

SAM!

STATELINE AREA MODELERS

MAY 2018



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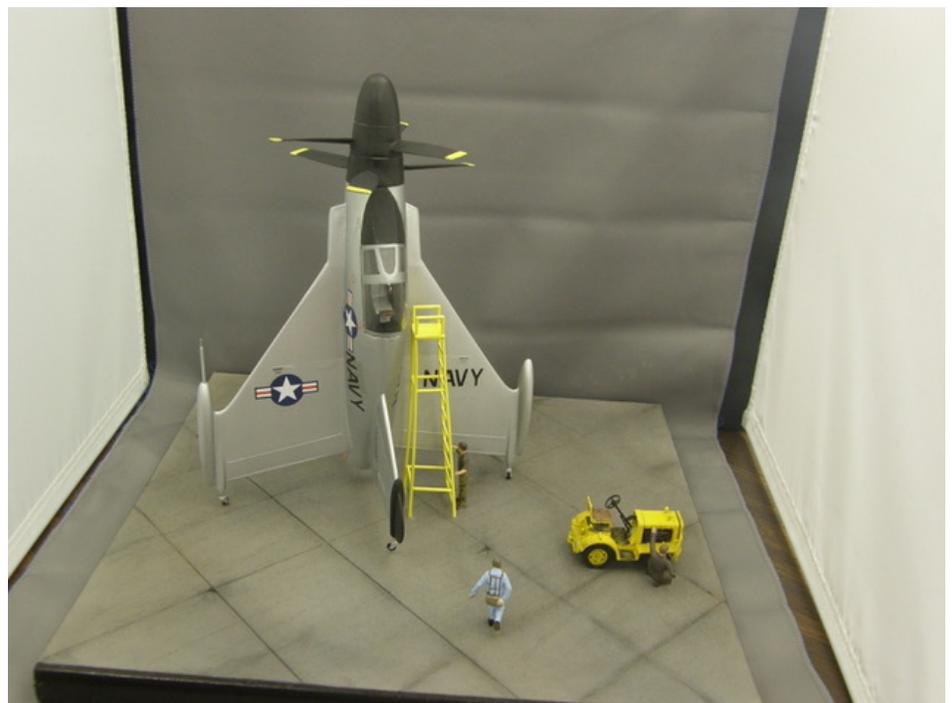
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*SAM meets at 7:00 p.m.
on the third Friday of
each month at the
Durand Methodist
Church,
102 East Main Street,
Durand, Illinois.
Enter at the east door.
Come visit us!*



Neil Butler's 1/144 Bandai Hydragundam OZ-15 AGX



Frank Gattolin's 1/48 Lindburgh XFY-1

Bob Greenlee's 1/48 Mosquito

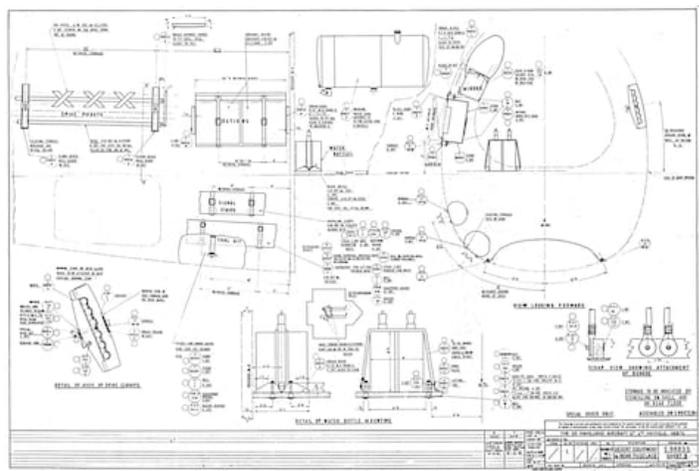
On August 6, 2017 the British newspaper *The Telegraph* reported on the discovery of more than 20,000 Mosquito technical drawings and plans in a corner of an old factory just days before it was to be demolished.



The material was stored on microfilm and included



plans for Mosquito variants never built (one was planned to carry torpedoes). They were donated to a nonprofit organization, *The People's Mosquito*, which hopes to use them to restore a Mosquito night fighter that crashed at RAF Coltishall on February, 1949--only three remain in flying condition today, one in Canada and two in the United States.



The information of *The People's Mosquito* can be found at <http://www.peoplesmosquito.org.uk/> and their ambitious plan to rebuild and fly the crashed Mosquito RL249 recovered in 2010. Ambitious



because of the poor condition of the remains. At right are the remains of the main spar. Below center are the exhaust stacks and cannon ports. But it is being done!



The images far right and to the left show the wing ribs under construction. The Canadian spruce is being used from the same area of the forest used for the construction of the Mosquitos built during World War II. The total budget is estimated at 8 million pounds, or \$10.8 million dollars. Annual operating costs at expected at 300,000 pounds, or \$408,000 dollars.



The records do not show who brought in this 1/48 Hurricane.

It may be the work of the mysterious *Modeler X*, of which we know so little except that he is also suspected to be an international spy and industrial millionaire. Women have described him as heroic, mysterious, flamboyant, selfless, sympathetic and brooding. He has a nice model.



Art Giovannoni's 1/72 Airfix P-51D

Art's plane is in the markings of that flown by Lt. E. W. James (below) with the 352nd Fighter Group out of the RAF Base Bodney.



Bodney Air Base was also home to the 486 FS and Lt. Frascotti. And in the pre-dawn darkness of June 6, 1944, the Bodney Air Control tower (below) was the scene of a tragedy

involving 21 year old Lt. Robert Frascotti (right) as he prepared for the invasion operation.



Robert C. Frascotti was born on February 13, 1923, in Milford, Massachusetts. He was commissioned a 2d Lt in the U.S. Army Air Forces and awarded his pilot wings at Marianna, Florida, on March 25, 1943, and then completed advanced fighter training and served in the United States until deploying to England in March 1944. Lt Frascotti joined the 486th Fighter Squadron of the 352nd Fighter Group in England in March 1944, and was credited with the destruction of 2 enemy aircraft on the ground while strafing enemy airfields before he was killed during takeoff (he struck the control tower at RAF Bodney, Watton, Norfolk, England) for the D-Day Invasion on June 6, 1944.



In the late hours of June 5th, the P-51s were being fueled up and armed, ready for an early morning takeoff. The weather was not at its best and a low mist shrouded the airfield, reducing visibility. The mission ahead was to support the troops landing on the Normandy beaches.

At 02:30, the pilots climbed in, fastened their belts and awaited the signal to launch D-Day. First to leave were the 486th FS. To help with the takeoff, temporary lights

were placed along the runway, guiding the aircraft safely out of harm's way into the night sky. One of these aircraft, unfortunately struck the lights, knocking them out and plunging the airfield into darkness once more. Lining up behind them were the second flight of the 486th, including Frascotti's P-51. Frascotti's plane, a blue nosed P-51B-5 Mustang, #43-6685, was named 'Umbriago'.

When lining up, the flight was unaware that they were off center. Frascotti and his wingman, Lt. Carlton "Bud" Fuhrman, accelerated away and raced down the runway. Fuhrman watched Frascotti to his left, when suddenly there was a massive fireball. Thinking someone had dropped their external fuel tanks, Fuhrman pulled up sharply and pushed on through the flames, hoping his engine would not falter, resulting in him crashing into the raging fire below. Momentarily blinded by the now total darkness, Fuhrman pushed the stick forward and fought against the impending stall. Eventually his sight returned and he was able to read his instruments once more. Looking back, he could see Frascotti's fully fueled plane engulfed in fire, with no hope of an escape. Frascotti died instantly. The accident report filed after Frascotti's death stated that an inadequately lit tower, along with poor weather and high levels of traffic, had caused him to inadvertently strike the unfinished new control tower at RAF Bodney, resulting in the ignition of his fuel. Memorial Day is May 28th and a moment to remember Robert.

Source: 455th AAA Historian 03/11/15 *Find A Grave*, *Aviation Trails*, *The Aviation Blog*, and *Control Towers.co.uk*.

Frank Gattolin's
1/48 Lindberg XFY-1



The Convair XFY-1 "Pogo"
AKA, the Convoy Fighter
By Frank Gattolin

The Convair XFY-1 "Pogo" was an experimental vertical takeoff fighter airplane designed and built by Convair Aircraft during the 1950's.

The "Pogo" resulted from a US Navy specification for a new fighter airplane that was issued during 1948. This fighter airplane specification was different-- it had to be capable of vertical takeoff and landing (VTOL). The Navy's specification wanted the VTOL airplane to be able to be a ship-based convoy escort fighter operated from landing platforms affixed to a cargo ships stern's deck.

Here's a copy of the original proposal's cover page:



During March of 1951, three prototypes were ordered from Convair under the designation XFY-1. A similar aircraft was also ordered from Lockheed under the designation XFV-1. Writer's note: The Convair VTOL was better looking than Lockheed's-- my opinion.

The Pogo sat on four small castoring wheel/tire assemblies attached to oleo struts. These were mounted into each of its four wingtip pod sections and were used for deck/ground positioning, landings and takeoffs. It had a large delta wing and two large vertical wing assemblies mounted above and below the fuselage giving it a futuristic, symmetrical, appearance. It was a good looking airplane!

At takeoff, the engine was run up to full power and the airplane climbed vertically. When it attained a safe altitude, the pilot gently nosed it over into a conventional horizontal flight attitude.

The Pogo was powered by an Allison YT40-A-6 turboprop (which consisted of two T38 turboprops coupled together) driving a pair of Curtiss-Wright 16-foot three-bladed contra-rotating propellers in a tractor configuration. The "new" engine offered a 5500 shaft horse power (SHP) for takeoff. The air intakes for the engines were located in the extended roots of the delta wing, and the exhaust was in the tail.



The single pilot sat underneath a cockpit canopy which slid toward the rear. The ejector seat was mounted on gimbals and tilted 45 degrees when the airplane was in the vertical position. Entry to or exit from the cockpit required a special ladder, and was by all accounts rather awkward.

During takeoffs and landings, the canopy was slid to the rear to give the pilot a better view. Apparently the takeoff part was OK, but it was very difficult to land, as the pilot had to look over his shoulder to see where he was going while being very precise working the controls. Can you imagine trying to land this beauty on a pitching and rolling deck in 40 Kt. winds?

To land the Pogo, it approached the landing pad area at about 200-feet above the ground. The pilot then had to pitch it up into a nose-high position (vertical). Once in position, it descended to the ground while the pilot gradually reduced its power (bet that was fun). If an emergency were

to occur, the ventral fin could be jettisoned so that the airplane could make a crash-landing in conventional, wing-supported mode.

The proposed armament (never actually fitted) was four 20-mm cannon fitted in the two wingtip pods. Alternatively, 48 2 3/4-inch folding-fin rockets could be fitted.

Wisely, before attempting the first flights, the prototype "Pogo" was attached to a complex tether system inside a huge hangar at NAS Moffett Field, California. Doing this allowed the airplane to move up or down freely, but severely limited its lateral movement.

During the summer of 1954, test pilot James F. "Skeets" Coleman made several tethered flights in this system. The first un-tethered vertical flight was made during August 1954. Over the following two days after the first un-tethered flight, several vertical hovering flights were made during which the airplane reached altitudes as high as 150 feet. Can you imagine the sound of a 5500 SHP turboprop engine whining away? And those massive props? Wow!

After the hovering flights were concluded, the airplane was returned to San Diego for further tests at NAAS Brown Field. The first successful transition to horizontal flight took place on November 2, 1954, during which the XFY-1 flew horizontally for 20 minutes before coming back and landing inside a 50-foot square. This was the first successful VTOL flight in history in an aircraft that was not a helicopter or an autogiro. For this feat, Coleman was awarded the Harmon Trophy.



Unfortunately, the XFY-1 was difficult to land because of a poor view of the landing area from the cockpit and the unusual pilot posture. The landing operation would probably have been difficult if not impossible for a pilot of ordinary ability to perform on a small deck aboard ship, especially in rough seas where the deck was pitching and rolling about.

In addition to the operational eccentricities, the T40 turboprop was a mechanically complex beast that proved to be quite unreliable and subject to frequent breakdowns.

Fortunately (unfortunately?) the reported performance of the Pogo was a bit less than that of higher performance jet aircraft of that era. It was believed that it would not be able to hold its own in air-to-air combat with the more advanced jet fighters.

Further, due to the T40's continuing teething problems, which were not being resolved in a timely fashion, and the fact that the Pogo was not an exceptional performing airplane compared to the higher-end jet fighters of the day, its development program was cancelled after only 40 hours of flight testing.



Only one of the three XFY-1s actually flew. After the test program was cancelled, the flying Pogo was displayed for at NAS Norfolk, Virginia, for a short time. Thankfully, it is now in storage at the National Air and Space Museum's Paul Garber restoration facility at Suitland, MD. Would love to see the bird. Go to YouTube and type in XFY-1 Pogo and watch some pretty cool movies of this unique bird.

Specifications of Convair XFY-1 Pogo:

Engines: One Allison XT40-A-6 turboprop, rated at 5,500 SHP.

Projected, rated, performance with the XT40-A-16 was 6,955 SHP (WOW! What a sound and ride!).

Maximum speed: 610 mph at 15,000 feet, 592 mph at 35,000 feet; about the same as some of the early jet fighters.

Initial climb rate: 10,500 feet/minute. An altitude of 20,000 feet could be attained in 2.7 minutes, 30,000 feet in 4.6 minutes.

Service ceiling: 43,700 feet. Service ceiling means the maximum altitude the aircraft can attain and still be able to climb at 100 FPM (Feet Per Minute) until it reaches its absolute ceiling (maximum altitude the aircraft can reach while maintaining a level attitude and cruise speed).

Endurance was one hour at 35,000 feet. One-hour? Worse than the Bf-109 series for loiter, combat and return home flight times. Bet it would have been equipped with disposable fuel tanks (but, where?!).

Weights: 11,140 pounds empty, 16,250 pounds gross. That gives Pogo a useful load of 4,450-pounds. Wonder what its weapons capacity was with around 3,900-pounds of fuel on board (a 500-pound bomb and no ammo)?

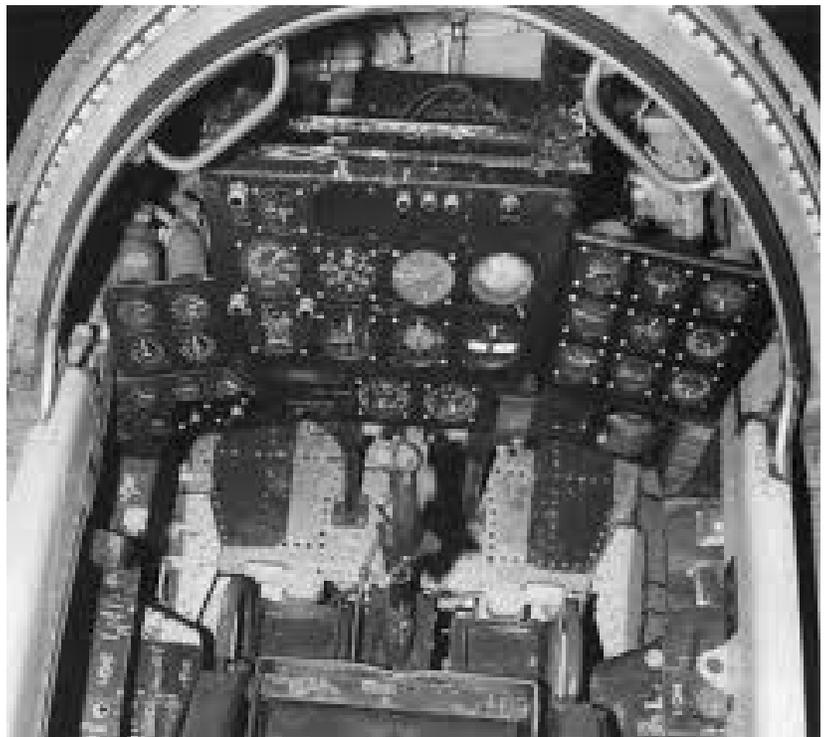
Fuel load, internal only: 580 U.S. Gallons (turbine fuel weighs 6.8-pounds per gallon).

Approximate fuel consumption: 360- U.S. Gallons per hour. This sort of explains why it's operational time was so limited.

Dimensions: wingspan 27 feet 7 3/4 inches, length 34 feet 11 3/4 inches, vertical span 22 feet 11 inches, wing area 355 square feet.

Armament was to have consisted of four 20-mm cannon or 48 2 3/4 Folding Fin Aerial Rockets (FFAR). An aside: The FFAR were also known as the "Mighty Mouse" air-to-air rocket. They were intended to be used against enemy bombers. However, they were free-flying little jewels that probably were not too accurate unless a good-sized swarm was fired at the enemy airplane from fairly close range. Due to this, they were relegated air-to-ground use and, reportedly, had mild success in this role.

The 1:48 scale "Pogo" model on the diorama is from a Lindberg model kit. The tug was from a Monogram kit; figures were from one of my scrap drawers. The models and figures within the diorama were painted with Tamiya acrylic paints-brushed and brush methods. Minor "weathering" on the "Pogo" was accomplished using scraped chalk and eye shadow applied with makeup sponge sticks.



The diorama base consists of a scrap piece of 12" x 12" shelving with a piece of medium compression illustration board glued to it (contact cement). The concrete ramp expansion-grooves were simulated using a dull X-Acto blade (No. 11) and ruler followed by a fine point ballpoint pen whose ink had dried up. It was sprayed with varying shades of gray enamel primer paint and flat tan.

The ramp's "weathering" was simulated using scraped colored chalk applied with a camel hair flat brush along with various shades of gray and black eye-shadow. The edges of the base were sprayed with satin mahogany enamel. The models and figures were attached to the based using epoxy glue. Once this glue dried it had a glossy sheen. A coat of dull acrylic was brushed over the glossy areas.

The "Pogo" kit is a needed item in the marketplace of unique aircraft model kits. It was a very nice kit- no flash, warped pieces, pin marks, etc. It assembled tightly and required very little filling and/or sanding. If this is an example of Lindberg quality, I'm going to have to check out some of their other kits.

My only "gripe" with this kit is that once the contra-rotating propeller assembly was put together, it didn't rotate as hoped. Oh well, it still works but not smoothly. Small price to pay for a fun build. I may just get another kit and finish it off in the Navy Blue illustrated on the proposal cover.

Ernie Petit's A-7 Corsair II

The world's last A-7 in a special black color scheme with the Hellinic Air Force was phased out in October, 2014. The photo below was from a few months earlier in July at the 2014 RIAT, Royal International Air Tattoo.



The Royal International Air Tattoo is the world's largest military air show, held annually over the third weekend in July, usually at RAF Fairford in Gloucestershire, England in support of The Royal Air Force Charitable Trust.

Two members from Flying Scholarships for Disabled People (FSDP) have received a combined £20,000 grant from the RAF Charitable Trust, so that they can learn to fly. FSDP was founded in memory of Group Captain Sir Douglas Bader - the legendary WW2 flying ace who lost both legs in an air accident but persisted, and succeeded, in his efforts to resume his flying career with the RAF.

The charity supports scholars with a range of disabilities and illnesses and has helped more than 400 men and women experience the freedom of the air, learn new skills and regain their confidence. Kathryn Hughes and Susan Couchman received their scholarships in March after attending the Selection Board at RAF Cranwell in Lincolnshire and have begun their training with Bristol Aero Club at Gloucestershire Airport.



The scholarships, which cost £12,000 each, pay for up to four weeks' aviation training at flying schools across the UK and up to 21 hours' flying tuition in either a PA-28 or a Microlight aircraft and associated ground school. All graduates are invited to a special ceremony at the Air Tattoo, where they are presented with a scholarship certificate and are welcomed to return to the airshow the following year, where they will be awarded their 'pilot's wings'.

Source: *Royal Charitable Air Force Trust* and *The Aviationist*.



Bob Greenlee's 1/32 F4U Corsair

Many of us first fell in love with the Corsair watching *Baa Baa Black Sheep* which ran on television two seasons starting in 1976. Based very very loosely on VMF-214 commanded by Gregory "Pappy" Boyington, the show starred such actors as Robert Conrad, Simon Oakley, John Larroquette and Dirk Blocker, but the real stars were also the Corsairs and the aviators that flew them!

WarbirdNews.com has a great article that follows the history of each plane and the aviators in the television series. One of the planes was F4U-1A Bu. No. 17799 Below left 17799 in the MGM back lot in 1970 and below right at the *Planes of Fame* museum today



Built in 1943, she is the oldest surviving Corsair and the oldest one still flying. Purchased in 1946 by MGM Studios as a movie prop, she slowly deteriorated until purchased by El Maloney in 1970 and placed in storage. Restoration began in 1974 until she joined the television series.

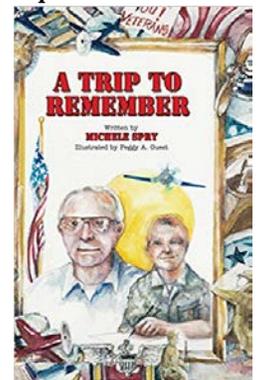
But her combat record was a mystery until it was uncovered by an author of children's books just a couple of years ago. In 2016, children's author Michele Spry was interviewing 94 year old Marine Veteran Ferrill Purdy. Purdy flew Corsairs in World War II with VMF 441 Blackjacks. She compared his logbook to Corsairs that had survived to today and found 17799! This led to a meeting with another Blackjack Veteran, John Tashjian, who traveled to the museum for a *Living History Event* where he filled in the combat history of the plane.



A Trip To Remember by Michele Spry from Amazon.com

We had just heard presentations at a symposium at Chino airport and the "Planes of Fame" home. At this presentation were members of a Corsair FU4 squadron. It was their story as told by the author of this book. When you hear the story of their courage and, later, their reunion it brings out the humanity in us. Because I was at this symposium I made a promise to get the book. It is meant to encourage us to remember but also to introduce children to this phase of history. I love the book and am sharing it with others who are not aware of the sacrifices of our older Americans.

George Pfister, 9/21/16 Amazon Verified Customer review



Alan:

In your chapter's most recent "State Line Area Modelers" newsletter, the discussion about Bob Tatman's exquisite model of the Ferrari D50 mentioned that the car's power train alignment is offset so that "...the driver does not straddle the spinning driveshaft (good design)".

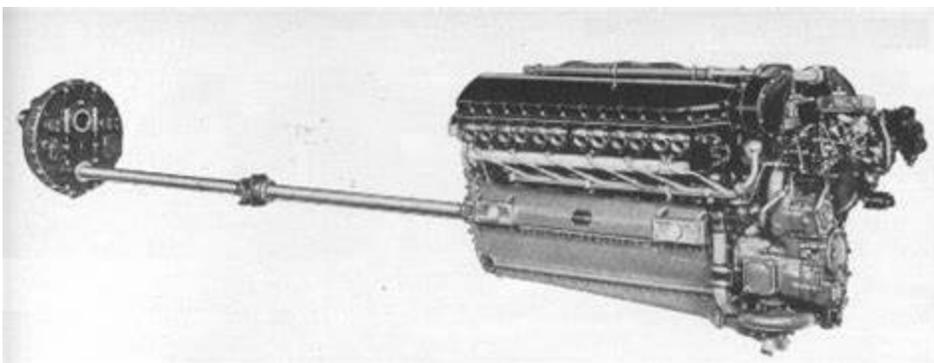


That immediately reminded me (play this YouTube ditty while you're reading! <https://www.youtube.com/watch?v=DFdxwZR3T1A>) of a driveshaft which DID spin faster than that of the Ferrari, and perilously closer to the manhood of the "driver"!

That was the Bell P-39 of WWII: ...the airplane with its engine so famously "...mounted behind". Note this cockpit shot where the seat is removed to better illustrate the configuration. The control column is gimballed below the floor to give by left right (aileron) and fore/aft (elevator movement, with the stick forked around the stick to allow both movements.



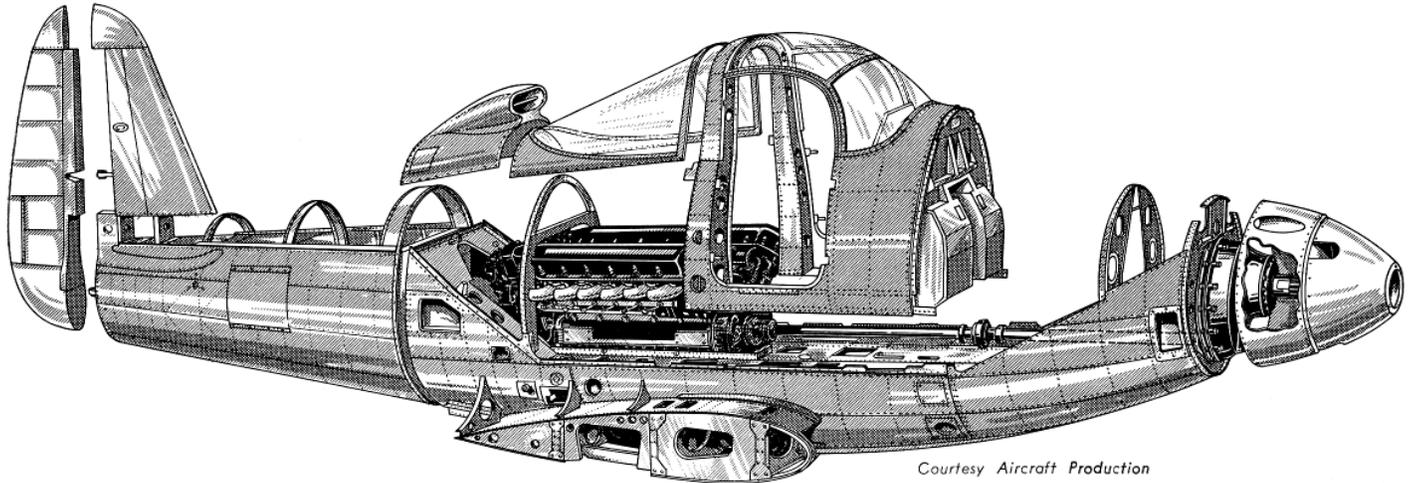
When the airplane first appeared there were many naysayers forecasting doom for a configuration having a 10' drive shaft extension between the engine and its reduction gearbox



**How Much Are
The Crown Jewels Worth?**
"Putting a price on the jewels is difficult, as there is next to no chance of them ever being sold, but they have been estimated to be worth more than £3billion. They are also not insured, because of their priceless nature."
Source: 04/18/18 The Mirror UK

Alan

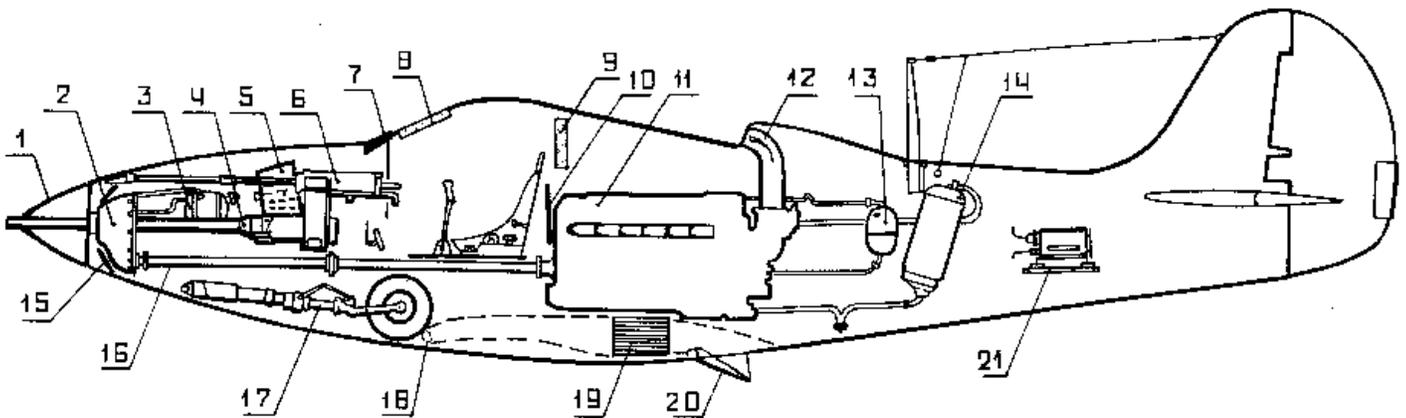
....with, in particular, not a few pilots expressing extreme doubt about that shaft spinning at full engine rpm (3000) down there in close proximity to their butt, legsand other parts.



Courtesy Aircraft Production

Modern version of the extension drive as incorporated in the Bell Airacobra. The 10-ft. shaft transmits the drive from the engine aft of the pilot to the reduction gear in the nose. When installed, the shaft is supported in a central bearing.

But reportedly, there was never a single occurrence of that so-dreaded failure. The engine and its gear box were at either end a very stout twin, bridge-like beam structure (with the drive shaft further supported in the middle by a "pillow block" bearing).



(The primary structure was a twin beam, so the nose gear could retract between them.)

In crashes that bridge-like structure was often the only recognizable part of the airplane remaining.



This one had been in salt water for sixty yearsnote the drive shaft, still in place!

Fred Horky

P.S. The Ferrari link on their D50 Formula 1 car, states that the side pods were "...originally for fuel, but then educed to the sole function of wheel guards." <http://formula1.ferrari.com/en/d50/>

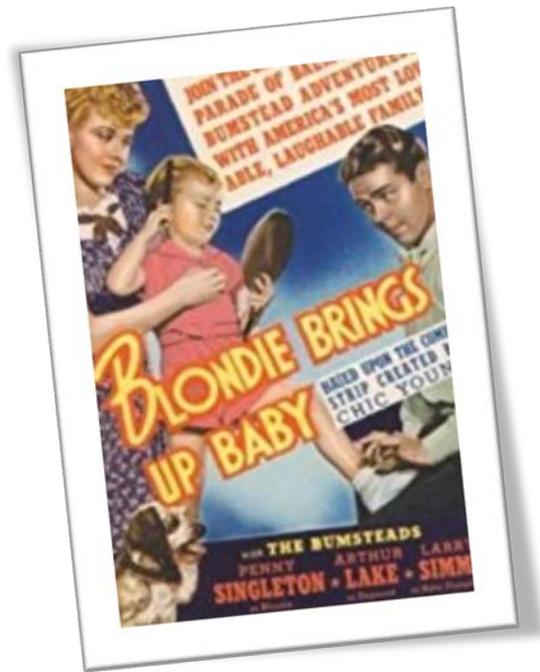
SAM Goes To The Movies:

The Late Night Double Feature Picture Show



Blondie Brings Up Baby

Columbia Pictures ran 28 of the *Blondie* movies from 1938 through 1950. Based on the Chic Young comic, the popular comedy series starred Penny Singleton as Blondie and Arthur Lake as Dagwood Bumstead.



The fourth movie, 1939's *Blondie Brings Up Baby* (7 out of 10 stars on IMDb, and not to be confused with 1938's classic *Bringing Up Baby*) involves some confusion when an Encyclopedia Salesman convinces Blondie that her child, Baby Dumpling, has a genius IQ.



At the office Dagwood is tasked with creating a building design for a shady businessman who is demanding outlandish design amenities in a sneaky attempt for the useless design to be a way out of the business deal. The clueless Dagwood gives the design his best attempt and creates a large model for the client. Seeing the unwieldy model with the useless design, Mr. Dithers

attempts to grab the young modeler Dagwood by the neck.

Dagwood proves agile and Mr. Dithers must content himself with just firing Dagwood (Dagwood is fired at least once per movie). Dagwood awkwardly struggles to carry his model home while thinking of an explanation for Mrs. Bumstead of how his model has cost them their livelihood.



Isle of Dogs

2018's *Isle of Dogs* (90% on Rotten Tomatoes) tells the story of a near future dystopian Japan in which the corrupt Mayor of Megasaki City, who hates dogs, deports the entire canine population to be marooned in exile on Trash Island. He uses the pretext of the dog flu outbreak and hides his scientist's knowledge of the cure. The Mayor's orphaned young ward, Atari Kobayashi, steals a plane and crashes on the island in an attempt to find his dog Spots, the first deported animal. Atari is protected by a group of dogs (they continually complain about the lack of





variety in their diet) that help him with his quest. Things take an urgent turn when it's learned that Mayor Kobayashi plans to exterminate all the dogs following his reelection.

The movie foregoes computer graphic imagery and instead uses handmade models of dogs and model sets to employ stop motion.

In a 02/15/18 story in *The Hollywood Reporter*, Director Wes Anderson says "Of course, everyone can tell instantly it's a model. You're not fooling anybody. But it's something that I associate with cinema history.



Creative Blog notes the lights in the sets, not unlike what would be set up in model railroading. "The use of electrical lighting for street lights and the bauble in Atari's headset also surprised us. Given that the film is a stop-motion animation, we weren't sure if lighting would interfere with the shooting process, so it's fascinating to see how these elements can all work together."

The New Yorker reports that a thousand models were used in the movie. Andy Gent, the owner of London based The Arch Studio and a past modeler for *rokkittv* described the dog making process all the way through the fur. "All of these dogs have got Teddy-bear alpaca mohair that's dyed into their various colors, and then it's shaved off of the backing and glued onto ladies' tights. Inside, they're like steam engines, all hard working metal parts."

Source: 02/15/18 *The Hollywood Reporter* "Wes Anderson on Why He Used Handmade Models in 'Isle of Dogs'" by Etan Vlessing; 04/02/18 *The New Yorker* "The Alpha Mutts of Wes Anderson's 'Isle of Dogs'" by Sarah Larson; 04/05/18 *Creative Blog* "5 things we loved at the free Wes Anderson *Isle of Dogs* exhibition" by Dom Carter; and Andy Gent, *LinkedIn UK*.



In An Octopus' Garden Department



**Ernie Petit's
1/72 Japanese Submarine**

Ernie's sub is huge, four feet long. Like the I-400, the giant Japanese submarine built to carry aircraft in internal hangers.

With the occupation of Japan following World War II, 24 operational Japanese submarines with Cherry Blossoms attached to their periscopes (a farewell gesture from their crews) were sunk off Gato Island.

But five of the more unusual ones, including the I-400, were taken to Pearl

Harbor for more study.

"The I-400 departed from the bombed out city of Sasebo for Pearl Harbor on Dec. 11, 1945, escorted by the submarine rescue vessel USS Greenlet, Paine wrote. The I-14 was helmed by Commander John S. "Junior" McCain, father of Republican Sen. John McCain III of Arizona. Paine wrote that every nook and cranny of the I-400 was filled with souvenirs taken from the crumbling caves in Sasebo, from guns and bayonets to Japanese goods. They were traded for leftover government supplies in Guam and other goods at every stop along the way: 16mm film projectors, movies, an automatic Silex Coffee Maker, canned hams and prime steaks. The I-400 was sunk on May 31, 1946 and the I-401 on June 4, 1946." (Mathew M. Burke and Hana Kusomoto, 12/18/13 *Stars and Stripes*, "Researchers unravel the mystery of Japan's 400-foot, aircraft launching submarine).



That'll Teach You Department



Art gave a class on how to make stationary propellers look like they're spinning.



**Bob Tatman's
1957 Triumph TR-3**

The advertisement below is for the TR-3, "The Most Fun on Wheels" if one has \$2,599. The average annual income in 1957 was \$3,641.72.

The ad also notes the car can go 110 miles per hour, has 100 horsepower, 0-50 mph in 8 seconds, up to 30 miles per gallon, and "combines sports car performance with family convenience" if it is a family of two!



*Most Fun
on Wheels
... \$2599*

- ★ 110 miles per hour
- ★ 100 horsepower
- ★ 0-50 mph in 8 seconds
- ★ Up to 30 miles per gallon
- ★ Combines sports car performance with family convenience

**It's the New
TRIUMPH TR-3**

STANDARD-TRIUMPH MOTOR COMPANY, INC.
122 EAST 42ND STREET, NEW YORK 17, N. Y.
\$2599 plus tax and license at U.S. ports of entry. Wire wheels, rear seat and hard-top extra. Write for free brochure and list of dealers.

The *Vintage Triumph Register* gives this quick reference for telling apart the TR-2 from the TR-3.

"After the first few thousand TR2s, the Triumph factory responded to complaints from owners who scraped the door bottoms on curbs by shortening the door skins, and introduced the TR2 model which has come to be known as the "small mouth short door." Altogether, approximately 8600 TR2s were built.

In late 1955, the TR3 "small mouth" was introduced. This model can be recognized by its grill: the opening is still small, but the grill itself is no longer far recessed, but nearly flush with the front valence. Production reached nearly 17,000 for this model of TR3.

In 1958, Triumph opened up the grill to increase air flow and the TR3A "wide mouth" was born. At 58,236 cars, this is the most common of TR2/TR3 series."

Source: *Vintage Triumph Register, The TR2 - TR3 Series Spotters Guide* by Ken Streeter.

Mike Redding's Car Models



Art Giovannoni's 1/35 Peerless Dodge 3/4 ton Ambulance



Time for Tea Department



A Teakettle in a Tank

"Tea was a key factor in weaponry, too. In WW I, the "Tommies" were known to fire off their machine guns in a nonstop stream of bullets to get the barrels hot enough to immerse in water to get that hot enough for tea. The Germans noticed this, of course, just as they did the easy target made by tank crews leaving the safety of their vehicles for a brew-up.

(Typically, they made an improvised “Benghazi burner” from empty fuel cans.)

The solution was to incorporate a BV (Boiling Vessel) inside the turret. Yes, that is indeed a Teakettle in a Tank. It has been a required feature in all UK (and Indian) army AFVs (Armored Fighting Vehicles) for the past seventy years. The latest is designated as “FV706656.” It is still standard practice for a junior member of a vehicle crew to be unofficially appointed “BV Commander” with the duty to make hot drinks for the crew.

The decision to upgrade the Challenger in 2014 maintained the BV requirement. This is one of the most successful tanks in military history, the best protected and with lowest battle losses. It served in combat in the Balkan, Iraq and Afghanistan – with the BV in daily use.

This all sounds like the spirit of Monty Python and British fuddy-duddy, but it made strategic sense. Tea was a social necessity, especially for the working class. And it was important to the war effort. The Army at rest was groups of soldiers around a metal tea bucket of, typically, six gallons. That applied to all ranks in all units."

(From *TeaBox*, 06/23/16, "The Year Britain Bought Up All The Tea In The World" by Peter GW Keen).

Gundam It All Department

Neil Butler's Stargazer Gundam GSX-401 FW (Below)



Neil Butler's Stargazer Gundam GSX-401 FW (Right)

Bandai has sold over 450 million kits of about 2,000 different Gundam models, all of which are made at the Bandai

Hobby Center in Shizuoka City in Japan with a department of about 140 people. New resin machines brought into operation are painted in the colors of the Gundam they produce, such as black and purple for the enemy mobile suit named Dom. The machines apply 180 tons of pressure to clamp the molds and create the sprues.



The company uses five different types of resin which are melted between temperatures of 190 C and 240 C depending on the type of resin and the order and timing of injection into the machine with a 20 second set. The process is so carefully timed that Bandai is working at reducing it to 15 seconds to decrease cost and maximize production. When they started in 1983 Bandai could produce up to 2,500 sprue pieces a day. Thirty five years later Bandai operates 17 multi-color injection machines around the clock producing 24 million units a year with \$641 million in sales in 2014, 14% of Bandai total group sales.

Source: “Bandai celebrates 35 years of Gundam model kits” by Yuji Nitta, 12/06/15 *Nikkei Asian Review*.

Neil Butler’s Revell U Wing Fighter

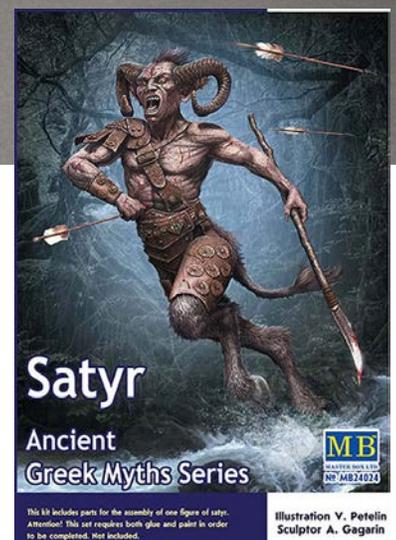


The U Wing was introduced in the 2016 *Rogue One, A Star Wars Story*.



Larry Johnson’s 1/24 Master Box Kit Satyr

The Satyr, of Greek mythology, is part human and part animal, rambunctious creatures that enjoyed wine, dancing and women. They were attendants to Dionysus, the Greek god of Wine and Dancing. Those familiar with Disney’s *Fantasia* will recall Dionysus as the cute roly



poly Mayberry Otis personality happily drinking the fruits of the fauns and centaurs making the wine around him. But the story is often more grim and Satyrs were fierce creatures to quickly become out of control and be feared for their actions.



Larry's Satyr is a work in progress. He plans to place in a diorama with the Master Box Centaur.



Alan Zais' Chronoscope Miniatures *Sugar, Anime Heroine* miniature



I placed her on top of a small resin base for a little post-apocalypse feel.

The end of the world should not have to be too horrifying.



These are metal figures that are fun to paint. They're well molded and just need a little filing to remove the seams. I painted mine first with Tamiya Primer White, then an airbrushed mix of Model Master Enamels enamels for the flesh (generally a mix of yellow, red, white and tiny amount of black) with acrylics for the base coats

and oils for shading.

I was unable to make the April meeting. I want to thank Art Giovannoni for his valuable notes and having a camera for the pictures, and for Dave Dini for taking all the pictures. Thank you Art and Dave!

Some Upcoming Area Shows

NIMCON 7 is 06/18/18. The Lake Regions Scale Modelers Club hold their program at the McHenry County College in Crystal Lake, Illinois. This year's theme is 1968 Vietnam. to learn more visit <http://lakesregionmodelers.com/>.

And if you're looking for a very different model show, **The 35th Fiero Anniversary** is 08/09-12/18 this year in Peoria, Illinois. They will have a Fiero Model Car Contest and you can learn more at <http://www.fiero35th.com>.



SPOTLIGHT ON EVENTS

Midwest Fiero Clubs
presents

Fiero Model Car Contest
Saturday, August 11, 2018 during show hours

Are you a master builder? Have you made a mini-me of your Fiero? Or have you just made a mini-Fiero? Be sure to enter your Fiero Model Car into the first ever MWFC Model Car Contest at the 35th Anniversary Celebration!

More information is available at:
www.fiero35th.com
FB - @midwestfieroclubs

MIDWEST FIERO CLUBS
A REGION OF THE NATIONAL AUTOMOBILE CLUB OF AMERICA



NIMCON 7

1968 Viet Nam

Seventh Annual Northern Illinois Model Contest

SATURDAY, JUNE 16, 2018
9:00AM to 5:00PM

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

Gold/Silver/Bronze
Open Judging
10 "BEST OF"
Category Awards
SPECIAL AWARD
for Best Viet Nam 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
for news, forms, and updates also see us on Facebook

I'm getting started with these two kits and my 1986 Fiero GT for reference material!





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: _____