

SAM!

STATELINE AREA MODELERS

JUNE, JULY, AUGUST 2019



President
Bob Greenlee
rlgreenlee@mediacombb.net

Vice President
Art Giovananni
agiovananni1@wi.rr.com

Treasurer
Bob Tatman
bobt@charter.net

Secretary
Frank Gattolin
fsg771@sbcglobal.net

Chapter Contact and Newsletter
Alan Zais
ajzais@aol.com

*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:

A World War II Bomber
Surrenders in Mid-
Flight.

Mad and Modeling.

Murder On the TR-4,
America's Secret
Prototype Bomber.

1979. The End of
Models in Ely, Nevada.

It's A Small World After All Department

Art Giovannoni brought in his very small Sweet 1/144 Macchi C200.



An Italian fighter/bomber used in many World War II campaigns, the distinctive hump was caused by the raised cockpit to allow the pilot to see over the engine. The smoke ring markings are Cartograph decals and Art said they're absolutely perfect. Art did this build in about an hour and highly recommends the kit.

We found a template of Art's plane (*right*) on the Avia Camouflage Profiles Archive Wing Palette <http://wp.scn.ru/en/ww2/b/769/32/0>, which shows the plane with 86 Squadraglia, 18 Gruppo, 3 Stormo CT.



We also found a wonderful painting of the plane by artist Alberto Parducci (*below left*) in his gallery http://www.albertoparducci.it/photo_gallery/Aviazione3.htm



Alberto, who is also an accredited historian, writes that his image depicts MC 200s returning to their base at Abu Aggag after a successful attack against British Muscatians and troops around El Alamein on July, 1942.



Italian ace Giulio Reiner (in the flight uniform in the picture at *left*) was given the MC 200 for a short time in 1941 and the *Aerostoria* Aeronautical Information and History magazine gave a description of their action, writing that in the late afternoon of April 10, 1941, MC200s of the 9th Group were on a reconnaissance mission when they came upon a squadron of seaplanes preparing to take off from the base at Zlosella (in Croatia). The Italian planes dove down in a strafing run that destroyed three seaplanes and damaged two more. Turning through the flak,

they then made several strafing passes that destroyed the station's fuel storage tanks.

They returned the next day and three more seaplanes were destroyed, but then Reiner's plane was hit by the anti-aircraft fire. *Aerostoria* writes of the MC 200 "despite the blows, the prodigious qualities of the good cashier of the 'Saetta', did not betray the expectations, managing to bring him back to Brindisi safe and sound."

Retrieved electronically 07/06/19 from <https://aerostoria.blogspot.com/2014/11/giulio-reiner-storia-di-un-asso.html>



Art also had a 1/72 Italeri SM 79 Sparviero which he said went together reasonably well but had glitches at every step. He used EZ line for the aerals, drilling holes that he would thread the line through and secure with super glue before pulling taunt about 1/4 inch past the opposite anchor and then locking that end with superglue and accelerant. The aerals were a major feature of his build covering the wings and the fuselage. Art said the plane started as a bomber but worked best for torpedo warfare, which is how he built his, in 1941 service.





Bundesarchiv, Bild 101-415-101-02A
Foto: Linden | 1941/1942

This SM 79 (left) is flying over a beach in Catania in 1942. In *Voices in the Air, 1939-1945*, Group Captain P.H. Hugo describes how he accepted the unusual surrender of a SM 79 at Catania.

"I took 322 Wing to Milazzo on the north coast of Sicily on 6 September in readiness to cover the landing at Salerno (*Operation Avalanche*) on the 9th. It was there that we had the unique experience of witnessing the surrender of an enemy aircraft in mid-air.

It was a Savoia Marchetti 79 of the Regia Aeronautica. When intercepted it streamed a

white parachute to indicate surrender. The antics of this big aircraft, plus the shaky landing on our small airstrip, caused great merriment. I had some difficulty, as the Commanding Officer, in accepting the Italians' surrender with customary decorum.

But then the question was of how to dispose of the aircraft. We hadn't room to keep it where it was. My wing Commander Flying, Lieut-Colonel Laurie Wilmot, of the South African Air Force, one of the ablest wing commanders flying I ever came across, assured me he had flown JU 52s in the SAAF and could handle this; what he didn't tell me was that his experience of JU 52s consisted of taking the controls for ten minutes one time while the pilot had a cup of coffee. I had no hesitation in agreeing to let him take the aircraft over to Catania.

The take-off was spectacular--to say the least--and so, I believe, was the landing at Catania; but the aeroplane remained intact. The Air Officer Commanding, the Desert Air Force, who saw the landing, was suitably impressed--by the ruggedness of the SM 79..."

Source: Lucas, Laddie (ed) (1983). *Voices in the Air, 1939 - 1945. Incredible Stories of the World War II Airmen in Their Own Words.* pp. 345-346.

For Art's 1/72 HobbyBoss CH-46D Sea Knight he kept the blades removable for travel. He said the kit has a decent cockpit and the doors can open but he opted to close them.



It was a Marine CH-46 that airlifted the final Marines off the U.S. Embassy roof in South Vietnam on 04/30/75. Japan's Kawasaki Heavy Industries obtained the rights to build 107 of the helicopters as the KV107 II civilian version, one of which starred in James Bond's 1967 film *You Only Live Twice* where it picks up a S.P.E.C.T.R.E. car chasing Bond and drops it in the ocean.



The film features a number of helicopters which include the Brantly B-2B that flies Mr. Osato to meet Bond, Tiger Tanka's Aerospatiale SE 313 Alouette II that flies Bond to the Ninja School, and four Kawasaki-Bell 47-G3s sent to bring down Bond's Wallis WA-116 Series 1 *Little Nellie* (Q's nickname for her) Autogyro.





Little Nellie was the source of tragedy during the film's production. Carrying all the weapons made it difficult to keep in stable flight. Aviation Cinematographer John Jordan was accustomed to lashing himself to a helicopter's landing gear for shots, which he also did with the Autogyro. But during the scene were two of the Bell 47s come in close to attack the Autogyro, one of their

blades hit and nearly severed his leg. Surgeon's reattached it, but upon returning to England the pain was so great that he had it finally amputated.



John returned to working in the film industry. But tragically he died two years later on May 16, 1969 when he he was sucked out of an open door from this B-25 (left) and fell 4,000 feet into the Pacific while shooting footage for the film *Catch 22*.

Source: *Famous Actors Who Died While Filming*

<https://www.exploretalent.com/articles/10-actors-tragically-killed-set/>

Express, James Bond SHOCK How You Only Live Twice's Little

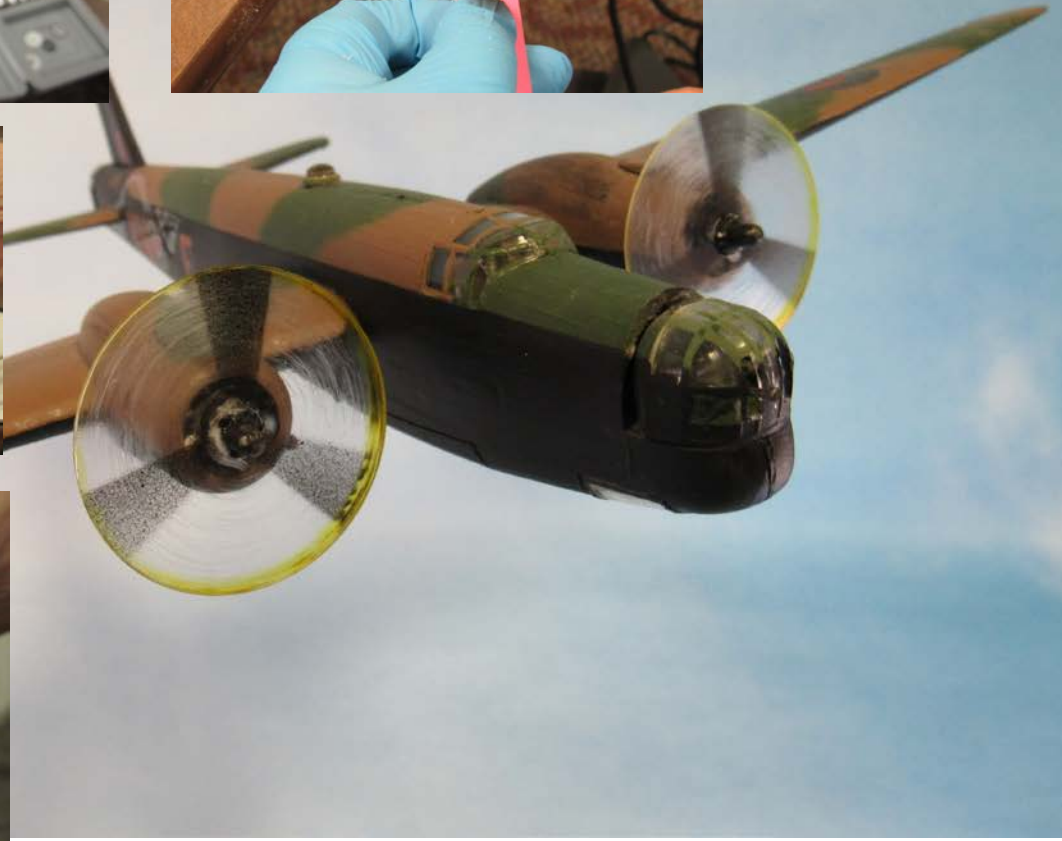
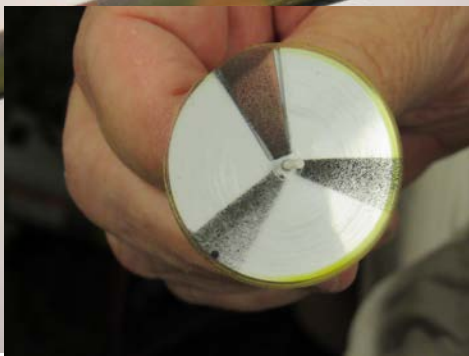
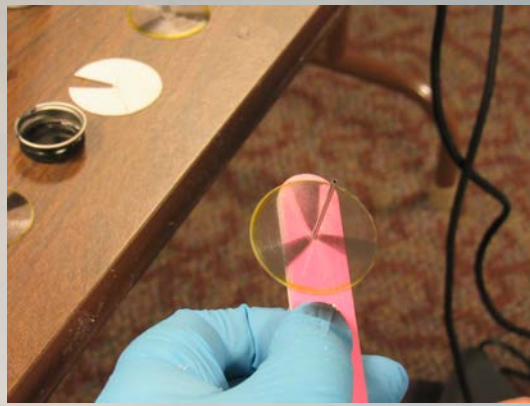
Nellie stunt sliced a man's foot off <https://www.express.co.uk/entertainment/films/817057/James-Bond-007-You-Only-Live-Twice-50th-anniversary-Little-Nellie-Sean-Connery-Ken-Wallis>

Puttling a Spin On It Department

Art gave a tutorial on making propeller spin illusion for displaying models in flight. He used a couple of models that Ernie had brought in the past that club members are reconditioning for the Rockford Midway Museum's exhibit.

He used a circle template to create an outline on acetate, and then cut around the circle. He makes a hole in the middle and sandwiches the plastic between two cutting blades with the rear one slightly bigger, and a notch is used to airbrush the blade color. Running the Dremel at the slowest speed, he uses a file to make a smooth outer edge and a sanding stick to feather the paint for the propeller blade. A yellow marker at the edge makes the propeller tip blur.





Ernie Petit demonstrated how anyone can quickly, easily, and for just a few dollars build their own plane to fly.

Ernie used a pattern available online to create and cut the pieces

from foam. A high temp glue gun bonds the pieces and clothes

pins hold them until set. A template and piano wire is used for the landing gear, and he made the insignia with pressure sensitive tape and a lot of cutting. The plane didn't need a rudder—it turned using the ailerons.



**Robert Greenlee built the
1/48 Hobby Boss
Lavochkin La-7.**

Bob used EZ line for the aerial
and a chrome pen for the silver
stripes and panel.



**Bob added a stand and a pilot figure
for his 1/48 Monogram Skyraider to
depict it in flight.**

The tail markings are the original decals, but
the starboard shattered and Frank gave him
new numbers to use. He used a chrome pen
for the lights and covered them with Tamiya
clear paints.





Alfred E. Neuman

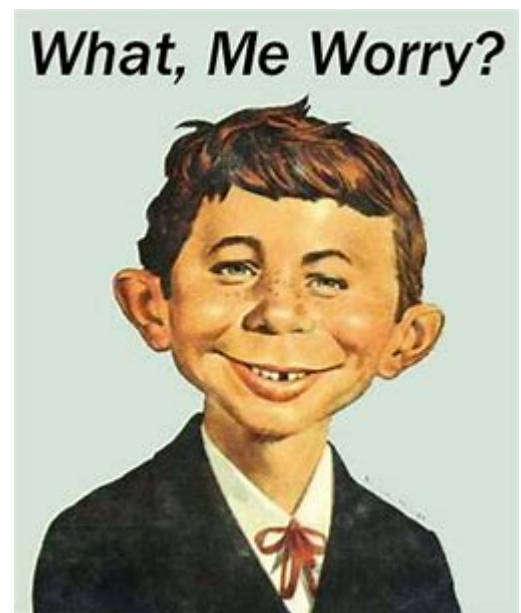
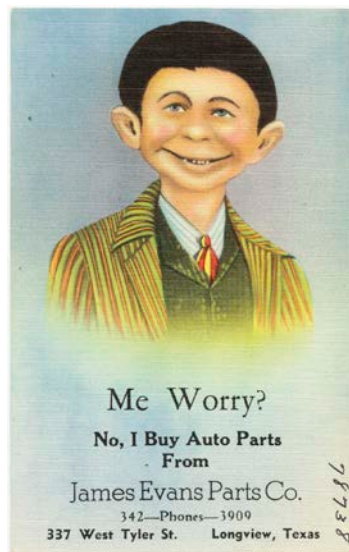
"MAD creator Harvey Kurtzman was in the offices of a Ballantine Books editor discussing reprints for the fledgling publication when he noticed a grinning, gap-toothed imbecile staring back at him from a bulletin board. The unnamed figure was ubiquitous in the early 20th century, appearing in everything from dentistry ads to depictions of diseases. A charmed Kutzman adopted him as *MAD*'s mascot beginning in 1954. Neuman later became so recognizable that a letter was delivered from New Zealand to *MAD*'s New York offices without an address: The envelope simple had a drawing of Alfred."

Source: Rossen, Jake. *12 Things You Might Not Know About MAD Magazine*, Mental Floss, <http://mentalfloss.com/article/65069/12-things-you-may-not-know-about-mad>

It was Norman Theodore Mingo who made the formal image of Alfred E. Newman for *Mad* (above right). Norman illustrated magazines in a style similar to Norman Rockwell. Growing up in Chicago, he was so successful as a young artist that he even dropped out of high school for a year to catch up with his art workload. He ran a Chicago art studio in the 1920s and 1930s that had future Captain Marvel artist C.C. Beck on his staff. After the studio closed during the Great Depression, Norman went on to become a freelance illustrator with such publications as *American Weekly*, *Ladies' Home Journal* and *Pictorial Review* (next page). Norman illustrated paperbacks for PocketBooks and illustrated the *Some Like It Hot* movie poster.

Debuting in 1952 (Issue 1, left) and located on MADison Avenue in New York, *Mad Magazine* introduced many of us to brilliant satire, Spy vs Spy, the back cover fold in, Sergio Aragones, Don Martin, The Lighter Side and more from the Usual Gang of Idiots. Many of us starting reading *MAD* in the 1970s when it reached its greatest subscription numbers of over two million. *MAD* arguably caused a generation to question everything that had been once blindly accepted.

Many of us started moving to the *National Lampoon* magazine for 1980's print satire and *MAD*'s subscription numbers slowly declined. On July 3, 2019 it has been reported that the magazine will no longer be printing new content and will end its run at the end of this year.

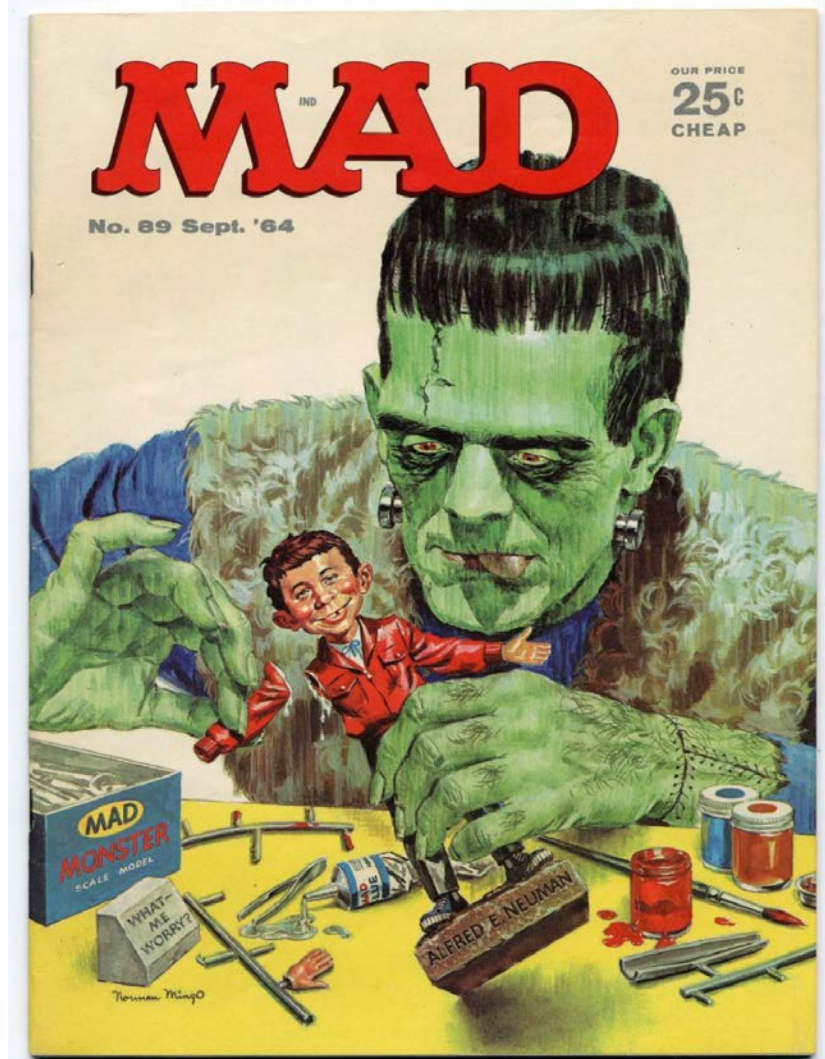


PICTORIAL R E V I E W

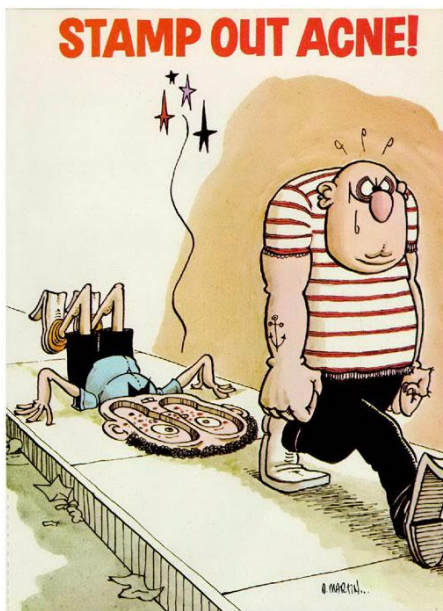


AUGUST-1933
TEN CENTS
MASTERS OF THE
MICROPHONE
By Caroline Love
YOU MUST FLY
By Ruth Nichols
NEXT WAR WILL
DESTROY
CIVILIZATION
Says Guglielmo Veronesi
Fiction by
S. S. Van Dine
T. S. Nierling
Theresa Santer Window
Isabel Stewart Way
and Others

Although pretty much in his retirement, Norman went on to create a number of iconic *Mad* covers for the next 20 years. He was 68 when he did the September, 1964 cover that juxtaposed and parodied the Aurora monster kits, by giving Frankenstein's monster a hobby—intently putting together his human (?) figure of Alfred E. Neuman (above right and pencil sketch at left).



Source: <https://punditfromanotherplanet.com/2016/04/10/preliminary-color-pencil-sketch-and-final-cover-by-norman-mingo-for-mad-magazine-89-september-1964/> and <http://www.americanartarchives.com/mingo.htm>.



18 years before Alfred E. Neuman became the mascot, we find future *MAD* contributors Al Jaffee (left) and Will Elder in the cafeteria of the *High School of Music and Art* in New York in 1936, eerily prescient of Alfred E. Neuman. We must assume that Frankenstein's Monster making an Aurora model of Alfred E. Neuman was happily inevitable.



Taking this moment to visit *MAD* have fun with our hobby was not the only time the magazine would go on to satirize the world of models. One cartoon would show a model of the USS Constitution with elaborate and laborious rigging and the large family portrait that fell in the middle of the model. The grief stricken modeler is next to it, placing his head in a noose. Another cartoon shows a mother encouraging her son to get away from model building in his room and enjoy the great outdoors. In the next panel she sees him outside with new and questionable drug-addled friends, and then the final cartoon shows her bringing him a stack of new models to keep him back in his room. Below is *MAD*'s "Realistic" model car kits, with a model of a car in the dealership, then a model of the car after a short time on crowded city streets, then a model of the car after being abandoned because of manufacturing defects, then a model of the car a year later in the junkyard. And then finally a model of the car after it has been crushed at the junkyard to be recycled into a new car.

PLASHTICK DEPT.

Building model cars is a big thing with kids today. The only trouble is, the kits result in shiny new replicas of shiny new cars. Why don't Model Car Kit manufacturers wise up and "tell it like it is"? Why don't they make "relevant" car kits? Like for instance these four

"REALISTIC" MAD MODEL CAR KITS




When they are assembled, most Model Car Kits today result in something like this: A replica of a car as it looks on display in the dealer's showroom, shiny and new.

CONCEIVED & EXECUTED BY DAVE GANTZ



MAD's Model Car Kit #1 would result in this kind of thing: A replica of a car a few weeks after it's left the dealer's showroom, when it's been driven on crowded city streets, parked in shopping center parking lots and jammed onto our freeways.



MAD's Model Car Kit #2 would result in something like this: A replica of a car a few months after it's left the dealer's showroom, when it has to be abandoned alongside a highway overnight due to engine failure or other manufacturing defect.



MAD's Model Car Kit #3 would result in this spectacular replica of a car (plus a few million other cars) about a year after it's left the dealer's showroom, when it has fallen apart completely and joined one of these familiar American landmarks.



And last but not least, **MAD's Model Car Kit #4** would result in this attractive replica of a car as it begins its journey back to becoming another shiny new one on display in the dealer's showroom.

Tim Kreider's article in the 07/12/19 *New York Times* noted that "Grown-ups who worried [MAD] was a subversive influence on America's youth were 100 percent correct." Mad's influence is ubiquitous now. The glut of satire and subversive comedy we all now consume daily is created by kids who grew up on Mad or on humor inspired by it: "Saturday Night Live." "The Simpsons." "The Daily Show," "The Colbert Report" and The Onion are all one way or another the spawn of Mad. " Retrieved electronically 07/12/19 <https://www.nytimes.com/2019/07/12/opinion/mad-magazine-last-issue.html>





Tom Crepeau modeled his 1/72 UH-34 as a helicopter he had flown in--he showed us how the aircrew would hang from the open door. Tom also had the pictures he took of Rosie 2, which crashed into his aircraft carrier while delivering mail. All of the crew were okay. The UH-34 was powered by the same Wright 1820 Cyclone engine found in the B-17, which was placed in the nose to save cabin space—and which certainly helped the UH-34 in Tom's pictures.



According to a July 2001 *Air&Space Smithsonian* article, the UH-34 had some reputation that it could take abuse, protect its crew and still come home, not unlike the venerable B-17. Joseph Scholle, who flew her in Vietnam,

said she could lose parts and still survive.

"It was one of the few helicopters that would fly with an inoperative tail rotor," says Scholle. (A helicopter's tail rotor is intended in large part to oppose the tendency of the fuselage to rotate rapidly around, and counter to, the main rotorshaft.) "A 34 has an awful lot of side area, and as long as you're doing 45 knots, it swings around into about a 45-degree crab [angle] and stays there. It's weird, but you can fly it."

"She'd also fly

without transmission fluid," Scholle continues. "Guys would have the transmission oil cooler shot out, the oil

pressure went to zero and you'd just fly it back. You do want to keep the power up, though, because once the gearbox stops, it welds itself into a single piece."





"Ron Ferrell, corpsmen aboard the UH-34 also attests to the rugged build. "We were lifting off under fire one day, " Ferrell says, "and the pilot took a hit in the head just as we took off. We were nose-down, tail-up, and he had the rotors cranked up to full rpm, and then boom, we set right back down. We probably dropped a good 10 feet. I watched those struts go damn near to the ground and then spring back up."



And to be fair to the unfortunate crew that "bumped" into the aircraft carrier, the same article notes "The aircraft is extremely sensitive to the controls. Just think about doing something and you've already done it, pilots say. It took a lot of coordination to manually adjust the engine rpms with the motorcycle-grip throttle on the collective that controlled the blade pitch. You could overspeed it quite easily, so you had to listen to the sound of the engine and the rotor blades without looking at the gauges. Some pilots compare it to the way the barnstormers flew in the 1920s, listening to the sound of the wind in the wires."

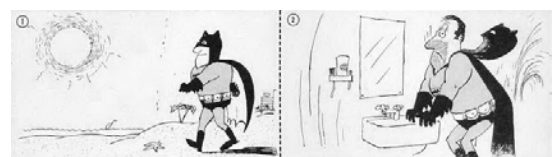
Source: Wilkinson, S. July, 2001, Dog of War. Air&Space Smithsonian. Retrieved from <https://www.airspacemag.com/military-aviation/dog-of-war-2370386/?page=1>

Plug In Department

Brian Krupicka, a guest, brought in an N gauge railroad scenery module.



Brian told us he likes railroading because it lets him both model and operate the model, and he likes modeling overall because of the freedom of creativity. The railroad component is designed to plug into a larger layout, much like a puzzle piece. He made the orange and fruit trees, scratchbuilt the bins of fruit, added a porta potty, wires for the power lines, and made the background from his computer. He has 11 square miles of HO and N scale track layout in his home.





Brian belongs to the National Model Railroad Association (NMRA) and took part in their 2018 convention in Kansas City to break a Guinness record with the largest modular track.

"The final statistics, on the World Record breaking T-TRAK layout are in!

The mainline run was an astounding 28.4 scale miles!!!

340 modules, of all sizes, participated, which, measured as equivalent singles, would be a total of 732 single modules!!!!

The mainline run bent around a few legs, to also traverse yellow track on those legs...if one wanted to only count the outside run, while only traversing each module only once, the run was 22.18 scale miles."



Source: NMRA Facebook Page, 08/23/18 post.

Dugbail and Finnigail Department



Eric McClure brought in his 77 mm 9th Century Viking Chieftan figure, painted with Vallejo and shaded with oils.



Eric also completed the Bandai 1/12 Star Wars Stormtrooper.

These kits are molded in the actual colors so they can be assembled without painting. Eric chose to paint this one and use it as the "poster child" of the perfect and pristine stormtrooper. He has another kit that he plans to do weathered and damaged.



Eric's build made us curious to learn more about the armor and we referenced *Screen Rant* Editor Mansoor Mithaiwala's article *Star Wars: 15 Things You Never Knew About Stormtroopers*. Number six is that Stormtrooper armor has 18 blast resistant pieces. Mansoor explains that although the stormtroopers appear to be taken down rather easily by just one or



two shots, in theory their armor should provide much more protection. Mansoor writes that the armor, "containing 18 plastoids (the same type of material Darth Vader sports), stormtrooper armor is technically one of the strongest in the galaxy, not that it actually helped stormtroopers in combat."

Source: <https://screenrant.com/star-wars-stormtroopers-trivia-facts-rogue-one/>

Eric's 1/24 Uchikoma is from the *Ghost In The Shell* manga series.

It's a little involved unwraveling their background, as they seemed to be sometimes confused with the Fuchikoma name. They carry one person and it's an Artificial Intelligence Think Tank with an innocent, childlike and curious personality. The Bandai DVDs refer to them as Fuchikoma and the artwork and model kits labels them as Uchikoma, which the Fan base feels is a misunderstanding with the pronunciation of the "hu/fu" sound and the comic source.



The wire units in the back let these tanks descend like from great heights like spiders from a web.



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
Aircraft 1/72
Aircraft 1/48
Aircraft 1/32 and larger
Helicopter
Auto - Out of Box
Auto - Custom
Auto - Racing
Truck
Junior

Armor 1/35
Armor 1/48, 1/50, 1/72
Naval
Science Fiction (ships/vehicles)
Figure 40 mm and smaller
Figure 54 mm and larger
Figure Groups/units
Diorama and Vignettes
Miscellaneous
Popular Choice



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

The MMSI (Military Miniature Society of Illinois) will have their 45th Show at the Marriott Schaumburg on October 11th and 12th, 2019,

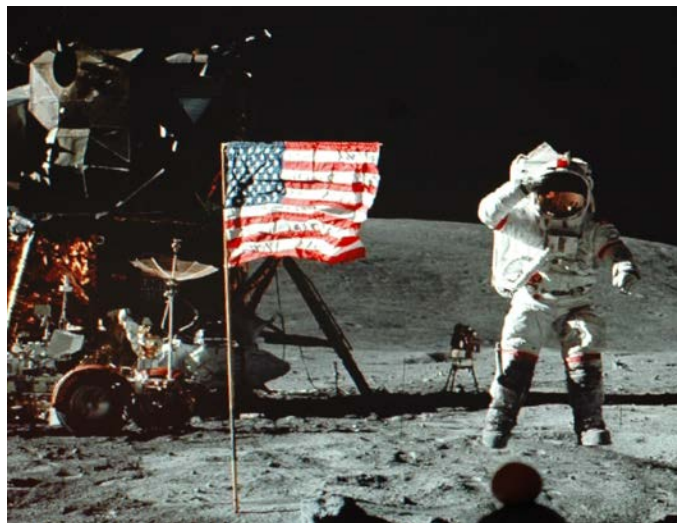


More details will be available in the future at <http://www.military-miniature-society-of-illinois.com/>

The 37th Annual Butch O'Hare Open Model Contest will be 11/09/19 at the Holiday Inn, Itasca 860 Irving Road, Itasca, Illinois!

The theme will be Celebrating the 50th Anniversary of the Man Landing on the Moon!

The show opens at 9 am and uses the "Chicago Rules" of Gold, Silver and Bronze recognition. To learn more visit <http://www.butchoharemodelers.com>.



"Nut easy to crack often empty": *Charlie Chan*



Murder Over New York is the 1940 film and the 27th entry in the popular **Charlie Chan** series, with Sidney Toler as Charlie Chan and Sen Yung as Jimmy Chan ("Number Two Son").

The film opens in September, 1940, with Detective Chan flying from the Glendale Grand Central Airport near Los Angeles to an annual police convention in New York City.



The movie is full of aircraft close ups and excellent references from 1940 such as the scenes from Grand Central Airport and the Terminal. We also see Detective Chan aboard the *American Airlines Douglas DC-2 Flagship Sleeper New York* (above right), registration

NC16001, with extensive interior and exterior shots. We were able to find only one image of *Flagship Sleeper New York* outside of the movie, a yellowed photograph of the plane flying over New York City (above right). No other images of the plane appear to exist, yet quite



American Airlines
Flagship DC-3 Lamp

437

incredibly, an old lamp with the markings of *American Airlines NC16001* was once made (it illuminated from within). Lot 437, it was sold for Polk and Polk by the British Auction House *liveauctioneers* in 2011 for about \$600. The DC-2's moment would be short lived. Carrying only 14 passengers (2 more than the DC-1) it could not make a nonstop flight between even Chicago and New York, and it would soon be replaced by the DC-3. But it was beautifully appointed for long flights, as we can see by the large and comfortable chair in which Detective Chan is seated (right).



A Scene from the 20th Century-Fox Production
CHARLIE CHAN IN NEW YORK
MADE IN U. S. A.

Across from Detective Chan is his old friend that he meets on the plane, Hugh Drake, formerly a Scotland Yard Inspector. America is over a year away from war, but Britain has been at war for a year and Hugh is now a British Intelligence Officer. He tells Charlie that he is trailing Paul Narvo, a spy sabotaging America's bomber development program, and he shows Charlie the newspaper headline of the sabotaged TR-3 in New York. He suspects Narvo to be responsible. He asks Charlie for help.

At the airport they're met by Drake's host, Aircraft Tycoon George Kirby. Kirby is having a party that evening to honor Drake and he invites Charlie. Charlie's son Jimmy is attending college but had come to the 1939 New York World's Fair (still going on in 1940) and shows up at the airport to welcome his father.

Charlie introduces him. "Number two son very promising detective--promise very much, produce very little."

But later, when they arrive at the party, they find Hugh Drake dead in Kirby's office.

Murdered. A nearby dead canary and Jimmy's knowledge of gas confirms that Hugh was killed by tetragine gas. Jimmy Chan: "It's a new gas discovered only a few months ago...it kills with one whiff, and then evaporates quickly, leaving a slight, harmless scent." On the desk next to Hughes is a model of what looks like a Lockheed L-12a Electra Junior.

The office windows are locked, the only way in and out was to the apartment with the party—now Charlie has a room full of suspects. All of whom keep glancing sideways at each other with their best guilty look. With suspects including an actress, a sinister servant, a chemist, an aircraft designer, Hugh's old school friend and a stockbroker who could be rich depending on whether the bomber being developed succeeds or fails, Charlie finds that everyone has a possible motive to kill Hugh Drake.



As the investigation continues over the course of a few days, a few of the suspects start turning up dead. Charlie decides to invite the remaining suspects to see the new TR-4 bomber, for which so many lives have been lost. And we see that the TR-4 is, indeed, the Lockheed L-12a Electra Junior, that we first saw as a model on Kirby's desk, next to Drake's body.



The night before, saboteurs disguised as mechanics put a glass pellet that contains tetrogine gas, designed to fall and break when the plane goes into a dive.



Everyone but Charlie is startled when the TR-4 suddenly takes off. The pilots, their jaws clenched and nodding knowingly to each other, make us wonder if they're also in on the sabotage attempt. Everyone seems out to destroy the plane.



The plane climbs. The police, inspectors, Kirby and others watch from the ground.

Inside the plane, the remaining suspects brace themselves against the sides and keep furtively looking to one another. And then the plane dives.



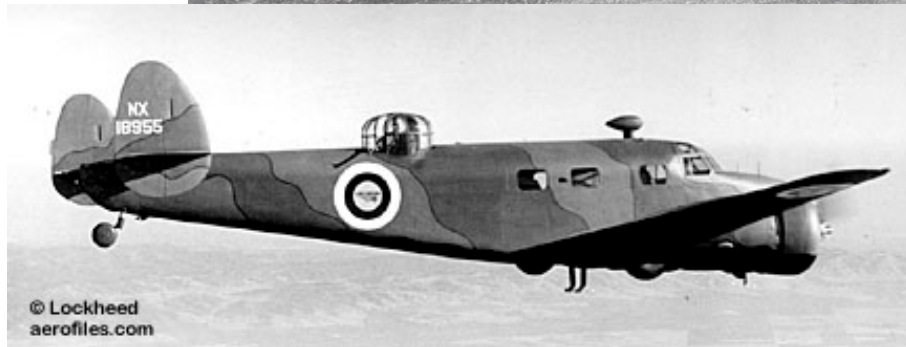
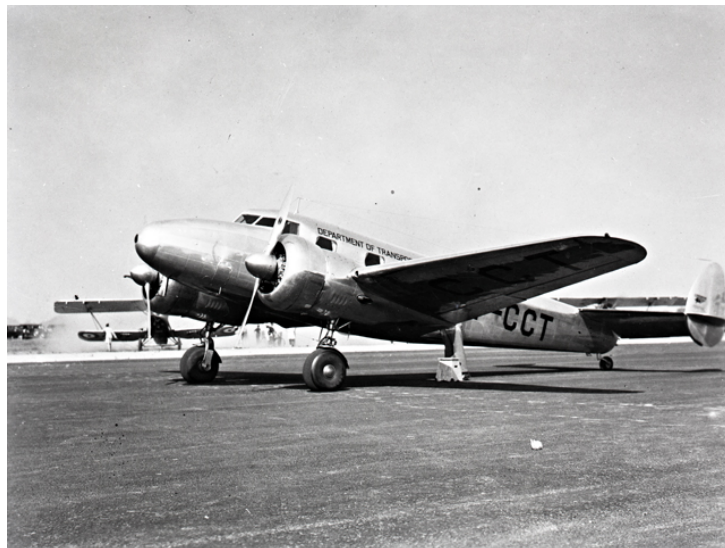
Detective Chan calmly watches everyone's reactions. As the plane dives, the glass pellet rolls out of its hidden space to break with the gas, but Fenton, the old class mate, was ready to catch it, giving himself away as the murderer.



The plane lands, Fenton jumps out and throws the vial back into the plane and it explodes harmlessly. Charlie knew about the sabotage attempt and had the vial switched before the flight. But what about the spy, Paul Narvo? Fenton refuses to identify him. Charlie asks for a glass of water for Fenton and Richard Jeffrey, the stockbroker, hands him a glass. But Charlie also anticipated this and the police seize the glass, which is quickly sampled and found to contain poison. Jeffrey is revealed as the spy Paul Narvo and he is then apprehended and the case is solved.

Build Your Own TR-4! The L-12a never served as Hollywood's imagined TR-4 bomber, but there was a bomber version, the L-212, when 16 of them were fitted with bomb racks and a gun turret for the Royal Netherlands East Indies Army Air Force. In the movie the designer shows an area inside the fuselage that will be fitted for a turret in the production aircraft—everyone is

standing under the turret in the picture left.



You'll have the only TR-4 on the contest table!

Special Hobby offers the L-212 as a 1/72 kit, and the Dutch Modeling and Aviation site

https://kw.jonkerweb.net/index.php?option=com_content&view=article&id=618:lockheed-l-12a-en-212-uk&catid=91&lang=en&showall=1&limitstart=&Itemid=553 provides extensive information on the planes, models, decal sets, even colors with model paint matches and the various colors used during the plane's service. But overall metal finish makes it a TR-4!

Reference: *Murder Over New York*. The Charlie Chan Family Home. <http://charliechanfamily.tripod.com/id50.html>.



Closed, Please Come Again Department

Along U.S. Route 50 (The Lonliest Road in America), Ely, Nevada, in East Central Nevada is at the doorway of the Great Basin National Park and is home to the Nevada Northern Railway Museum (with 90 minute rides on a 1900s train), Ward Charcoal Ovens, the White Pine Public Museum and the fun 1925 Hotel Nevada and Gambling Hall.



Another hidden treasure of Ely is the McGill Drugstore Museum, frozen forever in 1979.



A satellite of the White Pine Public Museum and placed on the National Register of Historic Places in 1998, The drugstore, along with the Post Office, was one of only two establishments in 1907 Ely. In the 1950s, resident pharmacist Jerry Culbert and his

wife Elsa became the owners. When Jerry died in 1979, Elsa closed the pharmacy and opened the store

occasionally as neighbors might need an item or two--but she never added to the inventory that was in the store in 1979.

By the mid-1980s she closed the store permanently, with all of the inventory left on the shelves. As if the store had closed only for the night. *Dippity-do* in its 1979 container still waits on a shelf.





Jerry's to do list is still waiting to be completed. The new Kodak Instant Flash camera is in.



1979 issues of *Super Boy* comics and *Life* magazine. Rexall and Burma Shave Shaving Creams.

Bio Slim pills in the Diet Center, guaranteed to keep you awake for days! Dr. Tarnower had published *The Complete Scarsdale Medical Diet* only the year before.



And then the model and hobby department!

Plenty of Testor's PLA paints in the spray cans and little glass bottles. Below the bottles are packages of Duncan Yo Yo Wax. 49 cents, it came with three replacement strings.





The store carried an eclectic assortment of kits! The MPC P-47D, Revell PZL P-11c, MPC Curtiss Helldiver, MPC Grumman Hellcat and the Airfix Grumman Hellcat VI! A really good selection for the hobby when we realize the 1980 hobby market population of Ely was 4,882, and quite a distance from major cities such as 213 miles from Las Vegas and 264 miles from Reno.

Our very sincere appreciation to Julie Wallace of the White Pine Public Museum for her very kind time and help taking these pictures and sending them to us! To learn more about the McGill Drugstore Museum and the White Pine Public Museum you can visit <http://mcgillnevada.com> and on Facebook at <https://www.facebook.com/pg/WhitePinePublicMuseum>.

Additional Sources: mrzip66. McGill Nevada Drug Store is a Time Museum at <https://www.mrzip66.com/2016/03/26/mcgill-nevada-drugstore-time-machine/>.

Below, the way to Ely, Nevada.





Alan Zais built the 1/48 Classic Airframes Curtiss Hawk III. I used ModelMaster enamels and wire for the bracings. The rudder decal was oversized so I matched the paint color to the insignia and masked it for the blue and white stripes.

The export version of the BF2C, these aircraft went to Thailand, Turkey, Argentina and most notably China.



My plane is modeled after 2503, the 3rd plane with the 25th Pursuit Squadron (therefore 2503) of the 5th Pursuit Group. On the nose is "*Ningpo Special*" in Chinese characters, the plane purchased with donations from the people of Ningpo City.

Piloted by Mu-fei Chang, she took off from Yangchow Airfield on the afternoon of 08/19/37 as part of a six plane group to attack Japanese barracks in Shanghai. Over the target 2503 was hit by anti-aircraft fire and crashed at the Far East Stadium in Shanghai, with Chang quickly rescued by Chinese civilians. The plane was photographed by the Imperial Japanese Army, salvaged and shipped to Tokyo for exhibition.

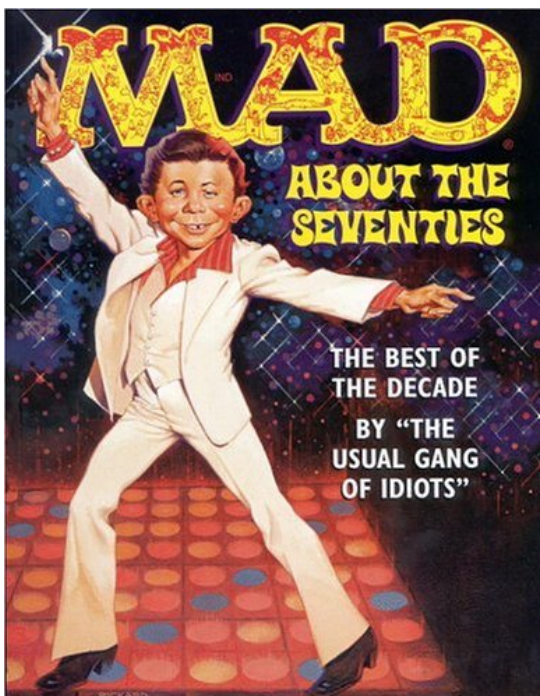


Ningpo Special's flight was only twelve days after the 07/07/37 Marco Polo Bridge Incident, which started the second Sino-Japanese War and the Japanese Army expanding from Manchuria into Northern China. And only ten days earlier on 08/09/37 was another incident where a Japanese naval officer named Oyama exchanged gunfire with Chinese guards near a Shanghai airfield and was killed. The Japanese used the incident as a pretext to invade Shanghai but the Chinese struck first on 08/14/37. The ongoing tension was now all out war.

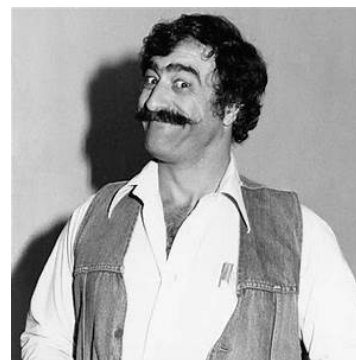
Sources:

<https://www.pacificwrecks.com/aircraft/hawk/2503.html>

Cheung, Raymond. 2015. *Aces of the Republic of China Air Force*. Osprey Publishing, Ltd. Pp. 11.



As part of our homage to MAD with this issue, we thought it would be fun to remember the work of Sergio



Aragones. In addition to his regular features such as "The Shadow Knows", Sergio did all of those tiny cartoons that ran horizontally and vertically in the margins throughout each issue. All of them, without words and in only one drawing, told a complete story. Thank you for your talent, Sergio!



And Thank You to all the Usual Gang of Idiots!

We hope you enjoy our newsletter! When you join *IPMS USA* you'll get even more with the National Journal!

In The Latest Journal

- **For Pete's Sake!** - Constructing Hasegawa's 1:48 Mitsubishi F1M2 Observation seaplane, by Pedro Negron
- **Floating Your Heavy Boat** - Scratch-building a Ship's Longboat Rigged for Sailing, by Dan Thompson
- **Panzer Perforator** - Detailing Vulcan's Ordnance QF 2-pounder for Action, by Randy Ray
- **Down in the Desert** - Crashing a Saetta using Pacific Coast's 1:32nd Macchi C.200, by David A. Kimbrell
- **Seeing Red** - Building a Classic Ferrari Testa Rossa 250 TR from the Hasegawa kit, by Randy Fuller
- **Care and Feeding and Lots of Cleaning** - How to Properly Care for Your Double-Action Airbrush, by Randy Fuller
- **Clear parts? Alles klar!** - Remediating tricky Transparencies, by Justin Lentz
- **Inside the Wolf's Lair** - The Logistics of Tackling a 1:72 U-Boat pen Diorama, by Mike McFadden
- **A Phine Phorty-eighth Phantom** - Taking the Measure of Zoukei-Mura's Quarter-Scale F-4D, by Dave Koukol



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