

# SAM!

STATELINE AREA MODELERS

APRIL AND MAY 2019



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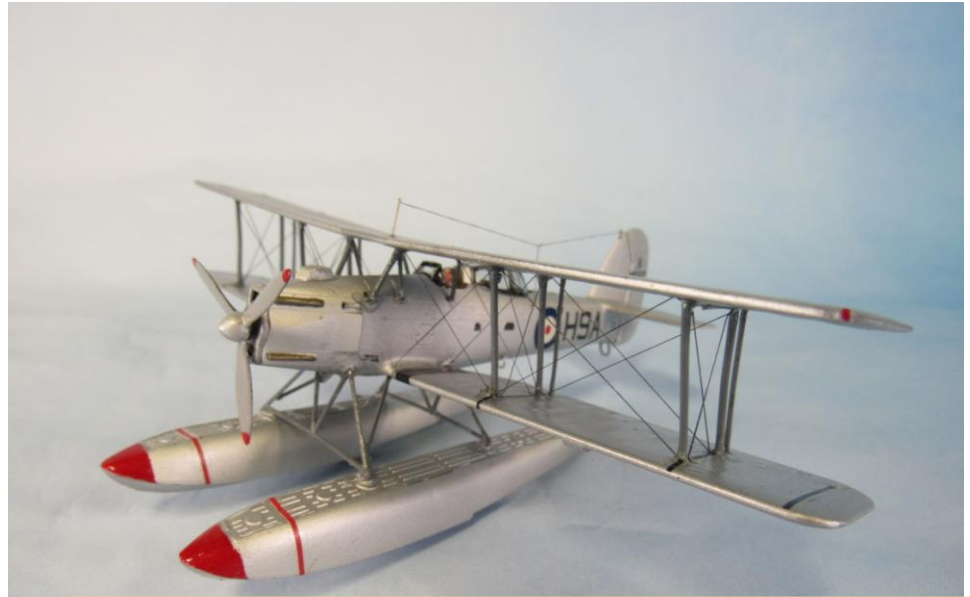
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*SAM meets at 7:00 p.m.  
on the third Friday of  
each month at the  
Durand Methodist  
Church,  
102 East Main Street,  
Durand, Illinois.  
Enter at the east door.  
Come visit us!*



## *In this issue:*

Shakespeare and Superman at the Battle of the Bismark.

Ernie Petit's Hanger One and Hanger Two.

Flying Cars and the HMS Bounty in the air over WW I France.

Fleet Admiral Ackbar helps the U.S. Congress with their models.

Memorial Day, the MIA/POW bracelet and the afternoon of  
February 6, 1967.





**Mike Redding built the new Airfix kit of the Fairey Swordfish.** Mike said the plane is based on the one that crippled the *Bismark*. It was the first time he used EZ line, drilling holes and using superglue on the port wing and fishhook eyes on the starboard wing to secure the line.

On May 26, 1941, a flight of Swordfish from the *HMS Ark Royal* attacked the German battleship *Bismark* with the plane flown by John Moffatt (John is in the center in the picture at left) launching the torpedo that hit the *Bismark's*



rudder while it was turning to port. Jammed at that position, the *Bismark* was only able to steam in circles until she was sunk by British ships the next day.

The sinking was dramatized in the 1960 British movie "*Sink the Bismark!*" It was already difficult for the film makers to find

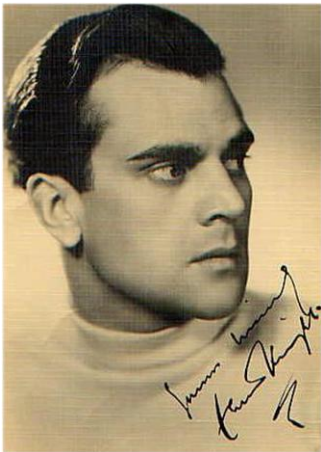
servicable Swordfish planes in just the 19 years since the actual event. Three were restored and two of these made flyable for the movie, flying from the original *Ark Royal* for the movie scenes.



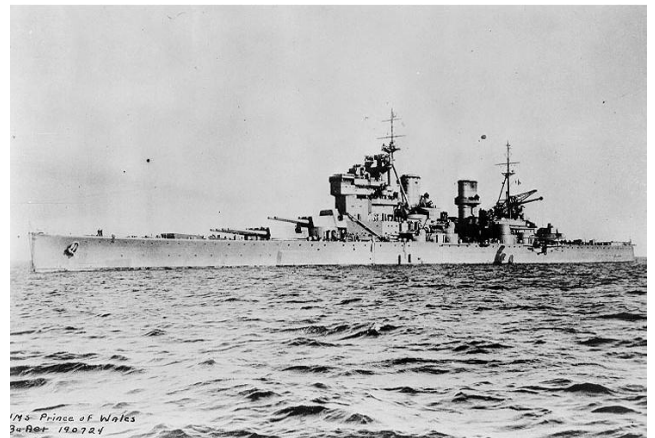




Mark's build depicted the actual Swordfish 5A that attacked the German battleship. She was played in the movie by a restored Swordfish Mk II, original serial number LS326 made over in the markings of 5A. Prior to her movie role as Swordfish 5A, LS326 served on the British ships *Rapana* and *Empire MacCallum*, and after her only movie role she was given to the *Royal Navy Historic Flight*, an educational charity that currently maintains ten British planes in flying condition. LS326 remains flying today (left, over Duxford).



Prior to the war Esmund Pennington Knight was a rising stage and movie star as well as an artist, and on December 27, 1940 he joined the Royal Navy as a Lieutenant and gunnery officer on the *Prince of Wales* (right).



During the 1941 battle with the *Bismark*, a direct hit from the *Bismark* on the *Hood* exploded her aft magazines breaking her

into two pieces that sank in just three minutes with the loss of 1,417 men and only three survivors. The loss of the *Hood* was the last thing Esmund saw with perfect sight. That was at 6:00 am. At 6:02 am a hit on the compass platform of the *Prince of Wales* by one of the *Bismark's* shells killed 13 men and cost Esmund the complete loss of his right eye and left him totally blind with his left.



Although blind, Esmund resumed an acting career (left as Fluellen in the 1944 movie *Henry V*) starring in two movies before surgery gave him partial eyesight (he described it as looking through clouds). In 1960 Esmund played the Captain of his former ship *Prince of Wales* in the movie *Sink the Bismark!* He went on to a long film, theatre and television career with his final movie the 1986 film *Superman IV: The Quest for Peace*.

At right, Esmund playing Captain Leach in the film *Sink the Bismark!* In this scene the shell that blinded Esmund in real life has just hit the ship and Leach is ordering her to pull

away from the battle and make smoke.





**Tom Crepeau built Frog's Fairey Seafox**, with serial number K8587 (*left*), and I was able to locate the actual plane (*right*). She served on the *HMS Arethusa* (*below left*).

*Arethusa* was named for the nymph in Greek mythology who fled her home and the untoward intentions of river god Alpheus.

Perspiring from fear turned her into a fresh water stream at the Island of Ortygia in Sicily.



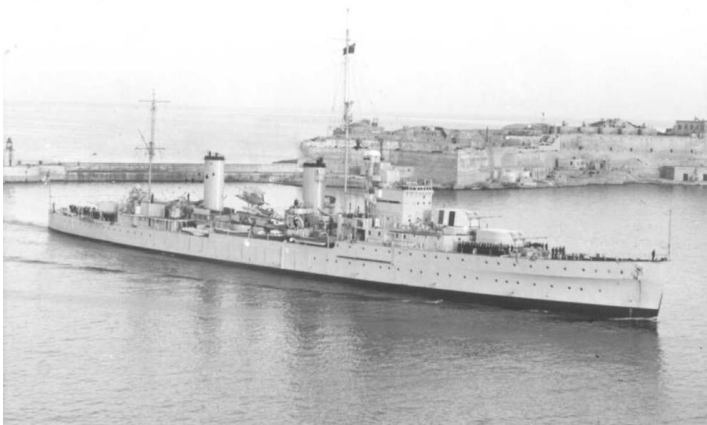
The people of Swansea in New South Wales raised 1,250,000 pounds in the 1941 Warship Week to pay for and adopt the *Arethusa*. On November 18, 1942, the *Arethusa* was escorting a convoy from Alexandria to Malta when she was hit by a torpedo from an enemy plane. 156 men of the approximate 500 complement were killed in the resulting fire.

William Brown served on the ship. He recalled "that sometime during the early evening of 18th November 1942 the *Arethusa* was torpedoed. The ship started to go over, then steadied but with the propellers out of the water. William was unhurt but remembers that over a third of the crew lost their lives. The crippled British cruiser steamed 400 miles towards port with the crew fighting to prevent the flames from reaching the forward magazine and the stokers working in complete darkness. For the last 150 miles a destroyer towed them in, stern first, so they made the journey into port backwards. A newspaper report of the time ran the headline "Hell's Heroes of the Navy saved ship". William Brown was amongst them."

William Brown served on



Source: William Brown, WW2 People's War. WW2 People's War is an online archive of wartime memories contributed by members of the public and gathered by the BBC. The archive can be found at [bbc.co.uk/ww2peopleswar](http://bbc.co.uk/ww2peopleswar). Used by permission.



In 1984 the people of Swansea dedicated a memorial to the 156 men who lost their lives (*right*).





**We visited Ernie Petit's home to see his amazing collection of scratch built static and flying models!** Ernie has so many that he has two "hangers", one in the house and one in the garage.



At Hanger One is Ernie's Gotha G.I, a World War I heavy bomber unique for the fuselage that was attached to the upper wing.



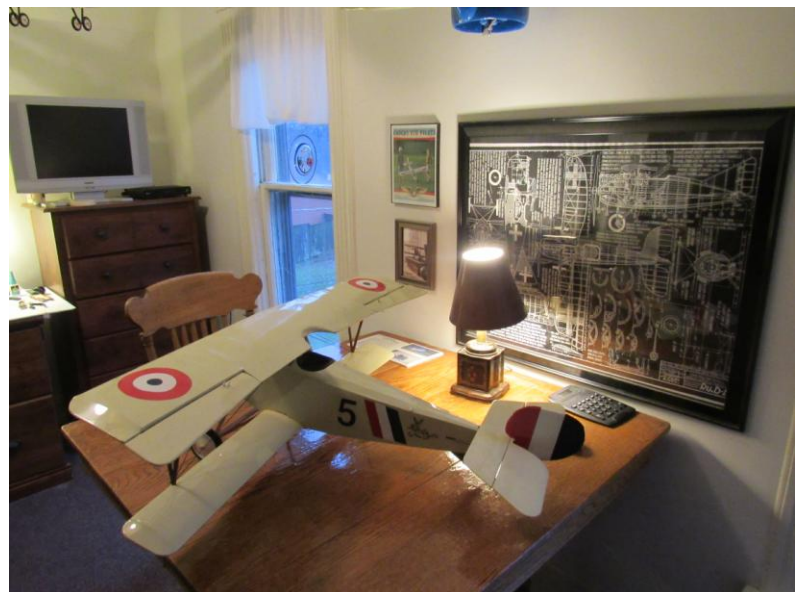
The Stipa Caproni (*right and below*) was a 1932 experimental Italian plane with a hollow fuselage that contained the engine and propeller in an attempt to improve the engine's efficiency.

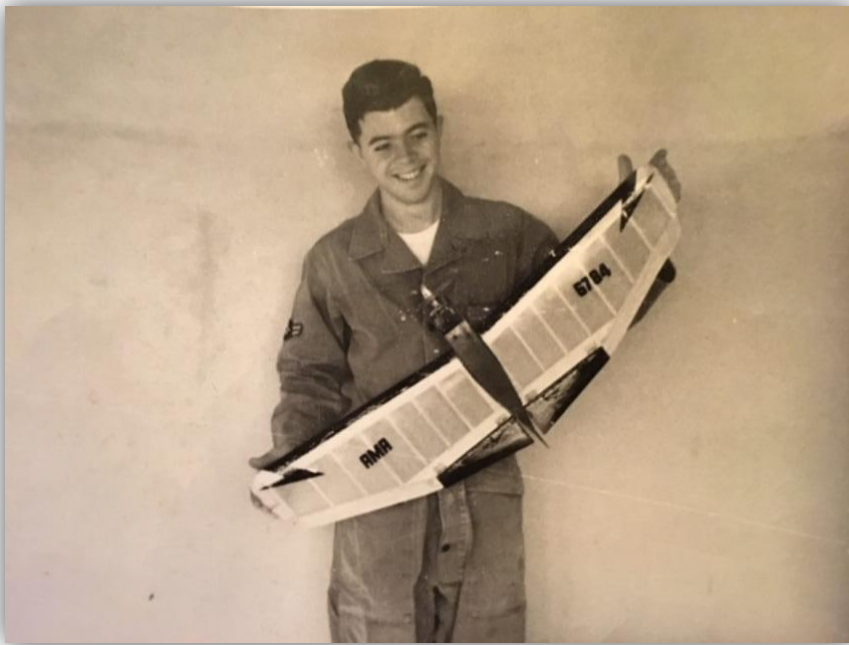


Ernie's build has the internal propeller in the same configuration as the actual plane—and Ernie's plane flies!



Ernie's home is also filled with antiques like the stalk telephone and the typewriter on the desk below.





Ernie made this art deco plane lamp *above*.  
*Above left* is 21 year old Ernie with his

plane that won the world championship. Supplies were low while he was stationed in France so he used part of a shelf "liberated" (Ernie made the quotations in the air) from a latrine to make the wing.

Ernie's had a fascination with planes and flight since he was twelve years old and saw a B-17 and B-24 flying overhead. He brought his hobby with him when he joined the air force and found his base commander also appreciated the hobby. Ernie's club won the Rauheim, Germany Championship for flying model planes and Ernie's CO decided to promote their appearance at the European events and even gave them a C-47 for their travel. Ernie's group did so well with their model flights that they qualified for the World Championship and they took the C-47 from Travis Air Base to the championship event in Florence, Italy.



Ernie was 19 years old (*above left*) when he built the Trixter Beam plane he's holding. He finished it in the indoor red and yellow checkered version that used a battery motor with a dummy gas engine. *Above right* is his recreation of that plane. Ernie said he could walk faster than the plane could fly.

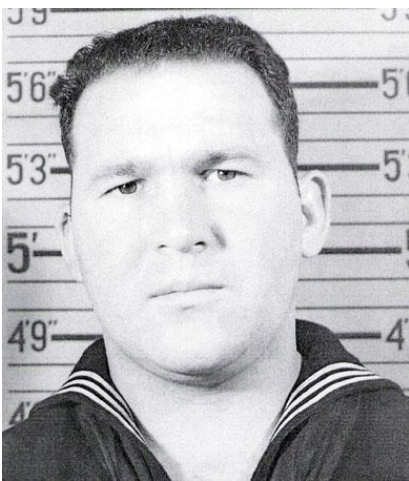




Ernie's home is filled with fun model themes. We visited just before Christmas and found his Christmas tree covered with home made model airplane ornaments!

Ernie scratchbuilds more than planes, including the *U.S.S. Halibut*, which sank 13 Japanese ships during World War II.

The *Halibut's* first and second cruises were off the Aleutians Islands and included one of the great tragedies that could be found on submarines through the only loss the *Halibut* ever experienced of a crew member.



On August 23, 1942 the *Halibut* attacked a large freighter in a surface battle while between Attu and Kiska Islands. It was forced to an immediate dive to save the boat while Machinist Mate

Lawrence Rinehart was still on the deck.

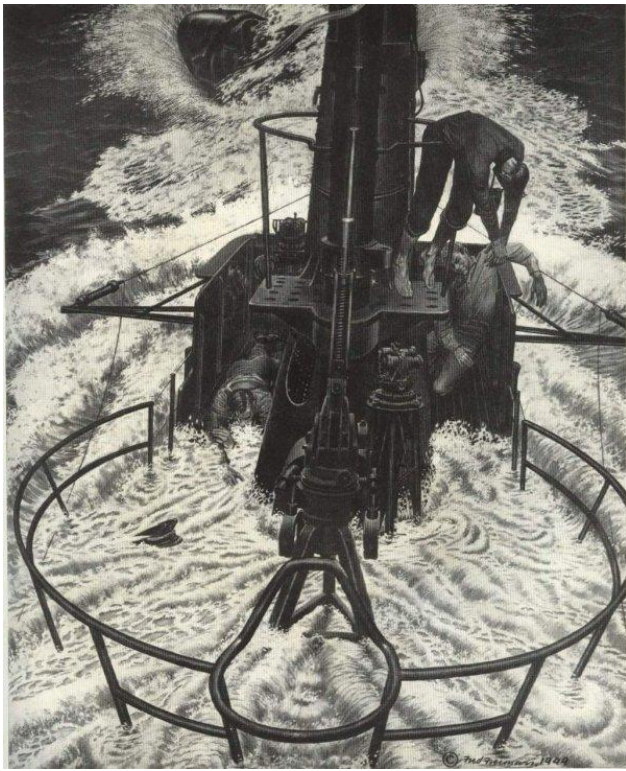
Source: *On Eternal Patrol – Lost Submariners of World War II*  
<http://oneternalpatrol.com/rinehart-l-s.htm>.



This was also the fate of Lieutenant Commander Howard Gilmore who commanded the submarine *Growler*. Gilmore was an enlisted man who qualified by competitive examination for Annapolis and of whom one fellow officer said "Howard was one of the finest men I ever knew, but he was born under an unlucky star." Gilmore's throat was scarred when thugs slashed it and almost killed him during a shore excursion in Panama while he was Executive Officer on the shake down cruise of the *U.S.S. Shark*. His first wife died of a crippling disease, and while he was on patrol in command of the *Growler* he learned his second wife was in a coma from a fall down a stairs.

The *Growler* was patrolling near Rabaul after midnight on February 7, 1943 and had resurfaced when the 900 ton Japanese provision boat *Hayasaki* moved to ram the *Growler*. But in that few moments Gilmore instead daringly maneuvered the *Growler* to avoid the crash and rammed the attacker instead at 11 knots in the *Hayasaki's* port side, violently heeling the *Growler* at 50 degrees. The *Hayasaki* opened machine gun fire on the *Growler's* bridge killing the officer of the deck and a lookout and wounding two other lookouts. Struck multiple times by bullets himself, Gilmore ordered to clear the bridge and the wounded men dropped inside.





In his final moments Gilmore remained on deck to save precious time and yelled "Take her down!" Gilmore was posthumously awarded the Medal of Honor for sacrificing his life to save the *Growler* and his crew.

Source: *War Under The Pacific*, Time Life Books 1980 p. 63 and <https://www.usснаutilus.org/undersea/gilmore.html>

Artist Fred Freeman served in the Navy during World War II and made a number of illustrations of these events as described to him by those at the scene, including the drawing at left of the final moments of Commander Gilmore on the deck of the *Growler*.

These illustrations included Fred's drawing of Skipper John Cromwell of the submarine *Sculpin* (center left) and the moment of November, 1943 when John, entrusted with military secrets, chose to order his crew to abandon ship and then go down with the *Sculpin* rather than run the risk of capture and torture. Dive Officer Ensign W. M. Fielder also remained to make sure the *Sculpin* could dive and sink from the Japanese surface ship.



Fred returned to art after the war, illustrating books on World War II destroyers and submarines for the

United States Naval Institute and books on space exploration, including the famous children's book *First Men to the Moon* written by Scientist Werner Von Braun who helped develop the V-2 and the Saturn rocket.

Source: <https://www.nytimes.com/1988/06/08/obituaries/fred-freeman-graphic-artist-dies-at-81.html>

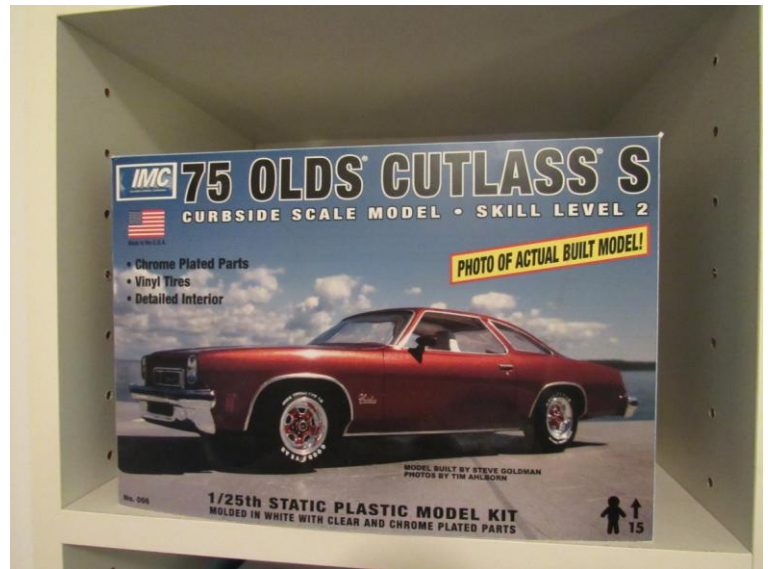


Ernie's model of the Wright Brothers Flyer (left) is also scratch built and also flies.

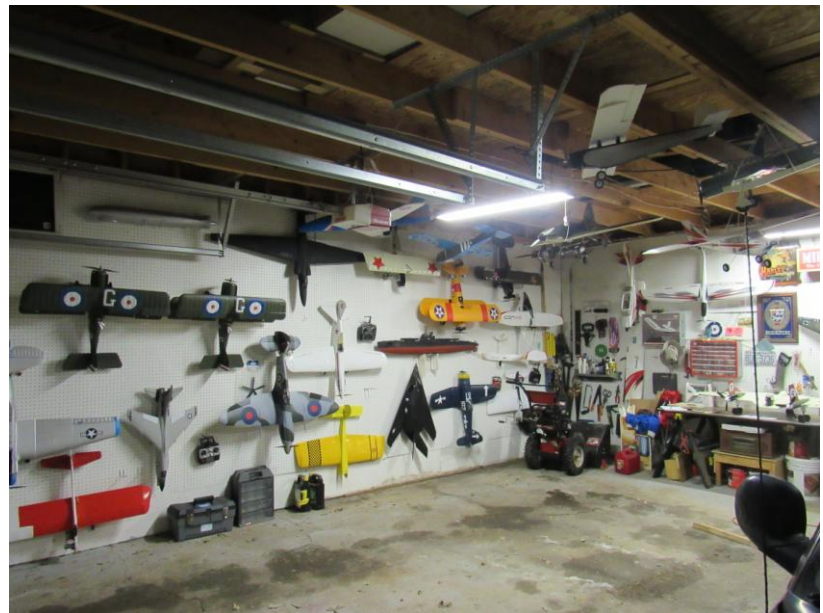




On the shelf was the 1975 Olds Cutlass S model kit from Ernie's days with IMC models. On the wall were awards to Ernie from the Hobby Manufacturers Association--a Division Council Service Award and the Legends of Industry Award! Ernie was President of the Illinois Models and also of Hawk Models and Lindberg Model and Vice President of Sales for Testors. Ernie provided many kit samples for IPMS reviews and remained accessible to help people throughout the hobby. Just googling his name brings up many listserve messages!



And then in his garage was Hanger Two.



Ernie enjoys the comraderie of the group with not only the Rock Valley R/C Flyers Club, but of everyone in the hobby in that they support each other, encourage beginners and share in social events, meetings and contests.





Of course one of the planes that immediately attracts interest with its bright color and unique characteristics is the Vought V-173 Flying Pancake.

It was designed in the 1940s for the Navy to test the lift capabilities for a short wing. The counter rotating 16.5 foot wood propellers would blow a strong amount of wind over the large wing area behind them to create a strong lift for a very short take off. To accommodate the large propellers the plane had to rest at 22 degrees, requiring the windows that are seen directly under the cockpit, so that the pilot could look through his feet to see the ground for take off and landings.



Ernie also scratchbuilt the Japanese submarine *I-53* (left, later renumbered *I-153*). On February 28, 1942 the *I-53* torpedoed and machine gunned the British cargo ship *City of Manchester* (below) in the Indian Ocean, killing three and taking six as prisoners of war.





The three that lost their lives were Ali Azam, a seaman of the Indian Merchant Navy; Guy Smith Roberts, a Merchant Navy Apprentice; and Steven Corner Stephenson Taws, the ship's Chief Officer who died on March 3, 1942 from his injuries.

Steven Corner Stephenson Taws had a long career in the merchant navy, enlisting December 30, 1914 with the *HMS Island Prince*, becoming Second Mate aboard the *S.S. City of Lahore* and then Chief Officer of the *City of Manchester*. At 5:25 am on October 30, 1927, the *City of Lahore* was in a storm on the Atlantic when she sighted the distress flares from the sinking Newfoundland schooner *Selma Creaser*. Reaching the *Selma Creaser* at 6:30 am, a lifeboat with Steven and four others from the *City of Lahore* was sent with "the wind still blowing at storm force with a heavy swell running" (from the award citation). Steven and his mates rescued all six from the *Selma Creaser* before the schooner was lost by 7:30 a.m. On March 11, 1929, the President of the British Board of Trade awarded the *Bronze Medal for Gallantry in Saving Life at Sea* to Steven, along with First Mate John William Harris, Reginald Thistle Forster, Percy Arthur Walker, and Arthur William House.

After 1939 Steven also received awards for the *Star Medal*, the *Atlantic Star Medal*, and the *War Medal* for his actions in World War II.

On November 11, 2013, the medal awarded to Arthur William House was sold in auction. It is on the right of the image at left with King George V, the sovereign king at the time of issuance, on the face of the medal.



"George V, Sea Gallantry Medal, bronze, engraved `Arthur William Rouse` `Selma Creaser`, 30th October 1927` & Liverpool Shipwreck & Humane Society`s Marine Medal, bronze, 38mm, engraved `To Arthur Wm. Rouse`, Q.M., S/S `City of Lahore`, For Gallant Service, 30/10/27`, extremely fine, in cases of issue, with contemporary Board of Trade paperwork regarding the Sea Gallantry Medal giving details of the rescue of crew members from the `Selma Creaser`."   
 The Sale Room, <https://www.the-saleroom.com/en-gb/auction-catalogues/a-f-brock-and-co-ltd-auctioneers/catalogue-id-srafi0002/lot-859970cf-4c22-48cf-8b35-a43a0131e8c2>.

Steven Corner Stephenson Taws of the *S.S. City of Manchester* is remembered on Panel 29 of the Tower Hills Memorial in Trinity Square, on Tower Hill in London.



Retrieved 04/27/19 from: *Japanese Submarine I-53* [https://en.wikipedia.org/wiki/Japanese\\_submarine\\_I-53\\_\(1925\)](https://en.wikipedia.org/wiki/Japanese_submarine_I-53_(1925)).   
*SS City of Manchester* <https://www.wrecksite.eu/peopleView.aspx?mGdKSsHFujimWjf6YeQi7A==>.

WW 2 History Collection Persons in History

[http://www.ww2historycollection.com/Persons/Persons\\_UnitedKingdom\\_StephenCornerStephensonTaws.html](http://www.ww2historycollection.com/Persons/Persons_UnitedKingdom_StephenCornerStephensonTaws.html).

The London Gazette, March 12, 1929, <https://www.thegazette.co.uk/London/issue/33476/page/1748/data.pdf>.

Lifeboatsmen's Bravery, The Sea Gallantry Medal, <http://www.searlecana.org/hemy/SGM001.html>.



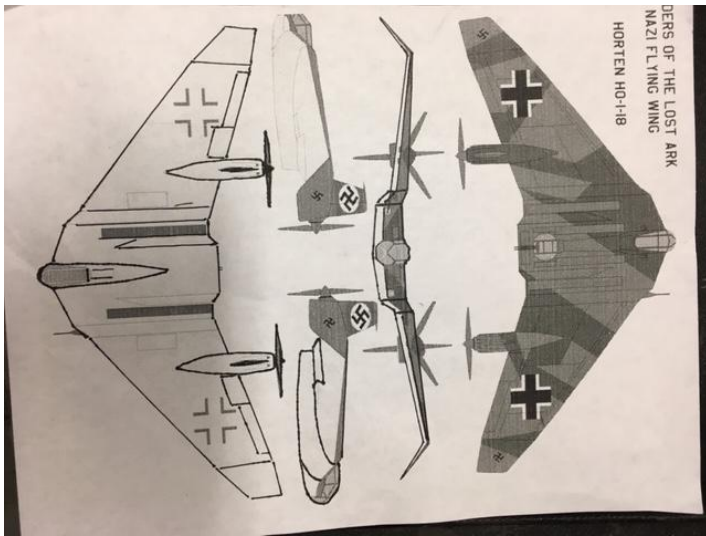




And this is Ernie's scratch built model of the plane featured in the 1981 film *Raiders of the Lost Ark*!

The film's plane is fictitious although based on actual flying wing designs. Ernie writes "one of the more dramatic scenes in the movie was the flight scene around this strange aircraft. The plane in the movie (specially built for this scene) was a modified version of an experimental flying wing designed by Horten. There were no kits of this aircraft. This model was scratchbuilt by using freeze frame shots of the movie."

The complete plane only appears in a few seconds of the film and because of its size is in far shots. The close up shots can only capture a piece of the plane at a time.



The cockpit has the seat with seat belts, foot pedals and a control panel. The interior of the gun turret is also complete. And did we mention that the plane flies?





Another picture of a model Ernie built while he was in the Air Force, and right is his scratch built F-117. In addition to Ernie's many builds shown here and in past newsletter issues, we also noted in our November issue that Ernie was featured in the magazine Northwest Quarterly for his renovation of historic homes, and his current home is both a historic renovation combined with an adaptive design to accommodate wheelchair accessibility for his son. We very much appreciated the opportunity to visit Ernie and see the history of his hobby, all his models (far more than on these pages), hear his many stories and witness his talent.

*Nanbata Castle Department*

**Art Giovannonni brought in his 1/48 Fujimi Me 109G in the markings of an aircraft in Libya in 1943.**

Art said the kit is at least 30 years old and was missing the propeller. He used a propeller from a HobbyBoss kit and said the spinner hides any differences.





**Art had also built the 1/48 North American P-51D “Old Crow”** flown from Leiston Airfield in Yoxford, England by Captain Clarence “Bud” Anderson. Art used hyperdermic needles for the machine guns.

Both the Me 109 and the P-51 were Fujimi kits. Art told us that Al Jones, a member of the Richard I. Bong Chapter of IPMS, has a small contest of his own where he will challenge other members to build one of the models that Al provides. If they do it in the agreed timeline, then they get to keep it. If not, they must pay Al \$10.00. Al then judges the completed models and gives collectible silver dollar coins to the winners. The Fujimi kits were chosen as they provide a bit more challenge compared to modern offerings.

Art, who needs no such challenge and motivation to expertly and efficiently



complete great builds, has been awarded the coins for his models.



**Tom Crepeau used EZ Line for his 1/72 Revell Spad XIII.**

Tom's build has the markings for Eddie Rickenbacker's SPAD XIII and the actual plane is on the following page.

Georges Guynemer was a World War I aviator beloved in his native France and who flew the SPAD XIII. Georges was known for the meticulous way he went over his plane before flight and he worked closely with SPAD to translate his air combat experiences into





advancements for the plane, which included altering the SPAD VII into the SPAD XII to accommodate a 37 mm cannon that fired through the propeller shaft. But the heavier gun also had a slower rate of fire and would send Cordite fumes into the cockpit (the compact nature of the cockpit already had the problem of gathering fumes and nauseating pilots). Following his 50<sup>th</sup> confirmed kill in late July, 1917 he traded his SPAD XII for the new SPAD XIII in which he gained three more victories of downed enemy planes. On the morning of September 11, 1917 over Poelcapelle, Georges made a pass at a German plane and into a cloud. He was never seen again.

James Norman Hall flew the SPAD XIII while with the 103rd Aero Squadron.

A fascinating person, James was born in 1887 and his first job was as an investigator for the Massachusetts Society for the Prevention of Cruelty to Children. He wrote poetry and was on a bicycle trip across England when World War I began. Joining the British army he served a year in the French trenches and then returned to the U.S. where a series of articles in *The Atlantic Monthly* were made into a book on the experience of an American in the war. It was the Atlantic's famous editor, Ellery Sedgwick, who convinced Hall to write a series of articles on the American volunteers flying for France. Hall started the articles but quickly ended up joining the flyers and taking part in combat. He was assigned to the Lafayette Escadrille until the U.S. entered the war and he was transferred



Georges Guynemer. His 54 victories ranked him second only to Richtofen.



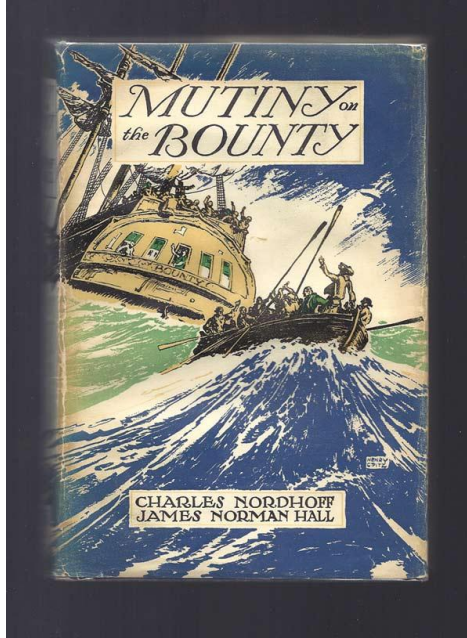
Tom's build *above* and the actual plane with Eddie Rickenbacker *below*.





to the 103rd Aero Squadron and then the 94th "Hat-in-the-Ring" Squadron as its commander, and Hall became the commander of Eddie Rickenbacker.

On May 7, 1918 his plane was hit by an antiaircraft shell while in a dogfight behind German lines and he spent the rest of the war as a prisoner. After the war ended he was compiling a story on the American volunteers who served with the French when he met another American volunteer for France during the war, Charles Nordhoff. Their friendship led them to writing several books together, including *Passage to Marseille* (made into a 1944 movie starring Humphrey Bogart), *Botany Bay* (made into a 1954 movie starring Alan Ladd) and the 1932 novel *Mutiny on the Bounty* (the 1935 movie starred Clark Gable and Charles Laughton). Like the real life *Bounty* First Officer Fletcher Christian and the mutineers, James Hall lived in Tahiti and was buried there on July 5, 1951.



In James 1918 book *High Adventure: A Narrative of Air Fighting in France* he wrote of the sheer joy of flying in a 1917 flight over France. "My biplane was flying itself. I had nothing to do other than to give occasional attention to the revolution counter, altimeter, and speed dial. The motor was running with perfect regularity. The propeller was turning over at twelve hundred revolutions per minute without the slightest fluctuation. Flying is the simplest thing in the world, I thought. Why doesn't every one travel by route of air? If people knew the joy of it, the exhilaration of it, aviation schools would be overwhelmed with applicants. Biplanes of the Farman and Voisin type would make excellent cars, quite safe for women to drive. Mothers, busy with household affairs, could tell their children to 'run out and fly' a Caudron such as I was driving, and feel not the slightest anxiety about them. I remembered an imaginative drawing I had once seen of aerial activity in 1950. Even house



*Mutiny on the Bounty*, 1935.

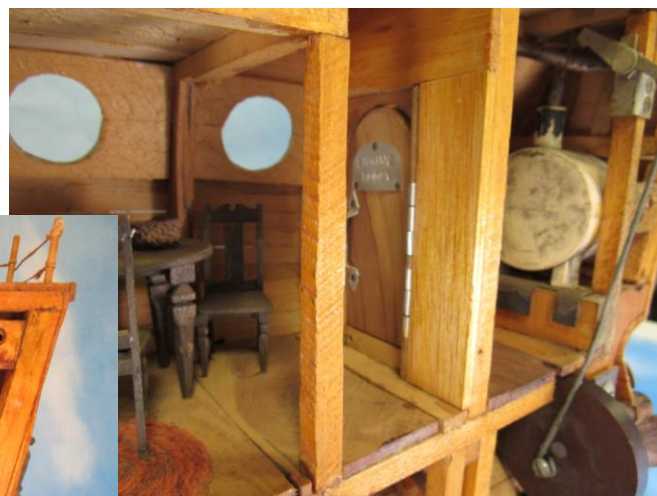
pets were granted the privilege of traveling by air route. The artist was not far wrong except his date. He should have put it at 1925. On a fine April morning there seemed no limit to the realization of such interesting possibilities" (1918: Houghton Mifflin Company, Boston and New York, pp. 68-69).





**Steve Scheley brought in a ship that was scratchbuilt by his sister.** The ship opens into two pieces to show the detailed interior.

A forward stateroom has maps on the table. Working doors connect to each of the rooms through the ship. A pot is on the table in the galley and the drawers open. A turned down bed waits for the Captain.



The ship was damaged in an accident several years ago. Steve used a scale cannonball and singe to the wood to turn it into a story for the ship of battle damage.







The Dirksen Senate Office Building, named for late Illinois Senator Everett Dirksen, houses a number of offices for Senators and Senate Committees across the street from the Capitol building. One of these is the Committee on Homeland Security and Governmental Affairs which is the chief oversight committee for the United States Senate.



Inside and under glass, is a model of the Coast Guard's 25 foot Defender Class security boat, number 255001.



Looking closer, we can see that Star War's icon Admiral Ackbar is properly manning the bow gun!



In the 1983 film *Star Wars: Episode VI--Return of the Jedi*, the Rebel Alliance learns the Empire is constructing a second Death Star with the Emperor aboard. Han Solo takes a group to the nearby planet of

Endor to destroy the shield generator protecting the Death Star while the Rebel Fleet led by Admiral Ackbar arrive for a planned climatic battle to destroy the Death Star. But approaching they find things are not what they appear, and Admiral Ackbar gives his famous line "It's a trap!" From painful experience, Admiral Ackbar is prepared to protect the Coast Guard from any such fate.



Believe It Or Not! This part of the newsletter was written on May 4, 2018. May The Fourth Be With You!





Named for the late Senator Nicolas Longworth of Ohio, the Longworth House Office Building is located on the opposite side of the Capitol and houses offices for



Congressional Representatives and their committee rooms. One of these is the Navy and Marine Corps Liaison Committee and in their office is a Grumman C-2A(R) Greyhound (with the updated propellers) from VRC-30 Detachment 2. The R designation is for reprocured aircraft--39 new planes were ordered in 1984 to replace the original C-2 planes from 1965.

VRC-30, also known as *The Providers*, operate from Naval Air Station North Island. The C-2A(R)s underwent a 2006 Service Life Extension Program that is expected to extend the service of these planes through 2027.

*Return to Our Regularly Scheduled Newsletter Department*



**Bob Greenlee built the Hobbycraft Bf-109G-10.** He used EZ Line for the antennae, Q tip to create the effect for the cowling, and used tubing to create the nose cannon.



**Neil Butler brought in his recent Gundam builds.**

The Bandai **NZ-999 Neo Zeong** is shown at right and was piloted by Full Frontal in the Third Neo Zeon War.

“The Third Neo Zeon War (or Laplace Incident) is a series of battles between the Earth Federation and the Neo Zeon faction nicknamed ‘The Sleeves’ during the year U.C. 0096, three years after the end of the Second Neo Zeon War led by Char Aznable. The conflict revolves around each respective side’s quest to find a mysterious object known as ‘Laplace’s Box’, and the battles fought over control of its ‘key’, the RX-0 Unicorn Gundam. Although the contents of the box are unknown, the importance of Laplace’s Box to both sides is significant since the box is rumored to be capable of destroying the Earth Federation.”

Source:

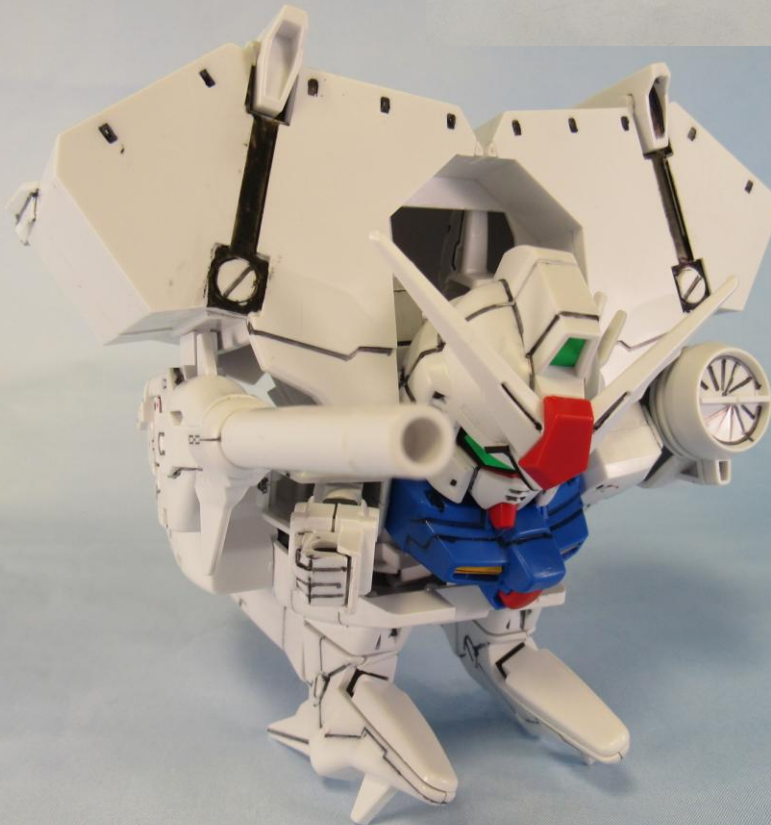
[https://gundam.fandom.com/wiki/Third\\_Neo\\_Zeon\\_War](https://gundam.fandom.com/wiki/Third_Neo_Zeon_War)



**RX-78Gp03D** is not only an excellent password to protect your Amazon account but is also the Gundam designation for **Neil's Dendrobium GP03** shown at left.



It was piloted by Kou Uraki, a 19 year old Federation pilot stationed at Torrington Base in Sydney, Australia.





**NIMCON 8**  
 June 6th 1944  
**D-Day**  
**75th Anniversary**

Saturday, June 22, 2019  
 9:00AM to 5:00PM

**McHenry County College**  
 8900 US Highway 14, Crystal Lake, Illinois

Gold/Silver/Bronze Open Judging  
 13 "BEST OF" Awards  
**PLUS A SPECIAL AWARD** for Best D-Day Subject

General Admission is \$5; Children 12 and under FREE;  
 Active Duty Military & First Responders FREE with valid ID

Contest Registration: \$10 for admission & 5 models;  
 additional models are \$1 each

Gigantic Raffle/Huge Vendor Area/ Food By WGW Foods,LLC

Visit: [www.lakesregionmodelers.com](http://www.lakesregionmodelers.com)  
 for news, forms, and updates also see us on Facebook

SAM's neighbor, the IPMS Lake Region Scale Modelers, will hold their NIMCON 8 on Saturday, 06/22/19 at McHenry County College in Crystal Lake!

SAM member Larry Johnson, who passed away in 2018, was also a member of the Lake Region Scale Modelers. They will have a special award in memoriam. From their website:

"LRSM is proud to announce that we will sponsor a special award at NIMCON8 in memorial to Larry Johnson, a long time member and friend to many. Larry was very creative and had the most incredible imagination. In his honor, we will present the Larry Johnson memorial award for the most imaginative exhibit. All exhibits in all categories will be considered for this award. We will have a team of folks who were closest to Larry pick the exhibit that they think would have most inspired his imagination."

Thank you to our friends at Lake Region and we look forward to NIMCON 8!

And the Royal Hobby Shop in Rockford will have their annual show on July 20th!

## The Royal Hobby Model Show

**Saturday, July 20, 2019 from 10 am to 4 pm!**

- No admission or registration fee.
- Gaming is planned--call (815) 399-1771 to reserve your slots.

19 Judging Categories include

- |                          |                                  |
|--------------------------|----------------------------------|
| Aircraft 1/144           | Armor 1/35                       |
| Aircraft 1/72            | Armor 1/48, 1/50, 1/72           |
| Aircraft 1/48            | Naval                            |
| Aircraft 1/32 and larger | Science Fiction (ships/vehicles) |
| Helicopter               | Figure 40 mm and smaller         |
| Auto - Out of Box        | Figure 54 mm and larger          |
| Auto - Custom            | Figure Groups/units              |
| Auto - Racing            | Diorama and Vignettes            |
| Truck                    | Miscellaneous                    |
| Junior                   | Popular Choice                   |



**Royal Hobby is located at 3920 East State Street in Rockford, Illinois.**



TV Guide Department: There is nothing wrong with your television set. Do not attempt to adjust the picture. SAM has the remote.



The comedy series *Frazier* ran from 1993 to 2004 starring Kelsey Grammer as a psychiatrist who leaves his Boston home after a divorce, returning home to Seattle and hosting a psychiatric talk program *The Frazier Crane Show* on talk radio KACL. Frazier reunites with his brother Niles Crane (David Hyde Pierce), moves in his father Martin (John Mahoney) a retired police detective with mobility problems caused by a gunshot wound. He hires British physical therapist Daphne Moon (Jane Leeves) to care for Martin, works with his radio show's producer Roz Doyle (Peri Gilpin) and rounding the permanent cast is Martin's dog Eddie (Moose) who also move in to Frazier's apartment and much to Frazier's chagrin.

All the characters have a quirky trait. Eddie constantly stares at and otherwise torments Frazier (Frazier: "Dad? I thought we had an agreement. Eddie doesn't roll around on my sofa and I don't throw him in front of a bus."). Martin is down to earth and brings his multiple duct tape repaired old and ugly chair with him to Frazier's carefully appointed apartment (Frazier [about Martin's chair]: "Dad, when are you going to stop blighting the

environment with this monstrosity? My God, can't you see that it wants to die? Let it go." Martin: "You know, I keep having this dream where you're saying the same thing, only I'm in the hospital and you're slipping the nurse a twenty." Frazier: "Dad, that will never happen." Martin: "Thank you." Frazier: "I have a medical power of attorney. It won't cost me a thing"). Niles is Frazier's pretentious brother and also a psychiatrist. He and Frazier are constantly in brotherly competition and Niles is secretly and desperately in love with Daphne (Daphne: "I suppose I like my gents more on the manly side, [Looking at the napkin that Niles just carefully folded and is holding] is that a little swan you just made?" Niles: "No, it was a B-52.").

Many episodes involve Niles and Frazier's desperate attempts to be accepted into elite society and we learn early of their acerbic wit and their lives destined for fine restaurants, art and opera (Martin: [looking through a box of keepsakes from Niles' childhood] "Oh, no one around here draws pictures anymore. [Looks closely] What the heck is this anyway?" Niles: Oh, that is an ancient Egyptian battle scene. Look that's Radames, and that's the jealous Amneris, and -- [laughs] Oh, I misspelled Amonasro. Ah, to be six again...").

The episode *An Affair to Forget* aired on May 2, 1995 and opens with Niles and Martin at the dinner table, they've just opened a large model box for a Clipper Ship and Niles opens the instructions.





Niles: (reading) "So you want to build a three-masted schooner. Step One: before assembly, take inventory of all parts."

Martin: We don't need to read all these instructions."

Niles: (who is also quite fastidious): "Yes, we do. It says right here in boldface, "Read all instructions."

Martin: "Just pass me the right side of the hull, will you?"

Niles: "You'll get your hands on that piece at step sixteen and not a moment sooner."

Martin: "Can we get started here?"

Niles: Oh, all right, Dad. (reading) "so you want to build a three-masted schooner."



*Martin rolls his eyes. Eddie picks up one of the masts in his teeth.*

Niles: (grabs it away) "Give me that! You'll put your eye out."

*Daphne comes in holding a potted plant.*

Daphne: "Oh, look at that! What a beautiful ship. I bet you'll have fun building that."

Martin: "Not as much fun as we're having reading about it."

Daphne: "Did I ever mention one of my ancestors was a mutineer on the H.M.S. Bounty?"

Martin: "No kidding?"

Daphne: Yeah, well, from what we could gather, he made it safely to Pitcairn Island, where he was quite fruitful and multiplied. You know, for all I know there's some girl who looks exactly like me running around the South Seas, frolicking in the surf, all brown-skinned and bare-breasted..."



*Niles, desperately and secretly smitten with Daphne, is becoming increasingly tense and snaps the mast he's holding in two with the pieces flying over the table. Daphne stops and Martin and Daphne look at him.*

Niles (calmly recapturing his composure): "So you want to build a *two*-masted schooner."

Daphne: "Schooner? I thought it was a frigate."

Niles: "No, no, a frigate has a fore and aft mainsail."

Daphne: "No, no, that's a brigantine."

Niles: "Oh, you're right. Well, then what's a frigate?"

Martin: "That's when you just don't give a damn anymore."

*Martin goes to the kitchen and Frazier arrives home.*





Frazier: "Hello, all. Niles, are you going to be spending the evening with us?"

Niles: "Yes, as much as my Maris (his always unseen and unaffectionate wife) misses me, she feels family comes first. When she saw this model, she felt it was the perfect project for me to share with Dad."

Frazier: "She wanted you out of the house, huh?"

This episode won an *Emmy for Outstanding Writing for a Comedy Series*. *Frazier* eventually received 37 Emmy Awards passing the previous record of 29 Emmy Awards held by *The Mary Tyler Moore Show*, and until 2016 when *Game of Thrones* won its 38th Emmy.



*Projekt 1035 Department*

### **Frank Gattolin built the 1/72 Lindbergh He 100D.**

Never reaching production, about 19 prototypes were built. A fast plane, the He 100 held the speed record for a time in 1939 when Hans Dieterle flew his plane to 463.919 mph on March 30th.

Frank built his plane in Soviet markings. With the non-aggression Pact between the Soviet Union and Germany, a Soviet delegation visited Germany in October of 1939 to study German aeronautics. The Soviet Union ordered ten of the planes and five were delivered. The Germans had presented the plane as their newest fighter, but the plane's evaporative cooling system and large wing radiators made it highly vulnerable in combat, and the Soviets later realized with a Air Forces Scientific Research Institute Report that concluded "This airplane is not developed to the requisite level for combat duties" (Sobolev, Khazanov, Heinkel He 100 for the USSR [http://www.airpages.ru/eng/ru/he100\\_2.shtm](http://www.airpages.ru/eng/ru/he100_2.shtm) ).







Frank said the plane went together well with some filling at the wing joints. For the prominent exhaust he used oil pastels applied with a Q tip. The antennae is stretched sprue and Frank explained that he holds a piece of the kit sprue over a flame until soft and then pulls both ends to get the right diameter. The base is from new flooring he's putting in his house and he put the Heinkel logo on it.

*Mothers Day 2019*

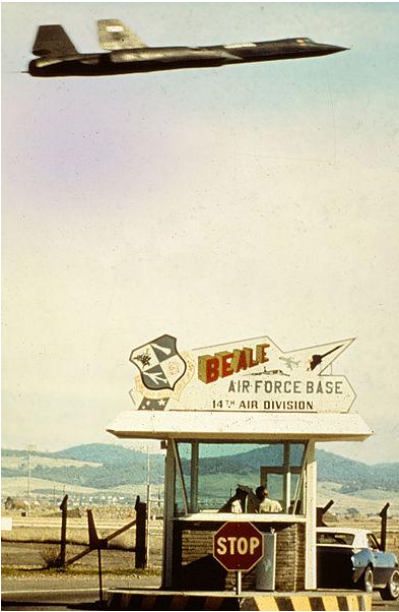


**Alan Zais finished the Reaper Miniature Mothers Day Mousling.**

The Mousling series of miniatures are small but have wonderful detail. This one had the

seam removed with a rat file, primed with Tamiya Fine White, base coated with Model Master Enamels and shaded with oils. Railroad scenics were used for the wildflowers and grass.





In 1971 my father was transferred to Beale Air Force Base and we moved to Northern California. That fall the base school had Vietnam POW/MIA bracelets for sale. Everyone seemed to have a father either on their way to Southeast Asia, in Southeast Asia, or on their way back from Southeast Asia. My own father had just recently returned from Vietnam. Everyone bought a bracelet.

The first bracelets were made by Carol Bates, who now works for the Defense POW--Missing Persons Office. The bracelets had different finishes and, at a minimum, the name, rank, service, loss date and country of loss of a missing man from the Vietnam War. Here is Carol's article on the origin of the bracelets.

### History of the POW/MIA Bracelet

By Carol Bates Brown

In recent months, several individuals have contacted me looking for information on the origin of the POW/MIA bracelets worn during the early 1970s. The following is offered for those interested in learning the history of the bracelet phenomenon.

I was the National Chairman of the POW/MIA Bracelet Campaign for VIVA (Voices In Vital America), the Los Angeles based student organization that produced and distributed the bracelets during the Vietnam War. Entertainers Bob Hope and Martha Raye served with me as honorary co-chairmen.

The idea for the bracelets was started by a fellow college student, Kay Hunter, and me, as a way to remember the American prisoners of war suffering in captivity in southeast Asia. In late 1969 television personality Bob Dornan (who several years later was elected to the US Congress) introduced us and several other members of VIVA to three wives of missing pilots. They thought our student group could assist them in drawing attention to the prisoners and missing in Vietnam. The idea of circulating petitions and letters to Hanoi demanding humane treatment for the POWs was appealing, as we were looking for ways college students could become involved in positive programs to support US soldiers without becoming embroiled in the controversy of the war itself. The relatives of the men were beginning to organize locally, but the National League of POW/MIA Families had yet to be formed.

During that time Bob Dornan wore a bracelet he had obtained in Vietnam from hill tribesmen, which he said always reminded him of the suffering the war had brought to so many. We wanted to get similar bracelets to wear to remember US POWs, so rather naively, we tried to figure out a way to go to Vietnam. Since no one wanted to fund two sorority-girl types on a tour to Vietnam during the height of the war, and our parents were livid at the idea, we gave up and Kay Hunter began to check out ways to make bracelets. Soon other activities drew her attention and she dropped out of VIVA, leaving me, another student Steve Frank, and our adult advisor, Gloria Croppin, to pursue the POW/MIA awareness program. The major problem was that VIVA had no money to make bracelets, although our advisor was able to find a small shop in Santa Monica that did engraving on silver used to decorate horses. The owner agreed to make 10 bracelets. I can remember us sitting around in Gloria Crippin's kitchen with the engraver on the telephone, as we tried to figure out what we would put on the bracelets.



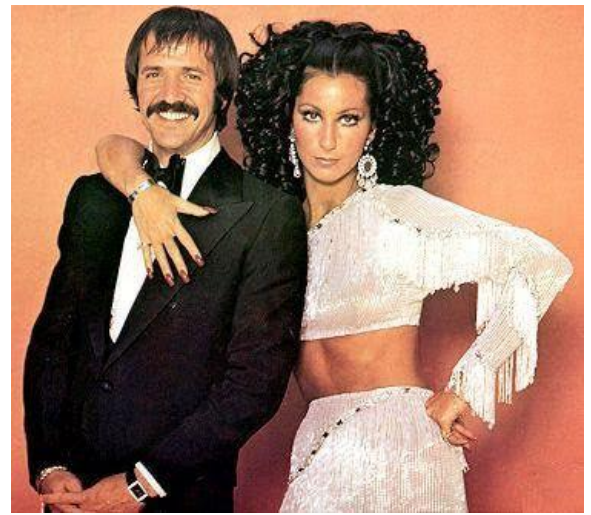
This is why they carried only name, rank and date of loss, since we didn't have time to think of anything else.

Armed with sample bracelets, we set out to find someone who would donate money to make bracelets for distribution to college students. It has not yet occurred to us that adults would want to wear the things, as they weren't very attractive. Several approaches to Ross Perot were rebuffed, to include a proposal that he loan us \$10,000 at 10% interest. We even visited Howard Hughes' senior aides in Las Vegas. They were sympathetic but not willing to help fund our project. Finally in the late summer of 1970, Gloria Coppin's husband donated enough brass and copper to make 1,200 bracelets. The Santa Monica engraver agreed to make them and we could pay him from any proceeds we might realize.

Although the initial bracelets were going to cost about 75 cents to make, we were unsure how much we should ask people to donate to receive a bracelet. In 1970, a student admission to the local theater was \$2.50. We decided this seemed like a fair price to ask from a student for one of the nickel-plated bracelets. We also made copper ones for adults who believed they helped their "tennis elbow." Again, according to our logic, adults could pay more, so we would request \$3.00 for the copper bracelets.

At the suggestion of local POW/MIA relatives, we attended the National League of Families annual meeting in Washington, DC in late September. We were amazed at the interest of the wives and parents in having their man's name put on bracelets and in obtaining them for distribution. Bob Dornan, who was always a champion of the POW/MIAs and their families, continued to publicize the issue on his Los Angeles television talk show and promoted the bracelets.

On Veterans Day, November 11, 1970, we officially kicked off the bracelet program with a news conference at the Universal Sheraton Hotel. Public response quickly grew and we eventually got to the point we were receiving over 12,000 requests a day. This also brought money in to pay for brochures, bumper stickers, buttons, advertising and whatever else we could do to publicize the POW/MIA issue. We formed a close alliance with the relatives of missing men--they got bracelets from us on consignment and could keep some of the money they raised to fund their local organizations. We also tried to furnish these groups with all the stickers and other literature they could give away.



Many celebrities including Sonny and Cher wore the bracelets, seen on her right hand in the above photo. They first wore them on the August 27, 1971 Sonny and Cher Comedy Hour. The result was immediate as can be found in 08/28/71 viewer Colleen Harriman's letter to the San Antonio newspaper saying that she saw it on the show the previous night and how could she find out how to get them.

Cher's bracelet was for Captain John Naysmyth, who returned home and appeared on the March 14, 1973 show (below)

Impacted by the experience, she continues to visit military personnel in hospitals and in war zones and donates to Operation Helmut. Below she meets SPF Hollis Richardson at Landstuhl, Germany. Hollis was injured by a rocket propelled grenade in Iraq. Source: 7/16/16 Stars and Stripes



While Steve Frank and I ended up dropping out of college to work for VIVA full time to administer the bracelet and other POW/MIA programs, none of us got rich off the bracelets. VIVA's adult advisory group, headed by Gloria Coppin, was adamant that we would not have a highly paid professional staff. As I recall the highest salary was \$15,000 a year and we were able to keep administrative costs to less than 20 percent of income.

In all, VIVA distributed nearly five million bracelets and raised enough money to produce untold millions of bumper stickers, buttons, brochures, matchbooks, newspaper ads, etc., to draw attention to the missing men. In 1976, VIVA closed its doors. By then the American public was tired of hearing about Vietnam and showed no interest in the POW/MIA issue.

Source: This story is just about everywhere. I retrieved it 03/05/19 from The Vietnam Veterans Memorial, The Wall-USA, <http://www.thewall-usa.com/bracelet.asp>.

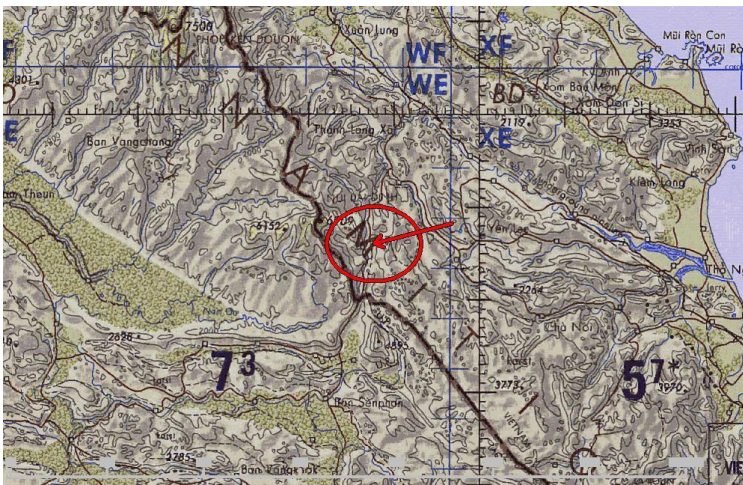


The bracelet I bought and wore, *left*, simply read...

LTCOL PATRICK H WOOD  
USAF 02-06-67

A piece of paper explained that he had been reported Missing In Action on February 6, 1967. That was all the information that could be learned on Patrick in 1971. By 1976 I was able to learn that he was a pilot involved in a rescue mission when his helicopter crashed in North Vietnam.

Each year around the anniversary of his MIA date I would check to see if anything more was learned, and with the advent of the internet I was able to learn a little bit more each year. But it would take 46 years to finally learn the complete story through the many stories of all the people that took part in the afternoon of February 6, 1967. I wish to acknowledge with appreciation the [usnamemorialhall.org](http://usnamemorialhall.org) and [airforcetogetherweserved.com](http://airforcetogetherweserved.com) sites for the information on Major Heiskell, Kirtland Air Force Base and Wikipedia sites for Technical Sergeant Hackney, the Virtual Vietnam Wall of Faces and the Defense POW/MIA Accounting Agency for the information that made it possible to assemble this story.



### February 6, 1967

The Mu Gai Pass, in North Vietnam close to the Laos border, is one of two gateways to the Ho Chi Minh Trail used by the North Vietnamese Army and Viet Cong in South Vietnam. Its proximity to neutral Laos made it easy for the NVA to get over the border when attacked. It was an area of focus by the US and from April 17, 1965 to December 31, 1971, 43 American airmen were lost and listed as POW/MIAs in this 33.3 mile square area.



On February 6, 1967, Captain Lucius Heiskell, the pilot of a lead plane O-1F Birddog (tail #57-2807) with call sign *Nail 65* and his wingman Captain Gerald Dickey were part of a two plane group conducting a Forward Air Controller (FAC) mission for strike aircraft in extreme western North Vietnam. Weather conditions were extremely overcast with a top ceiling of 3,000 feet and low scattered clouds underneath. Visibility was 4 to 5 miles with haze and the terrain was extremely rugged karsts covered with heavy jungle growth.



Captain Heiskell identified an underwater bridge for attack. The underwater bridges were designed to help make them all by invisible and difficult to identify in the air and the Cessna O-1F was perfect for this kind of work. But the low and slow ability of the aircraft also made it extremely vulnerable to enemy fire. Unarmed, the pilot carried only their personal weapons.

The target was on route 1501 running through a valley 1 mile east of Route 15 and 7 miles north of the Mu Gai Pass. Two Navy A-4 Skyhawks were assigned to the strike and both Birddogs turned west to fly over near the target, when they were both hit by ground fire. Captain Heiskell reported “I’m hit” and Captain Dickey saw that the plane had a badly damaged horizontal stabilizer and was going down. Captain Heiskell reported he “could not hold the aircraft and would have to bail out.”

Captain Dickey saw Lucius’ plane at a height of about 1,000 feet able to partially roll out of its turn near the center of the valley when it started trailing a line of white smoke. A parachute deployed and he saw Captain Heiskell disappear into the jungle below. Captain Dickey called in a search and rescue (SAR) operation.

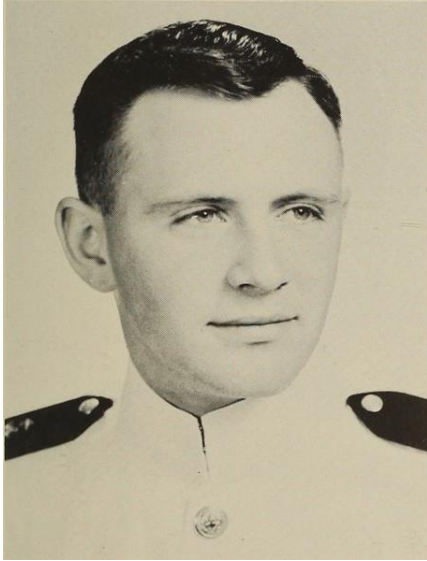
As Firefly 13 and 14, a flight of F-4s , arrived to assist in the SAR, Captain Heiskell came up on his survival radio and said the people on the ground were after him and he was hiding his parachute. After 5 minutes Captain Dickey lost contact of Captain Heiskell.



Patrick Wood next to his HH-3E, tail #65-12779

In the meantime two HH-3E rescue helicopters from Da Nang arrived, the lead one piloted by Major Patrick Wood and co-pilot Captain Richard Kibbey, along with mechanic SSgt. Donald J. Hall and pararescueman A2C Dwayne Hackney and call sign *Jolly Green 05*. The second helicopter was *Jolly Green 06*. But no one could get contact with Captain Heiskell. They continued searching the area while under constant ground fire and rapidly deteriorating weather and Airman Hackney was lowered into the triple canopy jungle, but he could only find Captain Heiskell’s boot prints. They were

ordered back to base. At base, Major Wood learned that the weather was making it impossible for fighter cover support to control the flak and ground fire. They went back a second time.



Major Heiskell was a graduate of the US Naval Academy class of 1962. He had been a pilot of the F-106 prior to flying as an FAC in Vietnam. He was assigned to Nahon Phanon Royal Thai Air Force Base.

“Lamar came to the Academy directly from East High in Memphis, Tennessee, and is a very dedicated Southerner. His one ambition is to be a Naval Aviator. While at the Academy, Lamar participated in brigade boxing and was a member of the football squad. His diversified interests also included the Model and German clubs and WRNV. When not engaged in these activities, Lamar could be found reading or even occasionally studying. Not one to ignore the members of the opposite sex, Lamar has, since arriving at the Academy, shown more than a passing interest in the ladies. Always ready with a quick answer and an easy laugh, Lamar added his charm to many of the activities at the Academy. With all of these attributes, Lamar will certainly be considered an asset to the ‘eyes of the fleet’.”

Form the 1962 U.S. Naval Academy yearbook, *Lucky Bag*.

The ground fire and flack started again immediately when the helicopters reached the site, but this time they were able to establish contact with Captain Heiskell. At 1634 Major Wood brought the helicopter down through a hole in the undercast. Airman Hackney was lowered to the ground and got Captain Heiskell into the litter, both lifted back into the helicopter. By now the mountain peaks were lost in the low cloud cover.

As Airman Hackney and Captain Heiskell reached the helicopter’s door, the ground fire started up again and Major Wood brought it to the south searching for a hole in the cloud cover to ascend.

Two Sandy planes had also arrived during this time when they saw the ground 37 MM AAA fire start directing to *Jolly Green 05* as the helicopter raced up directly into the clouds. But the helicopter was hit at top just below the rotor blades and caught fire. The helicopter continued flying another mile to the south as Major Wood tried to increase altitude to clear a ridge line for the crew to bail out.

Aboard the helicopter, with flames spreading across the top, Airman Hackney had taken off his own parachute and placed it on Colonel



Duane Hackney of Flint, Michigan, was the most decorated enlisted man in U.S. Air Force history with 208 decorations for valor in combat and more than 70 awards in all. Duane Hackney was awarded the Air Force Cross for his actions on February 6, 1967. 19 years old, at the time he was the first living recipient and the youngest recipient to receive the Air Force Cross.

Enlisting in the Air Force in 1965, he was trained as a Pararescue Specialist and flew on more than 200 combat missions during three and a half years in Vietnam. He retired in 1991 as a Chief Master Sergeant and passed away on September 3, 1993 at the age of 44.

In June 2006 the training facility at Lackland Air Force Base was renamed the Hackney Training Complex. In 2009 Duayne was inducted into the Michigan Aviation Hall of Fame.

*Retrieved electronically 03/22/19 from [https://en.wikipedia.org/wiki/Duane\\_D.\\_Hackney](https://en.wikipedia.org/wiki/Duane_D._Hackney)*





Haaskell. He had just pulled another parachute from storage and was putting his arms through the harness when the helicopter exploded blowing him out the door. Dangling from the harness he pulled the rip cord and the chute opened as he hit the trees, falling another 80 feet and coming to rest on a ledge in a crevasse.

The pilots of the surrounding aircraft heard Major Wood radio that the complete aircraft was on fire as they watched it fly perpendicularly into a karst outcropping and

spread wreckage everywhere. *Jolly Green 06* made two passes to find survivors, the second time enduring ground fire for 10 minutes before they found two deployed parachutes within 60 yards of the wreckage.

In the crevasse, Airman Hackney stayed still while enemy troops jumped the crevasse above him. He then climbed out and ran to the wreckage. Seeing no one, he waved his arms to *Jolly Green 06* passing overhead and was picked up. Airman Hackney told the crew that he and Captain Heiskell had been wearing parachutes, but no one else could be seen. The ground fire picked up and the weather was even worse when they were ordered home and the SAR ended. Lucius Heiskell, Patrick Wood, Richard Kibbey and Donald Hall were listed Missing In Action.



The 11/25/17 Pensacola News Journal reported that Captain Richard "Dick" Kibbey's sons received his dog tags. U.S. military recovery teams had visited the rugged helicopter crash site many times over the decades but could find no trace, and "then a Vietnamese farmer led Defense POW/MIA Accounting personnel to the previously unserved crash site, where they found a rotor blade and other helicopter parts. During a November 2016 follow-up visit, they found the remains of Donald Hall, the helicopter crew chief." And shortly after that, Dick's dog tags. His wife, who passed away in 1979, continued to mail care packages to him each Christmas over the years that were always returned to sender. Her son, John said that during the coverage of the POWs return "She watched the TV for over two hours, watching them coming off the plane, just hoping." Her children said she kept a large collection of National Geographic and annual Collier Encyclopedia updates so that her husband could read them and be brought up to date when he returned.

Retrieved from <http://www.prj.com/story/news/military/2017/11/25/sons-receive-missing-dads-vietnam-war-dog-tags/990164001/>

When I was a young teenager, I purchased a bracelet with a soldier's name on it to say special prayers for them in the hope that they would return home when the war ended. You never returned and it was then I knew you were an MIA. I am now 56 years old and still have your bracelet and still praying for you. It is my hope that one day I can give it to one of your family members to cherish it the way I have all these years. My husband it a Vietnam Veteran and my Dad served in Korea. It would be my honor to give your bracelet a home where it belongs. If there is anyone related to Maj. Richard Kibbey please contact me. It's been a very long time. And of course... Thank you for your ultimate sacrifice for our great country. Posted 3/4/17 by Antoinette on *The Wall of Faces*.

Chief Master Sergeant Donald Hall's remains were found on September 28, 2017. His sister, Louise Morgan, said her last words to her big brother were "I love you" before his left for Vietnam. "It's a good day, because we know where he is. We don't have to worry about him anymore." Donald Hall's name is inscribed on the Courts of the Missing at the Honolulu Memorial.

Retrieved from <https://www.findagrave.com/memorial/64165039/donald-joe-hall>

I received my first MIA bracelet at the Cowete OK wall almost 18 years ago. After volunteering to work the wall I continued with 7 Vietnam Moving Walls. I truly hope they find Hall and I will give you the bracelet I've carried for years. Thank you and God bless you gold star family. My prayers as I always go to see his name at each wall asking if his status was changed from MIA. I thank you for changing my life that day I put the bracelet around my wrist. I'm in hope that he will be laid to rest with military honors. God bless the hero's for defending my freedom.

Posted 10/16/19 on *The Wall of Faces*. Some minor edits were made for fit and clarity.

Patrick Wood was born on January 23, 1931, in Kansas City, Missouri. He enlisted in the Aviation Cadet Program of the U.S. Air Force on August 18, 1952, and was commissioned a 2d Lt and awarded his pilot wings on September 16, 1953. Lt Wood next completed Helicopter Pilot Training at Gary AFB, Texas, in January 1954, and then served as an H-19 Chickasaw pilot with the 2157th Air Rescue Squadron in South Korea from February 1954 to April 1955. His next assignment was as a helicopter pilot with the 327th Air Base Squadron and on the staff of the 327th Fighter Group at Truax Field, Wisconsin, from April 1955 to March 1962, followed by service on the staff of the 5700th Air Base Group at Albrook AFB, Panama, from March 1962 to May 1965. Maj Wood served with the 1375th and 1371st Mapping & Charting Squadrons at Turner AFB, Georgia, from June 1965 to July 1966, and then completed HH-3E Jolly Green Giant Combat Crew Training in September 1966. His next assignment was as an HH-3 pilot with the 38th Aerospace Rescue & Recovery Squadron at Udorn Royal Thai AFB, Thailand, from September 1966 until he was killed in action during a rescue mission on February 6, 1967. Patrick Wood was officially listed as Missing in Action until after the Vietnam War ended, and was promoted through the ranks to Colonel during that time.

From <http://www.veterantributes.org/TributeDetail.php?recordID=1182>



The Vietnam Memorial is two long walls, one end pointing to the Lincoln Memorial and the other end pointing to the Washington Memorial, and sunk into the earth. It contains the names of those who lost their lives or are missing in action. The names are meant to become the Memorial and they run in chronological order with an apex in the middle.



Memorial every day, and the Vietnam Memorial is also emotional for the dark and quiet when visited at night. Patrick's name is just past the apex, panel E15, line 1 *above*. I visited on this spring day in 2018. That night I again searched for information on Patrick.



People leave items and notes at the







# Defense POW/MIA Accounting Agency

Fulfilling Our Nations Promise

NEWS RELEASES



## AIRMAN MISSING FROM VIETNAM WAR ACCOUNTED FOR (WOOD)

Release No: 17-061 June 21, 2017

The Defense POW/MIA Accounting Agency (DPAA) announced today that the remains of a U.S. serviceman, missing from the Vietnam War, have been identified and will be returned to his family for burial with full military honors.

Air Force Col. Patrick H. Wood, 36, of Kansas City, Missouri, will be buried June 28 in Arlington National Cemetery, near Washington, D.C. On Feb. 6, 1967, Wood was the pilot of an HH-3E aircraft carrying three other crewmembers on a recovery mission over North Vietnam. After successfully recovering an individual from a separate incident, Wood's aircraft was hit by enemy ground fire, which caused it to crash. Rescue aircraft flew over the area, but were only able to recover one survivor. Following the incident, the U.S. Air Force declared Wood missing in action.

Multiple joint investigations were conducted concerning the fate of these missing Americans.

During the 120th Joint Field Activity in December 2015, a team from the Vietnamese Office for Seeking Missing Persons (VNOSMP) interviewed a witness who was in possession of possible human remains. The witness led the VNOSMP team to the site where the remains were found, which correlated to the crash site of the HH-3E. After a joint forensic review of the remains, the team recommended the remains be repatriated to the U.S.

Scientists from DPAA and the Armed Forces DNA Identification Laboratory used mitochondrial, Y-chromosome Short Tandem Repeat and autosomal DNA analysis, which matched his sister and son; anthropological analysis; as well as circumstantial evidence in making the identification of Wood.

The support from the government of Vietnam was vital to the success of this recovery.

Today there are 1,608 American servicemen and civilians who are still unaccounted for from the Vietnam War.

For additional information on the Defense Department's mission to account for missing Americans who went missing while serving our country, visit the DPAA website at [www.dpaa.mil](http://www.dpaa.mil), find us on social media at [www.facebook.com/dodpaa](http://www.facebook.com/dodpaa) or call (703) 699-1420.



I wore Patrick's MIA bracelet for 20 years straight, 1972-1992. It never came off my wrist for a second. It was on my wrist at my wedding, during childbirth, wedding formal gowns, sleeping, showering, EVERY second of 20 years. I checked occasionally for any updates. I never thought I'd see the day he'd be found. So glad it finally happened. Thank you for your service, Patrick.

*Photo and message posted 05/26/18 by Cheryl on the Wall of Faces.*



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

New  Renewal  IPMS #:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Chapter Affiliation, if any: \_\_\_\_\_

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

**Adult** One year \$30.00 \_\_\_\_\_

Two years \$58.00 \_\_\_\_\_

Three years \$86.00 \_\_\_\_\_

**Canada & Mexico** \$35.00 \_\_\_\_\_

**Foreign** Surface \$38.00 \_\_\_\_\_

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

Your Signature: \_\_\_\_\_

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

Name: \_\_\_\_\_ IPMS #: \_\_\_\_\_

**PAYMENT OPTIONS:**

Cash  Amount: \_\_\_\_\_

Check  Check #: \_\_\_\_\_ Amount: \_\_\_\_\_

Billing Address, if different than above -

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip Code: \_\_\_\_\_