50's and 60's. Beyond that, along with all my fellow lieutenants, our presence had been "requested" (the military does that a lot) at a grand ceremony dedicating a monument to Pope's memory ....thirty-eight years after his death!



Lt Harley Pope's portrait in 1965 hanging in the Pope Officers Club. (Do any readers know where the portrait is today?)

The Pope monument features the image of a shattered wooden "Jenny" propeller attached to a plinth made from the granite of his home state of Indiana.



Pope had died in a crash on January 7th, 1919. Today, his problem might be called a bad case of “get-home-it-is”. What exactly happened will never be known, but when flying back from Columbia, SC in rain and fog to Fort Bragg’s flying field, he probably flew ever lower, trying to maintain visual contact with the Iron Compass (railroads then being the most reliable navigation aid of the day), and crashed his JN-4 into the nearby Cape Fear River. He had ALMOST made it home to Fort Bragg, where the new flying field soon bore his name.

Even before, when the Army acquired thousands and thousands of acres of piney forest to build the sprawling new post during WWI, a cleared, level agricultural field adjacent to the Little River (a tributary of the Cape Fear) had earlier been used by a farmer to grow peas. It became Fort Bragg’s flying field, Naturally, after it was named after Pope, it soon got the nickname of “Pope Pea Patch”, a diminutive that is still occasionally heard a hundred years later.

Today, that flying field still bears his name; having changed from Pope Field (Army) to Pope AFB (Air Force) and back to Pope Field. (A 2005 Base Realignment and Closure Commission ....”BRAC” .....gave the place back to the Army, That was after the Air Force had spent cubic dollars improving the place over the long-time-temporary (after-thirty-nine-years!) bare bones place where I’d arrived in 1956.)

Before leaving the base naming process, however, the name of Sergeant Walter Fleming, Pope’s hapless “back-seater” also killed in their misadventure, needs to be mentioned. In the ensuing one hundred years, he has been almost forgotten.

While on that topic, it should be mentioned that the only USAF base named after an enlisted man remains Scott AFB, Illinois; honoring Corporal Frank Scott, who VERY early in Army aviation history (1911) was the first of many enlisted men to lose their lives in aircraft crashes. That occurred during the Army’s early flying experiments at College Park, Maryland, just outside Washington DC. The pilot killed in the same accident, Lt Lewis Rockwell, in 1917 also had a base named after him. That was “Rockwell Field”, near San Diego CA. However, that airfield was taken over by the Navy in 1939, and has since been known as “NAS North Island”: today “Rockwell Field” is only a historical footnote.)

**But about “Olmstead” AFB:** until I started reading about McEntire and what happened to him when the fire went out in his J79 engine, I’d not given a minute’s thought about who “Olmstead” might have been.

I quickly learned that the Army flying field near the Middletown (PA) Air Depot had named after U.S. Army Air Service balloon pilot, Lt Robert Sanford Olmstead .... but that change was not made until 1948!

A pioneering Army aeronaut .....the proper name for a balloon or other “lighter-than-air” pilot .....Olmstead was killed flying the official American entry, “U.S. Army Balloon S6”, on September 23rd 1923 in that year’s Gordon Bennett Cup International Balloon Race. The event was an annual world championship series of free balloon racing, begun in 1906. It was an era when such balloons were still often inflated with highly flammable (and dangerous) hydrogen. That year the international event was staged in Belgium. Olmstead and his copilot had earlier won the U.S. Balloon Championship, and thus became eligible to represent the U.S. in the international event. The Wikipedia article and other links about the race series ([https://en.wikipedia.org/wiki/Gordon\\_Bennett\\_Cup\\_\(ballooning\)](https://en.wikipedia.org/wiki/Gordon_Bennett_Cup_(ballooning))) describe how it was then far more exciting (and hazardous) than the usual public image today of colorful and whimsically-shaped balloons, floating serenely among pastel colored clouds as their crews sip champagne and eat truffles .....whatever they are.

At the scheduled start of the 1923 event, the weather was very bad for ballooning, causing several entrants to drop out even before the start. Olmstead and his copilot, Lt Shoptaw, were among those who decided to try. Tragedy soon struck when lightning hit the S-6 over Holland. According to some sources, Olmstead was killed outright, while Shoptaw died when the balloon fell to the ground. If you're subscribed to the New York Times you can read about it here

(<https://www.nytimes.com/1923/09/25/archives/victims-experienced-fliers-both-olmsted-and-shoptaw-had-long.html>). (I have too many print and digital subscriptions and opted not to add another: you can check it out if interested.)

One of the hazards of NOT being the aircraft commander in an accident, is that few references even mention Shoptaw .....and certainly not speculating about the spectacular view he must have had as the world rushed up to smite him.

**To quote related news releases:**

"September 25, 1923

TWO U.S.AIRMEN AMONG 5 KILLED IN BELGIAN RACE

Lts.. Olmsted and Shoptaw Die When Army Balloon is Destroyed. Lieut. Olmsted and Lieut. Shoptaw of the United States balloon S-6. Lieut. Olmsted was killed outright when lightning struck the balloon, while Lieut. Shoptaw was killed when the S-6 fell, in the opinion of Dr. Van Binbergen of Nistelrode, who examined the bodies. He said that Lieut. Olmsted's body was found under the bag in the basket, while that of his companion was about 35 feet away, as if the victim had jumped."

"Sept 26, 1923

The bodies of Lts. Robert S. Olmsted and John W. Shoptaw, the two American army officers who were killed in the wreck of the balloon S-6, have been given into the possession of the American Ambassador at the Hague, who will take charge of sending them direct to the United States from a Dutch port."

As mentioned the Army flying field at the Middletown was renamed "Olmstead Field" twenty-five years after his death, in 1948. Another eighteen years later both the depot and airfield were closed as military installations in an economy move. (Another base and depot cut by the same axe was Brookley AFB and Mobile Air Material Area in Alabama.) At the time, I was stationed in C-130/C-141 flight test at the Warner Robins (Georgia) depot, and vividly recall the immense relief among middle-Georgians when "their base" avoided the cut. All this was years before the post-Cold War Base Realignment and Closure Commissions REALLY started swinging an axe!





The former Olmstead ....now Harrisburg Int'l Airport. Note the PA ANG EC-130J's. Seen In the distance are the cooling towers of the famous (infamous?) Three Mile Island nuclear power station.

When Olmstead was closed: the property became the Harrisburg International Airport with much of the depot's industrial facilities going to private industry.

A military presence still remains on the former base, however; with the unique EC-130J's of the Pennsylvania Air National Guard and their very unusual mission strongly hinted at by their really DIFFERENT "Commando Solo" antenna array! See



Pennsylvania ANG EC-130J

## [https://en.wikipedia.org/wiki/Lockheed\\_EC-130](https://en.wikipedia.org/wiki/Lockheed_EC-130)

But I've gone off on a tangent again....sorry about that! **If you're still with me**, please recall that earlier I mentioned at the top that I have a PERSONAL link to Olmstead and his ballooning. Actually, it's not my link, but that of my father-in-law, Col Wilfred J. Paul (1901-1993). His Army Air Service-Army Air Corps-Army Air Forces-United States Air Force career extended from 1923 to 1954.

As a footloose New Yorker not particularly enamored with college, in 1923 he was at the University of Montana and something of a maverick with a wild streak. \* (In other words, twenty-two years old. Do YOU remember being twenty-two years old?) I never DID hear the "how" and "why" of how this New York City 'burbs native had wound up in school way out in the Wild West ....it was a period when most New Yorkers considered anything west of the Hudson to be "Injun Country". (Many probably still do.) In any event, a recruiter talked him into signing up for the "glamorous life of the Army Aviator", with (if he were accepted after testing) a guaranteed Three Hots and a Cot (three meals and a place to sleep) AND the fabulous sum of a hundred bucks a month! His full story is hilarious but far too long to be included here: the short version about his Army aviation beginnings was that he first had to somehow get to the Presidio of San Francisco for competitive tests. But 1923 was in an era when there were still virtually no roads worthy of the name in the western part of the U.S. But it didn't make any difference anyway, he didn't have an automobile OR money. He wound up getting to the City by the Bay "hobo style" ...choosing empty railroad box cars that were unlocked, or even riding under the ones that were locked. (The latter practice was known as "riding the rods". Extreme caution was necessary so as to not get caught by the "bulls" ....the private police of the railroads. (For more on this hazardous form of travel, see <https://www.vox.com/2015/6/9/8753339/hobo-train-riders>)

After testing and being accepted as a full-fledged Aviation Cadet, he was further dispatched (and provided with a passenger ticket for riding INSIDE the train this time) to Scott Field in Illinois, which was then home of the Army's "lighter-than-air". After a year of training he was rated both a balloonist (the tethered to the ground WWI style observation kind) AND air ship pilot; he was also commissioned as a 2nd Lieutenant in the Regular Army. He would remain a lieutenant for thirteen years: promotions were slow in those days.

Seeing balloons as an obvious dead-end military career, a few years later he also went to AIRPLANE pilot training; winding up with FOUR aeronautical ratings: Balloon Observer, Airship Pilot, Airplane Observer, (equivalent to the later "navigator" rating and including celestial navigation) and airplane Command Pilot.

You're likely bored, so I'll try to speed this up. In 1932 still-Lieutenant Paul was chosen to represent the Army as its balloon pilot in the 1932 National Balloon Races, originating at Fort Crook in Omaha, Nebraska. To further condense what really is a book length story, Paul and his copilot, Sgt. Joe Bishop, flew for two days and nights, arriving at night they-not-knew-where, but suspected were somewhere on the Saskatchewan prairie. They wound up spending an uncomfortable, rainy night in the overturned "basket" of their balloon.



Their flight set an American distance record, and won them the Fairchild Trophy for the 1932 race. It also made them eligible to represent the U.S. at the international event in Europe ...that year's Gordon Bennett Cup event where earlier Olmstead and Shoptaw met their ends. But the depression-era Army didn't have the travel funds, so they didn't get to go.

(Considering what happened to Olmstead and Shoptaw, I'm sort of glad that Lt Paul missed out on that European competition. With what happened to them, and the fact that another six years would pass before Paul was both married and his daughter (my wife) born; and considering the crap-shoot danger of flying in that era, the possibilities don't bear too much thought!)

For brevity's sake I must skip over what he said was his full response to the Royal Canadian Mounted Police constable's question about where they had crossed the border; it was simple: he really hadn't the foggiest idea. (In fact, they hadn't known where they had landed until told.) Or, why they didn't have passports. But the Canadians were nothing if not friendly, and the balloon's "bag" was soon stuffed into the "basket" for transportation by the wagon of a friendly farmer, and delivered to the train station for shipment back to the "Lower Forty Eight".





But Paul did receive a nice trophy award ceremony (but not to keep the trophy) in Washington by the then-president of the National Aeronautics Association, Connecticut Senator Hiram Bingham.



*Trophy Winner*  
Left — Senator Hiram Bingham, president of the National Aeronautical Association, presents the Litchfield Trophy to Lieutenant Wilfred J. Paul, winning pilot in the national balloon races, at Washington.

(Bingham was much, MUCH more than the typical Washington politician. Born in Hawaii the son of missionaries when the islands were still a separate country, among other things he became an academic, Yale professor, scientist, explorer, and military pilot ...learning to fly at the age of 42, before setting up much of the Army's WWI training program and then commanding it's largest



But he is BEST remembered as the man who discovered and presented to the outside world, the fabled Inca mountain redoubt of Machu Picchu, above



It should be noted that some have even claimed that Bingham was the swashbuckling hero and real-life model, that George Lucas and Steven Spielberg used to create the fictional Indiana Jones! Check that out here .... <http://ew.com/article/2011/06/10/who-was-the-real->



## [indiana-jones-exclusive/](#)

My introduction to this story was verbally, in bits and pieces, and over many years and many cocktails. But it was all ORAL history. Worse, Col Paul hadn't been one to save much memorabilia ...sadly, he didn't even save his "Form 5" individual pilot record! (I've learned though scraps of other records that his flying had ranged from the JN-4 "Jenny" he started in, through the Keystone biplane bombers he first flew in "Bombardment Aviation", and included many other, more modern types.



Lieut. Paul and his co-pilot, Lieut. J. H. Bishop, of Scott Field, Ill., had only a vague idea of their whereabouts when they came to earth. In a make-shift shelter the two weary aeronauts curled up and slept until daybreak, when they set about dismantling the big ship which had not been damaged by the severe electrical storm.

#### **Tells of Experiences**

On arrival here Wednesday afternoon, Lieut. Paul told of his experiences on the trip. "We took off from Omaha at 7:30 p.m. May 30," he said, "sailing due north. Several severe lightning storms were narrowly averted during the first night, to avoid which it was necessary to expend a great deal of our ballast supply.

"The next morning found us still sailing in the storm area and above the clouds at an altitude of 12,000 feet. Rain was with us constantly and both Bishop and myself were soaking wet throughout the flight.

#### **Rain in Torrents**

"We had enough ballast to carry us through the night and part of today. As darkness settled about us last night we knew we were about 100 miles due east of Medicine Hat, Alta., and we thought we could make that point easily. How-

ever, the elements were considerably more severe than on the previous night. Added to the menace of shifting winds were violent lightning flashes and the rain descended in torrents. Under these circumstances we were obliged to land at 1 a.m. It looks as if we have broken the record for endurance of balloons of the No. 2's capacity."



At 8 o'clock Tuesday night the army balloon was sighted over Gull Lake, Sask., on the main line of the Canadian Pacific Railway. It was brought down to within 60 feet of the ground so that Lieut. Paul could talk with citizens and get his bearings. At the time he thought he was in the vicinity of Regina, Sask. When told he was within a short distance of Medicine Hat, Lieut. Paul cast off ballast and continued on his journey.

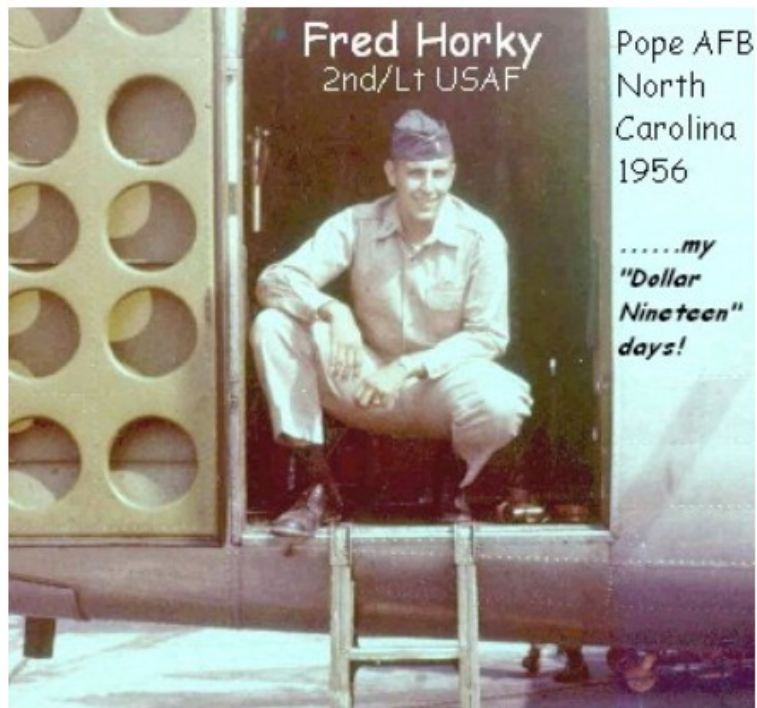
#### Win Litchfield Trophy

The victory of the army aeronauts entitles them to the Litchfield trophy for one year and will assure them a place in the international balloon race which will be held at Basel, Switzerland, next September.

Arrangements were made here Wednesday to express the balloon to Belleville, Ill. It is understood that no customs entry papers were taken out before the start of the flight, but it is not anticipated there will be any delay in clearing the shipment.

More clippings were from Canadian, New York, and other newspapers, including the New York Times as well as Time Magazine. Interestingly some list copilot Bishop as a sergeant, while in others he is a lieutenant. Actually, both are right, because as a reservist officer Bishop had suffered the dreaded "RIF" (Reduction In Force) during the Great Depression. Forced off active duty as a reserve officer, he had transferred to enlisted ranks as a sergeant. It must have been a bitter pill, but in the Great Depression "three hots and a cot" counted for a lot ....a lot of civilians were eating far less and sleeping where they found a dry spot to lie down. (In other of Col. Paul's correspondence, I learned that Bishop had eventually come back on active duty as an officer, and after WWII retired as a colonel.)

And that's what I recently learned about the former Olmstead AFB namesake .....and about my own father-in-law.



(My "signature block" picture from that first tour at Pope. Now, in the middle of my own ninth decade, I somehow prefer pictures of myself from long ago.....)

\* Colonel Paul's given name of Wilfred had been shortened to "Wilf" in his youth. But written evidence makes it evident, that while in college in Montana and his early bachelor years in the Army, "Wilf" had become "Wolf" ....for reason.



The newspaper clipping is old and faded, but from it we can imagine that he likely cut quite a swath in his bachelor days!

## "K" for Katastrophe: The odyssey of K-class submarines in the Royal Navy



*All historical photos courtesy of The Royal Navy Submarine Museum, Gosport.*

From their first appearance in mid-World War I, the Royal Navy's K-class submarines were perhaps the most badly-conceived and ill-starred submersibles ever built by any nation. In both their original configuration and in the several derivatives that followed, the K-boats compiled an almost unbroken record of disaster and death, unredeemed by even a single instance of combat effectiveness. Spawned by a flawed tactical concept, implemented with immature and dangerous technologies, and kept at sea by the Admiralty's stubborn refusal to admit the most obvious deficiencies, the K-class left in their wake a fascinating—even humorous—tale of operational and technical folly for which the query, "What were they thinking?" has seldom been more appropriate.

### **The Emergency of War**

At the outbreak of World War I, the Royal Navy could field only 64 submarines, and of these, only 17 had more than coastal capabilities. With so much of the pre-war naval budget consumed by the "dreadnought race," submarine construction had indeed lagged in the years 1910-1914, and need to "catch up" with the Germans became an immediate priority when war came in August 1914. Additionally, early German U-boat successes against both merchant shipping and Allied combatants soon created the perception of what we would call today an "asymmetric threat" to the primacy of the Grand Fleet in the North Sea, particularly when it was rumored that the Germans were building large, ocean-going submarines, capable of operating on the surface at 22 knots.

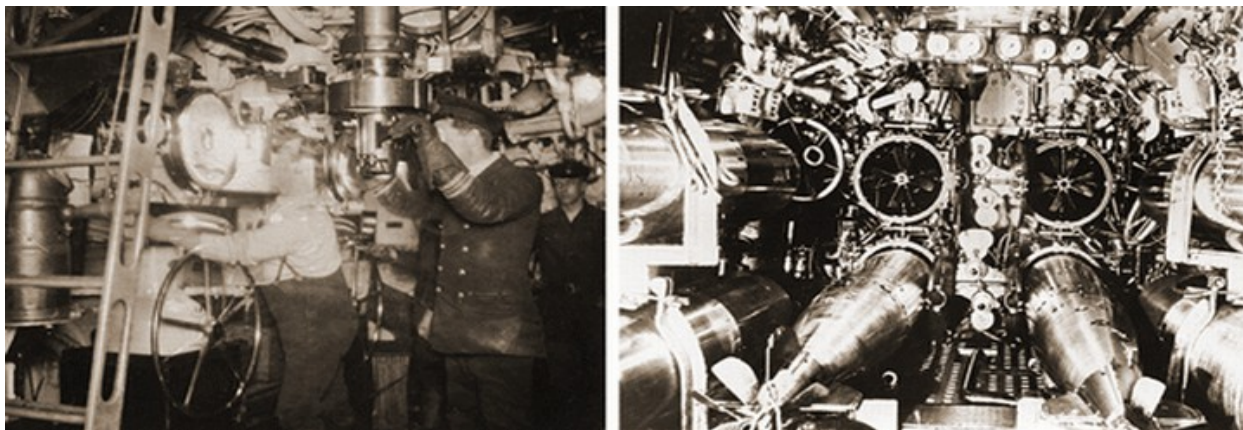
When First Lord of the Admiralty Winston Churchill brought the cantankerous Admiral "Jacky" Fisher out of retirement to become the First Sea Lord in late October 1914, Fisher first addressed



the numerical “gap” by redoubling the construction of the tried-and-true E-class boats that had first appeared in 1911. Then, to match the high-speed German “threat,” he ordered the Director of Naval Construction, Sir Eustace Tennyson d’Eyncourt, to design a large submarine capable of 20 knots on the surface. Since no British diesel submarine had yet exceeded 16 knots, this was a major engineering challenge, and as early as late 1914, some consideration was given to propelling the new class with steam turbines. Indeed, the French had already fielded a steam-powered submarine, *Archimedes*, which had operated briefly—and unsuccessfully—with a British squadron in December. Moreover, in 1913, the shipbuilders, Messrs Scott of Greenock, had been retained to build an experimental “overseas” (i.e. long-range) submarine driven by steam turbines—*Swordfish*—and d’Eyncourt’s organization had themselves generated their own preliminary design. Fisher’s initial good sense led him to veto steam power for the new class, and d’Eyncourt’s bureau eventually settled in January 1915 on a large, ocean-going submarine powered by three E-class engines and supposedly capable of reaching 21 knots. This was the J-class, and eight were ordered immediately from three royal dockyards.

Meanwhile, several of the Admiralty’s senior “futurists,” among them Commodore Roger Keyes, Inspector Captain of Submarines, had suggested a tactical concept that would greatly expand the role of the submarine force in operating with the Grand Fleet. Keyes envisioned a line abreast of high-speed submarines working with the cruiser screen ahead of the main battle force—and thus positioned to submerge and attack an on-coming enemy battle line even before the latter could engage its British counterpart. This scheme would require a submarine capable of 21 knots surfaced, even under typically adverse North Sea conditions. Both Admirals Sir John Jellicoe and Sir David Beatty, the Grand Fleet’s Commander-in-Chief and the Battle Cruiser Force Commander, respectively, endorsed this idea and emphasized the urgent need for a high-speed “fleet submarine” to realize it.

Alas, it had already become apparent that the J-class boats could only reach 19 knots under the best of circumstances, and the possibility of a steam-powered alternative reemerged, proposed initially by Vickers, Ltd. In response, d’Eyncourt dusted off his own design from 1913, and in the spring of 1915, Fisher relented and agreed to authorize four new submarines built in accordance with an upgraded version of Sir Eustace’s older plan. In June 1915, two each were assigned for construction to Vickers and the Portsmouth Dockyard, and although Fisher had resigned in mid-May over the Gallipoli debacle, the ill-fated K-class was born.



*(Left) Commanding Officer of HMS K8 at the periscope in the Control Room. (Right) View of HMS K8 interior bow torpedo tubes.*

## Steam, Speed – and Surprises

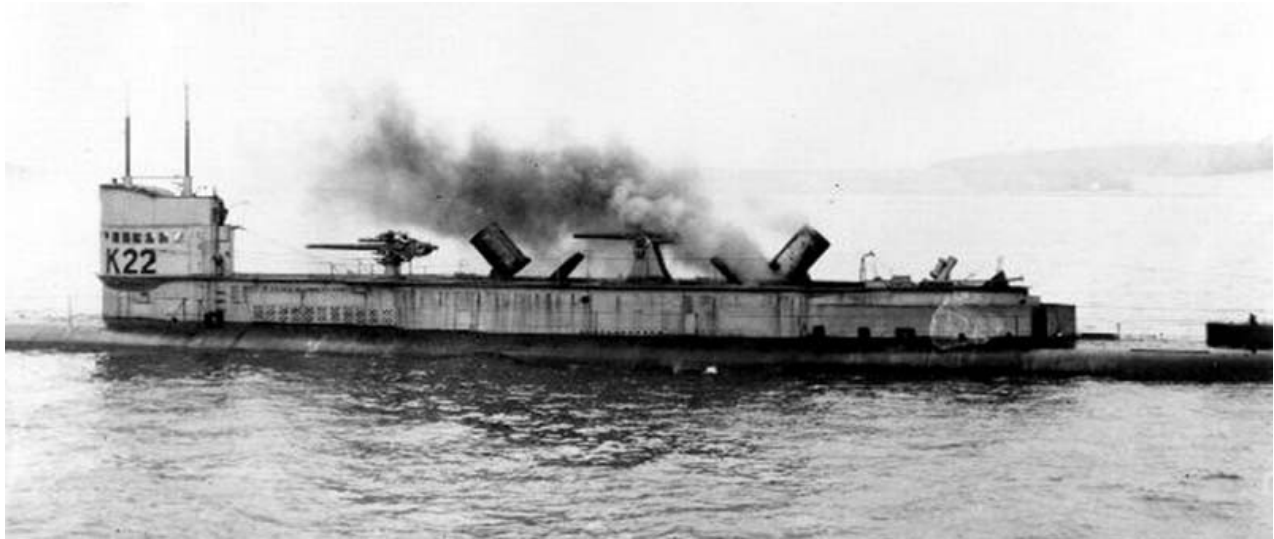
By every measure of the time, they were prodigious submarines. At 339 feet long and displacing 1800 tons surfaced—2600 tons submerged—they were larger than a contemporary destroyer. Powered on the surface by two oil-fired boilers and a pair of steam turbines, which developed 10,500 horsepower and also charged lead-acid batteries, they were fitted with four electric motors to drive twin shafts while submerged. Admiral Fisher had also insisted on an auxiliary diesel engine, and it was to prove a lifesaver on many occasions. The K-class could make nine knots underwater, with a submerged endurance of approximately 80 nautical miles at two knots, and a maximum design depth of 150 feet. The ships were originally armed with ten 18-inch torpedo tubes: four in the bow, four mounted transversely amidships, and two above water in trainable mounts for surface attacks. There were also two four-inch deck guns and a three-incher on the superstructure.

However, the most distinctive features of the K-class derived directly from their steam power plants. Aft of the Control Room and the Beam Torpedo Rooms were located successively the Boiler, Turbine and Motor Rooms. Above the boilers were six large hull openings—two funnel uptakes and four air intakes, all closed by motor-operated valves. Each of the air intakes was 37 inches in diameter. The five-foot high funnels themselves protruded from a substantial superstructure aft of the conning tower and were tilted downward by electric motors and stowed in the superstructure prior to submerging. To dive the submarine, the boilers had to be shut down, the funnels retracted, and all the valves tightly seated to seal the Boiler Room while blowing ballast and converting over to electric drive. The residual heat was so fierce that the boiler spaces were totally uninhabitable during submergence, and had to be abandoned. A longitudinal passageway to one side thus had to be fitted to bypass the Boiler Room in moving between the two halves of the submarine. All the hatches, valves, hull penetrations, intakes, and uptakes necessitated by this Rube Goldberg arrangement led one experienced submariner to sum up the K-class boats with one pithy phrase: “Too many holes!” And on top of that, the biggest holes were located in a space that was normally unmanned while submerging.

The handling characteristics of the class, both on the surface and underwater, compounded their difficulties. Above water, the boats were insufficiently buoyant forward, and tended to plow into oncoming waves, shipping tons of water over the conning tower. The large, flat foredeck then tended to force the bow even deeper, as if the boat were teetering on the brink of a dive. Although the entire class was later fitted with a bulbous, free-flooding prow known as a “swan bow,” they were seldom able to operate at speed with the Battle Fleet in the North Sea except under the most favorable weather conditions. Both the forward deck gun and the superstructure torpedo tubes were unworkable and later removed. Even worse, the ships were easily—and regularly—pooped by following seas. Their overall wetness caused regular inundations of the Boiler Room through the funnels, extinguishing the fires and leaving the boats wallowing in the waves. With self-compensating fuel tanks open from below, seawater contamination of the fuel oil was also common, especially in rough weather, and caused frequent losses of power.

K-class handling was even more precarious in a dive. Because of their great length and weight, once they started down, they were hard to stop. Loss of depth control was common, and nosing

into the bottom was a regular occurrence. Unless the submarine was very carefully trimmed, the hydroplanes and ballast tanks would frequently fail to correct her, particularly since the former were susceptible to unpredictable jamming. Fortunately, the K-boats operated mostly in the North Sea, where the water was shallow enough to keep them from exceeding their depth limits in the dive, but their erratic behavior made operating with surface ships a dangerous business.



*Funnels being lowered as HMS K22 prepares to submerge.*

*Even if all went well in preparing the ship for diving, shutting down the steam plant, sealing the hull, and ballasting down, the K-class submarines could rarely submerge in less than five minutes, and attempting to accelerate the process only invited dangerous mishaps, like flooding or Boiler Room fires. K8 once succeeded in getting under in three minutes, 25 seconds, but a “crash dive” could not be said to have been part of their tactical repertoire.*

*However, to give credit where credit is due, the K-boats could indeed make 24 knots on the surface when the seas weren’t too rough, and their record was not exceeded by any other submarines until the advent of nuclear power.*

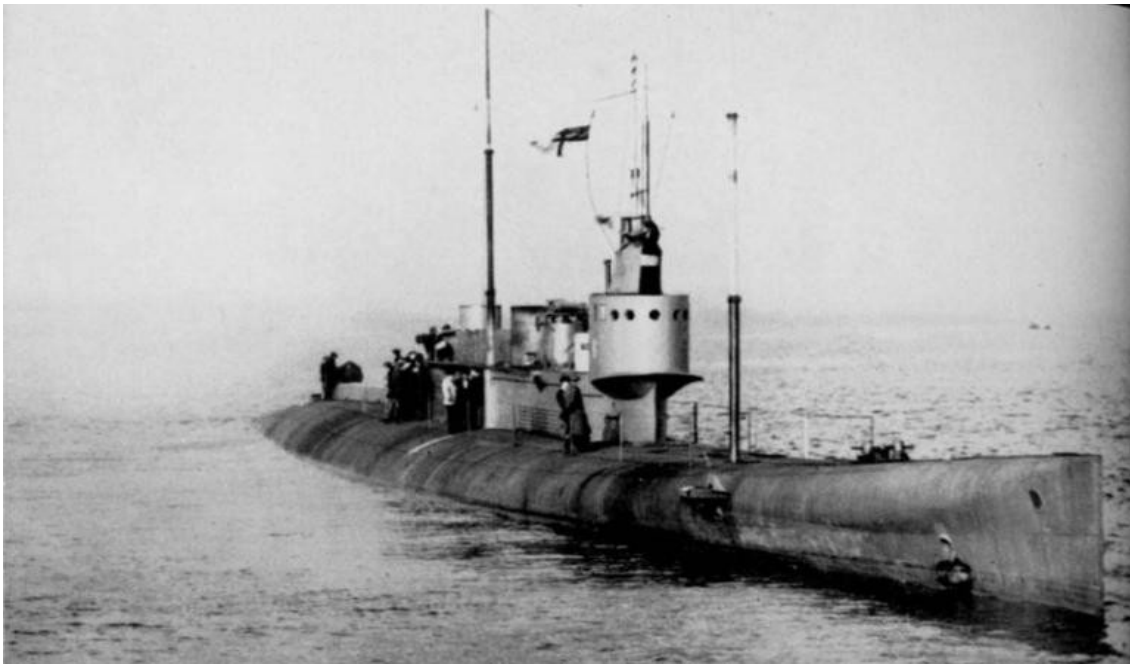
*Despite their enormous size, habitability aboard the K-class boats was relatively poor. Although the officers had fairly capacious accommodations—and even a small bathtub—the crew’s quarters were cramped and poorly ventilated. Lingering heat from the boilers kept the interior at a stifling temperature, and the humidity was oppressive. To make matters worse, the Admiralty—in perpetuating the myth that the K-class submarines were self-contained, independent warships—required the crew to live aboard, even in port. These wretched living conditions, coupled with a growing reputation for crew lethality, made the K-class unpopular boats to serve in, and morale was a recurring problem.*

### ***Early War Experience***

*With Lord Fisher gone, the Admiralty authorized ten more K-class submarines in 1915 and then another seven the next year for a total of 21. Virtually all of these were ordered even before the earliest of the first batch, K3, was commissioned at the Vickers yard in August 1916.*

*K3's sea trials had been memorable. During speed runs, her Boiler and Turbine Rooms became so hot that the hatches had to be left open, and a head sea cracked the conning tower windows. On an early test dive, with Prince George—the future King George VI—aboard as an observer, the boat lost trim and burrowed into the muddy sea-bed with her propellers thrashing the air above. It took 20 minutes to back her out and return to the surface. Then, in January 1917, on one of her first war patrols from the Grand Fleet's main operating base at Scapa Flow in the Orkney Islands, she shipped a beam sea and took so much water down the funnels that her Boiler Room nearly filled up. Admiral Fisher's auxiliary diesel engine brought her back to port.*

*The second of the class to be completed, K13, began her career with a tragic accident. On 29 January 1917, during what was supposed to be the final test dive of her acceptance trials in Gareloch, one or more of the 37-inch Boiler Room ventilators failed to close, and the entire submarine abaft the midships Torpedo Room flooded. Emergency procedures were unavailing, and K13 settled to the bottom in 60 feet of water, with 49 survivors trapped forward and 31 dead aft. A tortuous 50-hour rescue operation, in which the bow of the submarine was lifted to the surface and an escape hole cut through the pressure hull, succeeded in extricating the living. The ensuing inquiry resulted in some superficial changes: more thorough procedures for shutting hull openings, better training, restricting the number of civilians allowed aboard (since seven had been lost on K13), and finally, decreeing that no future submarine would bear the unlucky number "13." Accordingly, after K13 was raised and refurbished, she was recommissioned in October 1917 as K22.*



*HMS K3 underway in harbor with sailing barge in background.*

All 13 K-boats with sea trials in the first half of 1917 had serious problems. Fuel leaks, explosions, fires, boiler flashbacks, hydraulic failures, and groundings were common. During a static test dive at the Devonport Dockyard with many civilian workmen aboard, K6 refused to surface. The occurrence was hushed up. K14 sprang a leak at anchor in the Gareloch, flooded her batteries, and nearly asphyxiated the crew with chlorine gas. She had to be towed in. As more of the boats gradually moved north to

join the Grand Fleet at Scapa Flow, their tactical deficiencies became increasingly apparent. Formed into two flotillas and employed primarily for antisubmarine sweeps of the North Sea in conjunction with light surface forces, the K-class proved unwieldy and unreliable, several barely making it back to port after engineering mishaps. In one operation, after narrowly avoiding destruction by friendly destroyers mistaking her for a U-boat, K7 earned the distinction of being the only K-class submarine ever to fire in anger when she attacked the German U-95 on 16 June 1917. Firing five torpedoes, she scored one hit—and that was a dud. After a short surface chase, with K7 gaining, U-95 submerged and escaped.

After the Battle of Jutland in mid-1916, the German High Seas Fleet provided the British no real opportunity to execute the tactical concept for which the Ks had been designed. Nonetheless, Admiral Beatty, replacing Jellicoe as Commander-in-Chief, led several large-scale feints into the Heligoland Bight in late 1917, hoping to draw the Germans out. In one of these operations, in mid-November, the K-class 12th Submarine Flotilla took part in one of the rare instances when they were actually used as “fleet submarines.” Although they saw no action against the enemy, misfortune struck again. On the night of 17 November, K4 collided with K1 off the coast of Denmark, so crippling the latter attempts to tow her away were thwarted by worsening weather, and she had to be abandoned and sunk. Fortunately, there was no loss of life.

### **Disaster in the Firth of Forth**

Sadly, this was not the case in a lugubrious incident that took place on the evening of 31 January 1918 off the Firth of Forth. By then, Beatty had moved the K-boats south of Rosyth, where they joined the Fifth Battle Squadron and the Second Battle Cruiser Squadron under Vice Adm. Hugh Evan-Thomas. Beatty planned a major fleet exercise for 1 February in which his main force from Scapa Flow would rendezvous with the Rosyth contingents in the North Sea. Thus, in the early evening of 31 January, Evan-Thomas, in the cruiser HMS *Courageous*, led his forces down the Firth of Forth in a long, single line-ahead. After *Courageous* came the 13th Submarine Flotilla—K11, K17, K14, K12, and K22 (formerly K13)—all following their Commodore, Cmdr. Edward Leir, in the flotilla leader HMS *Ithuriel*. Several miles behind them were the battle cruisers *Australia*, *New Zealand*, *Indomitable*, and *Inflexible*, and then the 12th Submarine Flotilla: the light cruiser HMS *Fearless* (with Capt. Charles Little, Commodore), K4, K3, K6, and K7. Bringing up the rear were three battleships, which, like the battle cruisers, were accompanied by a number of screening destroyers. The initial speed of advance was 16 knots, but Evan-Thomas had ordered his forces to increase speed to 22 knots when they passed May Island, which lay just at the entrance to the Forth estuary.

The night was clear and the seas relatively calm, but the moon had not yet come up, and each of the K-boats was essentially steering on the shrouded stern light of the vessel ahead.

At approximately 1900, *Courageous* passed May Island and increased speed, just as a low-lying bank of mist settled over the sea. Almost simultaneously, Evan-Thomas’ force unexpectedly encountered a small flotilla of minesweeping trawlers crossing their path. As K14 maneuvered to avoid them, her helm jammed, and she veered out of line to port and slowed. Meanwhile, K22, having lost sight of her next ahead, K12, had also straggled to port off the intended track, and when K14 managed to regain steering and turned back to starboard, K22 plowed into her at 19 knots, nearly tearing off her bow. Thus began a chain reaction of misadventures that was later dubbed the “Battle of May Island.”



With both K22 and K14 now dead in the water—and the latter nearly in extremis—out of the mist loomed the battle cruisers, with Australia in the van. The first three succeeded in avoiding the crippled submarines, but Inflexible, last in line, struck K22 a glancing blow and tore down her side making 18 knots, removing all her external tankage. Surprisingly, both submarines survived, and K22 even made it back to port the next day under her own power.

By 2000, Commodore Leir on Ithuriel had received word of the initial collision, and turned back—with K11, K17 and K12 in train—to render assistance. Almost immediately, they ran afoul of the column of battle cruisers and their screening destroyers, still outbound, but narrowly managed to avoid a collision. With that danger averted, however, Leir blundered right across the bows of the oncoming 12th Submarine Flotilla, with Fearless in the lead, and the latter rammed full speed into K17, just forward of the conning tower. Fearless lost twenty feet of her bow, and K17 sank within eight minutes. In the resulting confusion, K6 collided with K4, nearly cutting her in half. K4 sank almost immediately, but not before K7 ran over her in turn. These events left the confused remnant of both submarine squadrons stationary in the path of the battleships and their destroyers at the end of the column. Just alerted to the catastrophe before arriving on the scene, all three battleships in succession barely squeezed by K3, but their accompanying destroyers killed many K17 survivors in the water.

At dawn when the mist had lifted, the losses in the “Battle of May Island” were revealed: K4 and K17 sunk; Fearless, K14, and K22 badly damaged; and over 100 men drowned. The resulting inquiry and a court-martial assigned blame to five officers, but still no one questioned the tactical concept of operating the K-class boats with surface ships or the technical deficiencies of a submarine that combined the ‘speed of a destroyer, the turning circle of a battle cruiser, and the bridge-control facilities of a picket boat.’ Indeed, in June 1918, the Admiralty ordered six more, intended to be numbered K23 through K28.



*Close up of HMS K6 gun and funnels looking aft.*

## Big Guns on Submarines—The *M*-Class

Earlier, however, the Admiralty had decided to follow up on a post-retirement suggestion of Lord Fisher, who proposed arming large submarines with 12-inch guns to create a class of “submarine dreadnoughts” that would be more effective against surface ships than boats armed with torpedoes alone. Since these ships might also have been useful for shore bombardment, they were eventually christened “submarine monitors.” The Director of Naval Construction produced a design in 1916 for a class of four such boats, which were laid down on the keels of *K18*, *K19*, *K20*, and *K21*, all just starting construction. This was the *M*-class, and prudently, the Navy reverted to diesel engines for their surface propulsion. Each carried a single 12-inch gun in a large casing forward of the conning tower that could be fired from periscope depth with the muzzle protruding from the water. Though fifty rounds of ammunition were carried for the gun, it could only be reloaded on the surface.

Despite the engineering challenges of adapting a 60-ton battleship rifle to a submarine, the *M*-class boats were reasonably successful. They could make 15 knots above water—10 submerged—and because of their great weight, could dive in 30 seconds and remain stable underwater. Even the gun was relatively trouble-free, although on one occasion *M1*’s hydraulically-operated tampon—what was supposed to seal the barrel—allowed water to leak in ahead of the shell. When the gun was fired, the projectile tore off the muzzle, which flew away with the wire winding of the barrel trailing behind, like a giant fly-cast. *M1* was only readied for action in June 1918 and was sent to the Mediterranean, where she never fired a shot in anger. *M2* and *M3* were commissioned in 1919 and 1920, respectively, but *M4* was cancelled on the stocks at war’s end.

## The *K*-and *M*-Classes Post-War—The Beat Goes On

By the time World War I ground to a halt in November 1918, and particularly in the aftermath of the “Battle of May Island,” the reputation of the *K*-class had sunk so low that the Royal Navy was having difficulty finding submariners—all volunteers—willing to serve in them. Consequently, the Naval Society issued a lengthy treatise minimizing their many deficiencies and defending their performance in the war. The Admiralty’s 1921 *Technical History and Index* noted that, “The *K*-class stands by itself. No other nation is building similar boats and our inception of them shows that our lead in design is very great.”<sup>1</sup> Nonetheless, the Navy cancelled five of the six *K*-class boats ordered in 1918 when hostilities ceased; only *K26* was commissioned, in May 1923. Incorporating a number of improvements in her boilers, funnels, air intakes, and ballast tanks, she was expected to become the first of a new class of replacements, but in fact, no more were ever built. Moreover, even before trials, she upheld the traditions of the *K*-class by scalding two men to death in a boiler accident.

Even after the Armistice, the *K*-class submarines continued their erratic behavior, and several more nearly foundered. When Admiral Sir David Beatty was appointed First Sea Lord in 1919, however, their prospects improved. Since Beatty remained a firm believer in “submersible battle cruisers” and fleet submarines, he formed seven of the remaining *K*-class boats into the Atlantic Fleet’s 1st Submarine Flotilla, specifically to gain deep water fleet experience. In 1920, they accompanied the Atlantic Fleet on a lengthy overseas cruise to Arosa Bay (Spain), Gibraltar, Majorca, and Algiers, and although several suffered the usual and by-now familiar engineering and seakeeping problems, they all returned

without mishap. On 20 January 1921, however, *K5* disappeared with all hands during fleet exercises 120 miles west-southwest of the Scilly Islands, probably the victim of a loss of control in a dive. Except for an oil slick and some wood fragments, she was never found. Only six months later, *K15* sank at her pier in Portsmouth, and although raised, she did not return to service and was eventually scrapped.

As more of the older *K*-class were retired during the 1920s, *M1*, *M2*, and *M3* took their places in the 1st Submarine Flotilla, along with the newly-commissioned *K26*. Then on 12 November 1925, *M1* disappeared while on a routine training exercise only 15 miles south of Start Point on the southeast coast of England. Her whereabouts remained a mystery for the ten days it took the Swedish freighter *Vidar* to arrive at Kiel and report striking a submerged object precisely when and where *M1* had gone missing. Paint scrapings on *Vidar*'s hull revealed that the submerged object had indeed been the lost submarine. After this tragedy, the Royal Navy disbanded the 1st Submarine Flotilla, and all of the remaining *K*-boats, save *K26*, were disposed of. *K26* spent most of the rest of her days in the Mediterranean, but she too went to the breakers in 1931, as troublesome as her sisters to the very end.

This left only *M2* and *M3*—originally *K19* and *K20*—to carry on the fateful tradition. After the loss of *M1*, the gun on *M2* was removed and its housing converted into an airplane hangar to carry a collapsible Parnall Peto seaplane, which could be catapulted from the forecastle for scouting in advance of the fleet. Similarly, in 1927, *M3* was converted into a large submersible minelayer, with capacity for over a hundred mines. The Navy used both boats in the late 1920s and early 1930s for a variety of operational experiments, but on 26 January 1932, *M2* disappeared off Portland Bill with 60 men aboard. When her wreck was found on the bottom a week later, both the hangar door and the conning tower hatch were open, suggesting that the ship had flooded in the act of surfacing and attempting to launch the aircraft as quickly as possible. *M3*—happily—escaped the *K*-class nemesis, and she was scrapped that same year, thus bringing our sorry tale to a close. Of the 22 *K*- and *M*-class boats ultimately commissioned, only one saw combat. But seven—nearly a third—were lost to accidents, half with all hands.

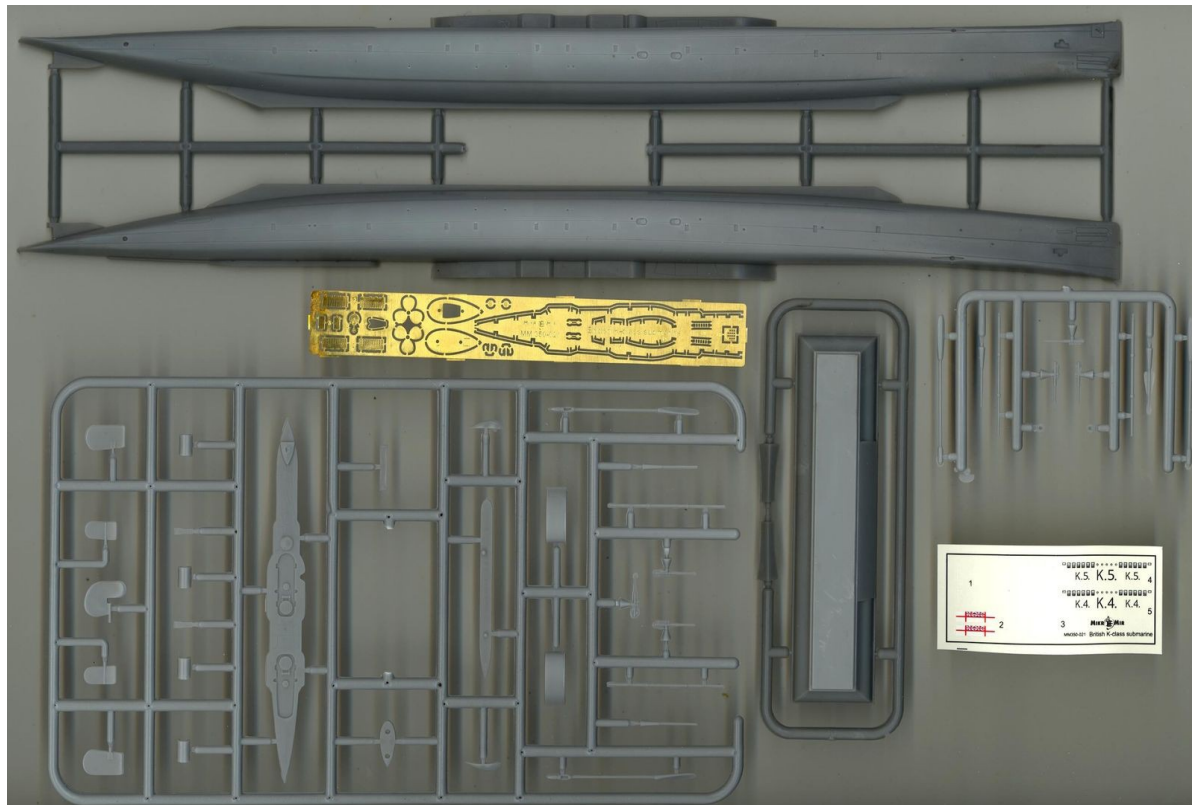
## **The Lessons of History**

What lessons can be learned from the sad history of the Royal Navy's *K*-class submarines? There are many—and each observer will discover his own. For some, it will be the danger of trusting in immature technologies; for others, the folly of over-reacting to a perceived threat, or jumping to the conclusion of a flawed tactical concept. Subsuming all of these, however—and lying behind the Admiralty's stubborn persistence in defending their creation—was a "willing suspension of disbelief" that sacrificed common sense to an idealized view of naval operations that had little counterpart in the real world. Obvious design implications were not followed through to conclusion; the hard realities of recurring experience were ignored; and the habits of self-deception and wishful thinking drove out critical analysis and reflection. Are navies today very much different?

Above article by Edward C. Whitman Ph.D.

## Building a British K Class Sub

*The only Models available of the British K Class subs are the 1/350 scale by Mikr-Mir, this covers the early as built and also the modified with the 6 x 21" bow tubes.....*







British K-15 submarine

1/350

№ 350-032

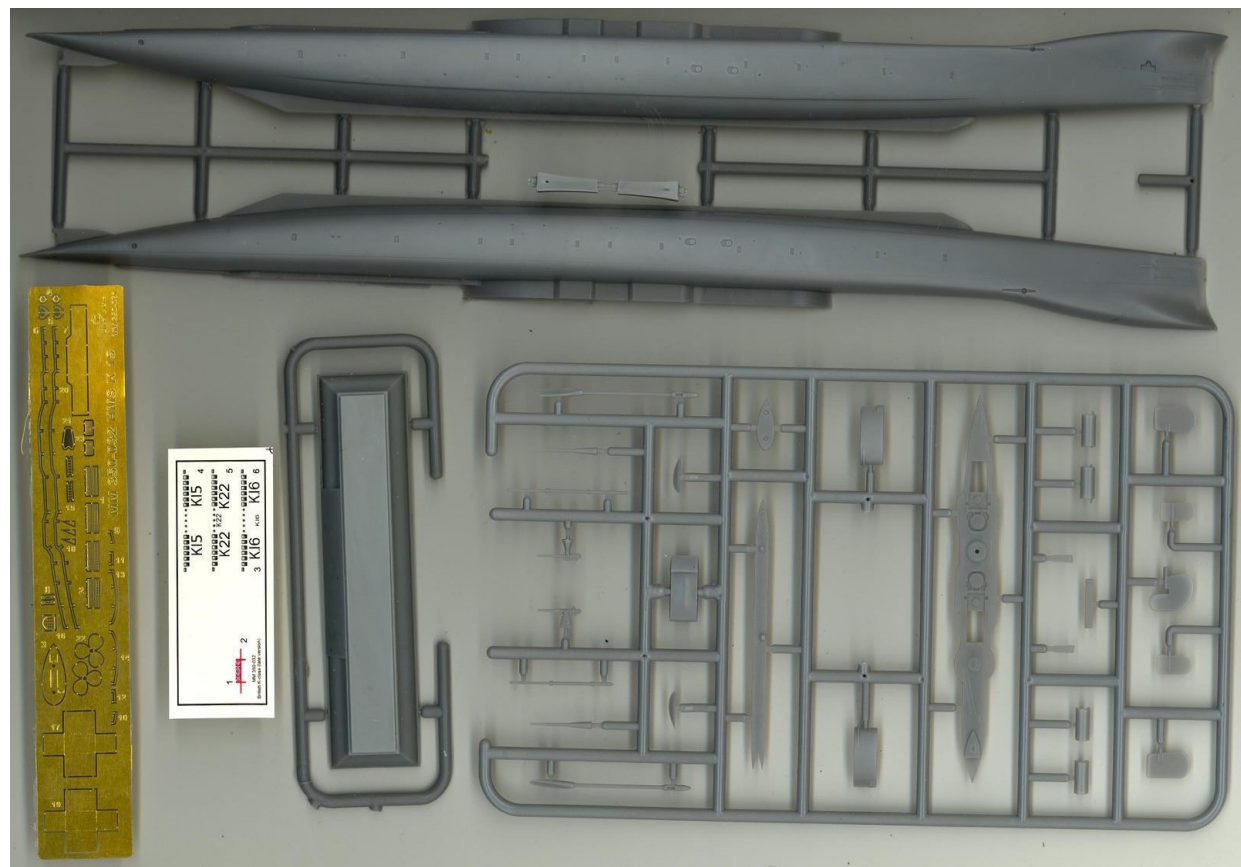
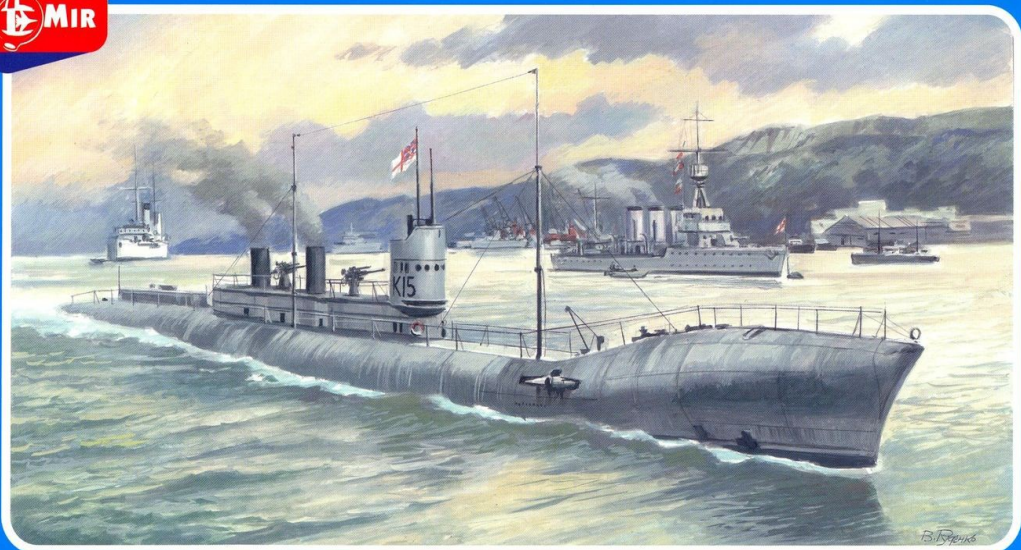




Diagram showing the side view of HMS K4 in January 1917. Callouts indicate materials used on various parts of the ship:

- Патуба - черный (Deck - Black)
- Воронована сталь (Gunmetal)
- Воронована сталь (Gunmetal)
- Воронована сталь (Gunmetal)
- Воронована сталь (Gunmetal)
- Стеклопласт (Glass only)
- Латунь (Brass)
- Бронза (Brass)

Diagram illustrating the side view of HMS K5, 1918, showing its hull and superstructure. The ship is labeled with various materials and components:

- 1. Латуна (Brass)
- 2. Воронована сталь (Gunmetal)
- 3. Воронована сталь (Gunmetal)
- 4. Воронована сталь (Gunmetal)
- 5. Воронована сталь (Gunmetal)
- 6. Дюксовий сір (Oxide gray)
- 7. Темний сірий (Dark grey)

HMS K5, 1918

E-mail: [info@mikro-mir.com](mailto:info@mikro-mir.com)  
[mikromir.dnopr@gmail.com](mailto:mikromir.dnopr@gmail.com)  
[www.mikro-mir.com](http://www.mikro-mir.com)

Нанесення деколі та фарбування  
(Application decals and paints)

1. Латунь (Brass)

2. Воронова сталь (Gunmetal)

3. Воронова сталь (Gunmetal)

4. Темно сірий (Dark grey)

5. Світло сірий (Ocean gray)

HMS K15, 1920

A detailed side-view illustration of the submarine HMS K16, 1919. The drawing is annotated with numbered circles (1-6) and material names in Russian and English. The hull is dark grey, and the conning tower is white. The text 'HMS K16, 1919' is centered below the hull. The annotations include:

- 1. Палуба (Brass) - Deck (Brass)
- 2. Воронована сталь Gunmetal - Gunmetal
- 3. Темно серый (Dark grey) - Dark grey
- 4. Сирый Gray - Gray
- 5. Воронована сталь Gunmetal - Gunmetal
- 6. Океанский сирый Ocean gray - Ocean gray

Side view of HMS K22, Ex. K 13, 1917. The ship is shown in profile, highlighting its hull and superstructure. Various materials and components are labeled with numbers and names:

- 1. Латунь (Brass)
- 2. Воронована сталь (Gunmetal)
- 3. Темно сирій (Dark grey)
- 4. Сирій Gray
- 5. Оксидний сирій (Oxide grey)

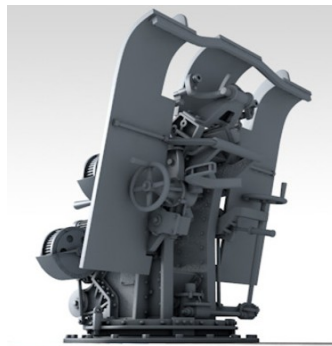
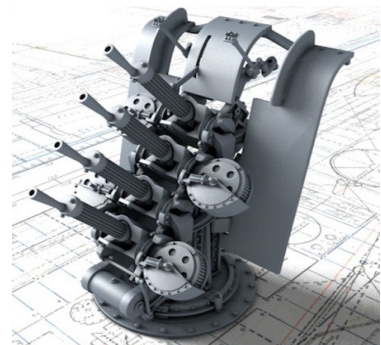
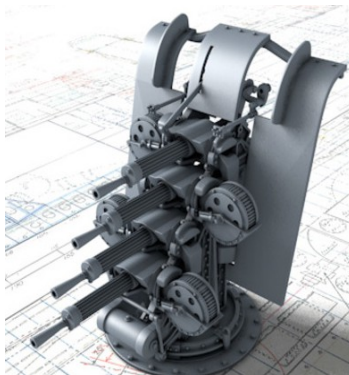
HMS K22, Ex. K 13, 1917



*My work in progress of K4, I replaced kit funnels with metal tubing. A recommended kit for the RN enthusiast.*

*Latest Masterpieces from Micro Master a 3D designer on Shapeways.*

*The Quad Vickers 0.50"/62 (12.7 mm) MG MKIII available in scales from 1/35 down to 1/350. With and Without shields and Barrels elevated or at 0 degrees.*





Pics from last Months Meeting.



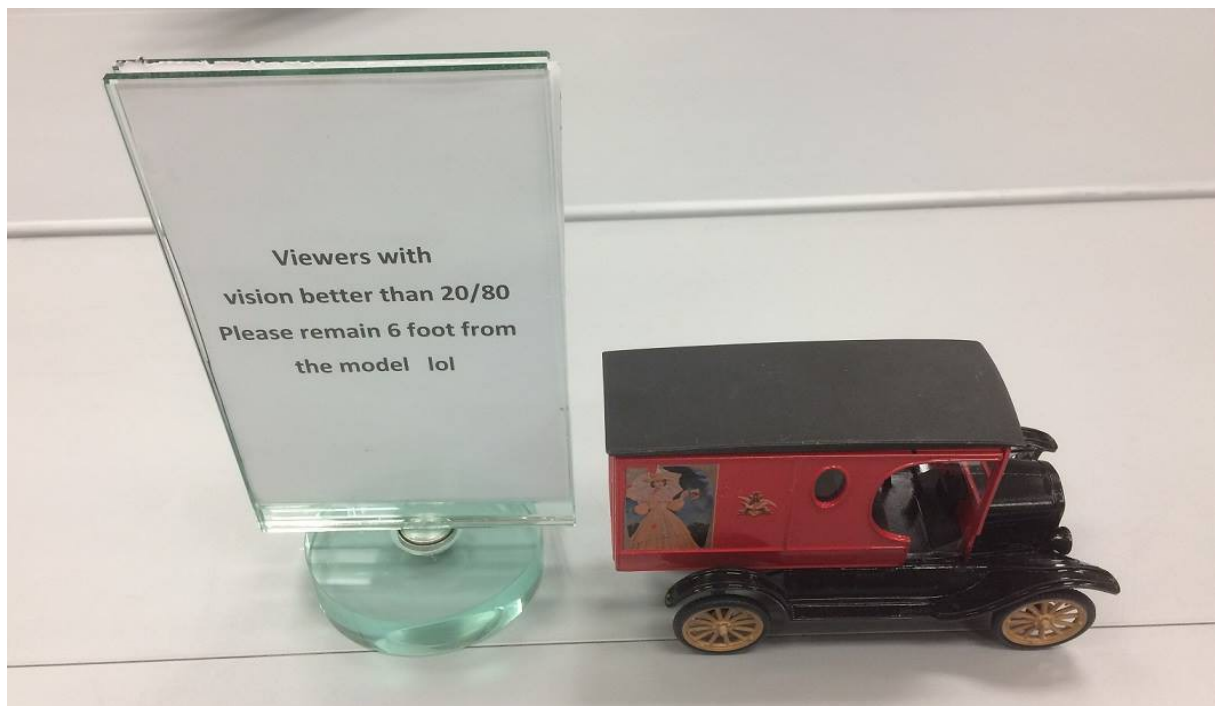
Tom Wingate - Trumpeter - 1/32 scale F-100D.



Donnie Greenway - Tamiya - 1/48 scale Republic F-84G.



Mike Martucci - Dungeon & Dragons figures.



Rick Broome - AMT - 1/24 scale 23C Ford delivery truck.





Jim Hamilton - Monogram 1/48 scale F-104C.



Darby Erd - Airfix - 1/72 scale Hurricane Mk.I.





Darby Erd - Revell - 1/72 scale Hurricane Mk.IIb.



Darby Erd - SMER - 1/72 scale Fairey Fulmar Mk.II.



John Currie - Trumpeter - 1/350 scale Tribal class destroyer HMS Eskimo 1941.



John Currie - Trumpeter - 1/350 scale HMS Roberts 1944.



David Koopman - Aoshima - 1/700 scale IJN Kashina.



David Koopman - ICM - 1/700 scale Grosser Kurfurst.



## Advice for Competitions

I posted this missive to the Hyperscale "Plane Talking" forum in April 2016, in the run-up to the AMPS International and IPMS National Conventions. I believe it bears repeating again, especially for you guys who are new to model competitions.

If you paid attention during the Model Building 101 Seminar, some of this should sound familiar.

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Seeing the traffic on contest entries and questions concerning the same, here are some hints and tips I was taught when I first decided to wade into model contests, passed on to me by some older and wiser modelers. Remember, though, that the following advice is worth exactly what you're paying for it...

1. Read the rules. Learn the rules. Understand the rules. If you don't understand the rules, ask for clarification BEFORE you put your model on the table.
2. Don't like the rules? Don't play the game. Better to not enter the fray than gripe and moan about things that were covered in the rules that you knew about and tried to weasel your way around.
3. Start with the finest kit available of your subject, whether building OOB or with full detail.
4. Basics, basics, basics. Remove that flash and mold seam. Fill those knockout pin marks. Clean up those sprue attachments. Test fit. Tweak. Lather, rinse, repeat.
5. Repeat after me: Straight, square, and plumb. It ain't no law firm. Think of the core of your model as the foundation of a house. If it isn't aligned correctly, the resulting model will likewise be askew.
6. Craftsmanship is what wins trophies, not absolute accuracy. Seams are filled. Paint is smooth and consistent. Decals look painted on.
7. If the prototype displays attributes in conflict with #6 (i.e., the wing roots have a gap on the "real thing" or the paint on the 1:1 looks like concrete was mixed into it, etc.), include a photo.
8. While we're on the subject--Document, document, document. Write down everything you did to make that model look the way it does, even if you think it is insignificant. No need for a glossy brag book, just educate the judges.
9. Repeat after me: All the aftermarket parts in the world cannot rescue a poorly assembled model. Also, all the aftermarket in the world will not guarantee a model will win Best of Show.
10. Repeat after me: A cleanly built out of box model WILL beat out a poorly aligned and constructed fully detailed model.
11. Now, the important stuff: Under most contests' rules, there are three trophies awarded for each category, First, Second, and Third. That means that most modelers go home with nothing to show. Suck it up, that's life.
12. Go to the show with no expectations. Go to meet people, make new friends, and talk about models. And don't treat your techniques like Government secrets--share. We all, whether a one-kit rookie or a Nationals Best of Show winner, have something we can share. And what you think is your trade secret is probably a well-known way of doing things. Who was it that said "There is nothing new under the sun"?
13. Don't get irate with the judges or show staff. Face it, you know when your model has issues, don't project your failures onto others--go home and build a better model.
14. Be a good sport. Win or lose with grace. If you win, great. If you don't, chalk it up to experience and move on. Y'all know what experience is, right? Experience is what you get when you don't get what you want.
15. Finally, enjoy the whole show--seminars, vendors, or even the local area's color. Don't get so wrapped up in "winning" or "losing" the contest that you forget to have some fun.

An addendum that I like to add concerns #11. If you participate in a well-conceived, well-run, and well scored "Open" show where models are scored rather than comparatively judged (i.e., AMPS or one of the IPMS/USA Chapters that emulates the AMPS system), take the judges' comments on that tally sheet to heart and take them as they are intended. And how's that? The comments are intended to help you see areas where your craftsmanship could use some practice. So, practice. Learn by your mistakes. Don't merely correct that model and continuously campaign it--build a new model using what you learned on the last. And, for Jeebus' sake, don't think the judges are "picking" on you. Sure, some of the comments I've received over the years aren't exactly tactful, but I take them in the spirit in which they were intended--I don't get mad at a judge because he thought a painting or weathering technique I used was, and I quote, "looks like it was done with my dog's tail". I simply looked at the model, and chuckled. In some areas, it indeed looked like one of my cats slopped the mud on with his tail...



## Judging Checklist

First, I will say this, as it is the Golden Rule when it comes to judging:

***You will undertake your duties as a judge with honesty and integrity, always.***

What that means is that you will not judge any category in which you have models entered. I would really prefer for you not to judge in a Class where you have models entered, but at the very least, you do not judge your own work.

You will not lobby for a model that you know belongs to a friend.

If you notice anything happening that seems to be below the belt, please alert your Class ACJ. For our 2018 show, these folks are:

Juniors: TBD

Aircraft: Matt Goodman

Military Vehicles: Tom Wingate

Figures: Tom Wingate

Ships: John Currie

Automotive: Mike Martucci, Rick Broome, and Donnie Greenway

Dioramas: TBD, most likely the ACJs of the appropriate base category (Aircraft, Military, Automotive, etc.)

Space/Sci-Fi: David Koopman

Miscellaneous: TBD

Know that all models are judged “As Presented”. What does that mean? We don’t pick models up and turn them over just because. There needs to be a compelling reason for any judge to have to pick a model up, and that reason has to be run by the Class ACJ.

As a judge, you are permitted to have a flashlight (a small light, not a 5-cell, Five-Gazillion Candle Power “Tactical” light) and perhaps a laser pointer or bamboo skewer to point out items of interest. No measuring devices or magnifiers are allowed. Please be careful with pens—force of habit has people using them as pointers, and you can ruin a model with a pen mark if you aren’t careful. Laser pointers are preferred...

During the morning, \*all\* judges should take some time to review the models in your category/categories. You should be able to do a preliminary evaluation long before judging time comes.

ACJ’s, look for models that may need to be moved because they aren’t in the correct category. While the ultimate decision is up to the entrant, if they have an airplane model on a base with one figure entered as a diorama, it may do better in the appropriate aircraft category.

ACJ’s, note the number of entries in your categories. Split them, if necessary. We have additional sets of awards if we need to add Splits. When you contemplate a split, find a natural division in which to split the category (i.e., if you have 20 models in Category 500a-- Automotive-Factory Stock, and 10 of them are Fords, we’ll make the split along that line). Notify the Chief Judge of any splits so they can be included in the final tally. Generally speaking, categories should be split when you have between 15 and 20 models to make it easier. It isn’t always possible, but do so when you can. From experience, the big categories tend to be Category 107a—Aircraft, Single Engine, Allied, 1/48; 107c—Aircraft, Single Engine, Axis, 1/48; and perhaps 524—Automotive, Competition, NASCAR. Natural splits would be to separate the USAAF from all other Allied aircraft, split the German WWII aircraft out, and separate the NASCAR into Winston/Sprint/Monster Energy Series, Busch/Xfinity Series, and perhaps Camping World Truck Series.

After the judges’ meeting, ACJ’s will assemble their team(s). Try to have it so no team is made up solely by folks from the same club. Have all the judges PRINT their names on the tally sheets. Assign one judge per team the job of jotting down comments on the eye-searing “The Judges Say...” stickers, and try to make one constructive comment for each and every model. I’d like the entrants to have an idea of what knocked them from the running. They needn’t be novels, just quick comments like

“Double-check the basic alignment”, “Try to catch the sink marks/parting lines/ejector pin marks”, and the like.

Now comes the fun part. As you look at the models, evaluate them as follows:

8. Basic Alignment. Is everything aligned properly?
9. Basic finish. Is it smooth and consistent?
10. Basic decals. Do they appear to be painted on, with no silvering?
11. Parting Lines. Have they been removed on items such as gun barrels, landing gear struts, shocks, etc.?
12. Sink marks. Are there any sink marks evident?
13. Ejector pin marks. Are there any ejector pin marks visible?
14. Glue seams. Have the glue seams been dressed? Are they visible, in whole or part? If they are visible, has the entrant included information to confirm their existence?
15. Gaps. Have all the gaps been filled? If there are gaps, has the entrant given any information on the entry form to confirm they existed on the actual item?
16. Surface detail. Has any obliterated surface detail been replaced?
17. Clear parts. Are the clear parts clear, or are they smudged or fogged from glue fumes? Are they scratched, or do they exhibit fingerprints on dust inside? Where applicable, have they been blended in so the gaps have been eliminated?
18. Small items. Are the small items attached to the model done so in a manner such that there are no glue spots?
19. Added detail (resin, photoetch, etc.). Has any added detail been incorporated seamlessly into the basic model, i.e., do they look like part of the finished product, or do they appear to be “scabbed on”?

The word of the day is “Divide and Conquer.”

The first two or three items on the checklist should eliminate models and winnow the field down by between a third and a half. The next four or five items should cut the remainder in half, where you will have to start scrutinizing closer. Simply continue the “divide and conquer” method until you wind up with the top four. Choose #1, #2, and #3 from that group, and record all four on the tally sheet. Hand them to the CJ (me), and I’ll do the rest.

During the actual judging, keep your discussions at a low volume level, and always remember to speak in constructive terms—the builder of the model may be right behind you.

If you notice an individual or individuals not involved with the judging process that seem to be “hanging out” and listening over your shoulders, please ask them to move on and let your team do its work. If they continue to hang close to the team, remind them that the judges have work to do, and they are interfering with that work, and if they don’t move along, they will be asked to leave and forfeit any awards their model (or that of their friends) may be eligible for. If, after that, they persist further, or if they seem to be trying to lobby for a particular model, alert your ACJ. Make a note of the model they are lobbying for. The ACJ, Team Lead, and I will discuss the situation and decide what action to take against the person or persons who are trying to interfere with the judging.

## Show Awards





***That's All Folks***

See You All at the next Meeting.....

Wednesday 20th June, Lexington Main Library.