

SAM!

STATELINE AREA MODELERS

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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,
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Enter at the east door.
Come visit us!*



Mark Hendrickson's 1/32 AMT 1961 Ford Falcon Ranchero

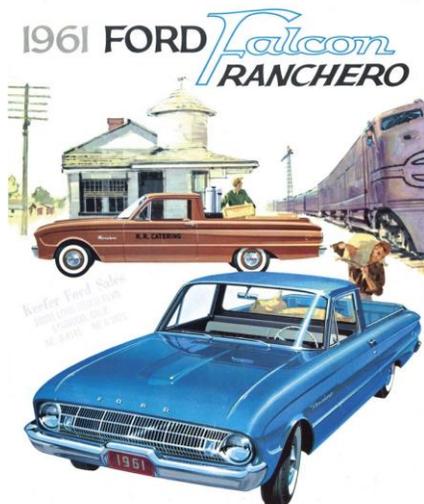
Carried Away Department

The Ford *Ranchero* ran from 1957 through 1979 using a two-door station wagon platform combined with a cargo bed. Beginning in 1960 the *Ranchero* was based on the compact *Falcon*, a smaller car.



The standard engine was the 144 cubic inch straight-6, but in 1961 you could get also get the optional 170 cubic inch straight-6. Transmission was either the two-speed automatic or a three speed Cruise-O-Matic and a three speed manual.

Mark used the AMT kit, molded in white with chrome parts (also offered as a 1/25 kit with a 3-in-1 option). A custom option of the kit is also available.



The print of the promotional brochure below tells the lucky consumer that The *Ranchero* is “**Low** in PRICE – America’s lowest priced compact pickup!”

“Front fenders bolt on for ease of replacement—cost just \$29.95 each. Insurance is as much as 15% less.”

“**Low** gas costs—over 30 miles per gallon in certified tests!”

“Roomy comfort for 3 husky passengers! Rides, handles like a passenger car! Diamond Lustre finish!”

Economy never had such style
The *Falcon* in the brochure is Montecarlo Red. The *Falcon* came in eight colors.

“**Low** Loading Height. Cargo-floor to the ground measures a scant 25.5 inches...that means easy loading. And what a load! The *Falcon Ranchero* packs 800 pounds into its big six-foot box! With tailgate flat, there 7 ½ feet of load

length—room to spare for just about any pickup job going! You can open or close the tailgate with just one hand...and it locks tight and rattle-free automatically!”



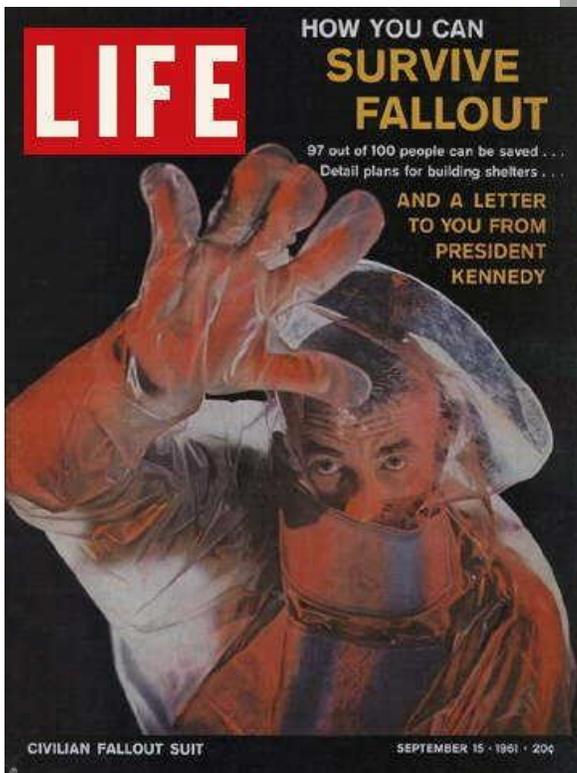
← Jean Shrimpton, considered one of the world’s first supermodels, poses with a transistor radio in 1961. I can’t read the brand, but Zenith introduced the pocket size transistor radio in 1961 with the base Royal model at \$19.95. At the \$1.00 hourly minimum wage a transistor radio took half a week wages to buy. In September the rate was raised to \$1.15. But average income of \$5,315 made the radio affordable with one

day's pay. A gallon of gas was 27 cents, first class stamp 4 cents, new home \$12,550 and a movie ticket \$1.00. An average new car cost \$2,849.

Clark painted the A/B side scallops and the chrome badges.



1961 was also another interesting year for Ford, which purchased Autolite. Autolite was introduced with a color page in *Life* in September. An eight-page insert also came out that September in automotive trade books. There was also a supplement in the fall ads offering a \$2 model racecar kit that also encouraged car owners to visit service stations for an "Autolite performance checkup."



Left: September 15, 1961 *Life* Magazine cover and feature story "How you can survive fallout. 97 out of 100 people can be saved. Detail plans for building bomb shelters."

Right: 1961 Advertisement "News! Ford Motor Company Switches to Autolite"



Tanks A Lot Department

Lon Myers 1/35 Tamiya Type 97 Japanese Tank.



Lon modeled his tank after a picture he had seen of a Type 97 in Singapore.

Lon liked the kit and said Tamiya did a good job hiding seams.

The Type 97 (the Imperial Year 2597) Chi Ha ("medium third tank") was the second most produced Japanese

tank of War World II, with 2,092 built. At 15 tons and with a crew of four the tank was capable of 25 mph. It had a 47 mm gun and three 7.7 mm *machine guns*.



I found something interesting about Japanese tanks in the June 28, 2017 Everett, Washington **HeraldNet** by **Corey Graff** titled "Dummy rivet really a 'doorbell' to WWII Japanese tank interior". The Everett, Washington Flight Heritage Museum has a Type 95 Japanese tank. Corey writes:

Anybody out there?

The Flying Heritage Combat Armor Museum's new (old) Type 95 Japanese tank is an interesting addition to the collection.

Japanese fighting vehicles were a bit of mystery to the Allies at the beginning of World War II. And, back then, Russia was an Ally.

The USSR scooped up an abandoned Type 95 during fighting in Manchuria in 1939 and sent it westward for examination. At the Soviet government's Armored Vehicle Scientific Research Institute (NIIBT), the Type 95 was poured over. All in all, they were not impressed, the Type 95 was considered obsolete by the Russians some two years before the attack on Pearl Harbor.

One thing the NIIBT staff was fascinated with was a fake rivet on the rear of the tank. During dissection, it became clear that it was not a rivet at all, it was a button. Infantry, hunkered down behind the tank, could use the hidden switch to notify the "buttoned-up" crew of their presence outside the tank—a sort of doorbell, if you will.

Well, this got me to thinking. Heading out into the display hangar at the Flying Heritage Combat Armor Museum, I wanted to know if our tank was similarly rigged. And sure enough, here's a shot of the Type 95's dummy rivet.



One of these is not like the others. A Type 95 Japanese tank featured a dummy rivet (circled in red) that actually was a button for infantry to notify the tank's crew of their presence. (Flying Heritage Combat Armor Museum image)

Mark Hendrickson's 1/72 UM SU-122
Russian Self-Propelled Gun



Mark added grip handles, antennas, and dry-brushed the white wash, placing it in a winter scene diorama. There was a bit of a challenge as he said the treads were separate and the instructions in Ukrainian, but that it was great fun!

Let's see how much of a challenge it is to read instructions in Ukrainian. [Сидіння С кріпиться до перебирання а. Фарба шкіряні сидіння і перебирання сірий.](#)

That translates to [Seat C attaches to bulkhead A. Paint seat leather and bulkhead gray.](#)

Yes, that is a challenge. Well done Mark!



In some equally extreme modeling, the March 6, 2015 *International Business Times* ran a story on an SU-122 created from 20 tonnes of snow.



Hannah Osborne writes that Alexander Zhuikov a 20 year old Russian student, spent a month building the full size model in his grandmother's garden in Kamenna-Obi, Russia.

Originally reported in the *Siberian Times*, Zhikov told the *International Business Times* that "Inside there is nothing but snow. I took drawings from the internet, then I painted the snow model with emulsion paint. I had to make a huge shield from the sun so it doesn't melt." *The Moscow Times* reported the barrel was made out of cardboard and autoevolution reported that Zhuikov was a student at the Siberian State University of telecommunications and Informatics. He made the model for a World of Tanks competition and all four articles said it was expected to win first prize. I could not find the contest outcome, but its first place to me.

Bob Greenlee's 1/48 Testor's P-51



Bob's plane has an interesting history. I had a difficult time researching this, but according to *Warbird Registry* it was delivered to the Royal Canadian Air Force as 9279. It was later owned by Intercontinental Airways of New York from 1957-1960 registered as N6320T. It was then owned by Neil McClain of Alberta from 1960-1968 registered as CF-PCZ. From 1968-1970 it was owned by Paul Finefrock of Oklahoma registered as N167F.

In 1969 it collided with another P-51D while taxiing for an air race in Texas and was rebuilt by Vintage Aircraft of Colorado from 1980-1985. Operated by Scandinavian Historic Flight of Norway from 1984-2001, it was repainted as "Detroit Miss" in 1999 and flew as "Old Crow" in Olive Drab scheme in 2001. In 2001 it was based in Norway and flown as 414450/B6-Sn.



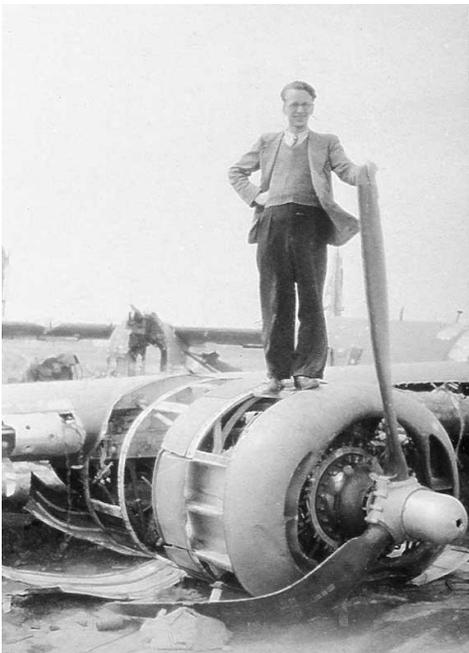
And there the trail ended. But I found it again on *Aerial Visuals/Airframe Dossier*. Today it is registered with aircraft collector Jan Willem van der Flier and based in Belgium. Jan owns two Mustangs (and many other planes!) and the other Mustang, "Scat VII" is shown on the left during restoration.

Flying Aces Services and Training posted a short article on April 11, 2011 about Jan flying Scat VII for the first time that year at the former Air Base Brustem (Saint Trond airfield during World War II). Jan went through a P-51 training program at *Flying Aces Services & Training* which also maintains his collection. Saint Trond airfield in Belgium was home of the famous Luftwaffe Night Fighter squadron NJG flying the Ju88 and He219 until 1944 which included German fighter pilot Heinz-Wolfgang



Schnauffer (photo on the left, he had 121 victories) who was called "the Ghost of St. Trond" by British bomber crews.

Saint Trond was liberated in 1944. Just in time. The B-24 "Lady Luck" crashed there on October 1944 after losing two engines to flak over Cologne



Left: An engine of the unlucky "Lady Luck" following its crash at St. Trond.

Right: The "Lady Luck".



Below, Right: One of two remaining hangers of St. Trond in 2013.



The B-24 engine picture and the hanger picture, along with more of St. Trond's story can be found at *Abandoned, Forgotten and Little Know Airfields of Europe* by RonaldV.





Art Giovannoni's Heller 1/72 Mirage III in the markings of the Israeli Air Force during the 1967 Six Day War.

The Six Day War

At the outbreak of the Six Day War, on June 5th 1967, the IAF had 65 serviceable Mirages at its disposal, which formed about one-third of Israel's total air power. In addition, the IAF's order of battle included about 140 Ouragans, Mysteres, Super Mysteres and Vautours. In the first wave of attack, which took off on the morning of June 5th, quartets of mirages were sent to

attack Egyptian air bases in West Cairo, Bir Tamada, Bani Suef, Faid, Hilwan, Abu Suer and Inshas. Each Mirage carried two 500 kg. bombs, full ammunition for the internal cannon and full fuel tanks. After dropping the bombs, the Mirages returned for additional strafing runs, using their 30 mm. cannon to shoot at enemy planes parked on the runway. All of the IAF's Mirages participated in this sortie, with the exception of 12 that remained behind to defend Israel's skies.

In the second wave of attack, the Mirages punished the airbases at Abu Suer, Bilbeis, Gardaka and Cairo West. Cpt. Yair Neuman's plane was hit, and he had no choice but to bail out in Egyptian territory. He made it safely to the ground near the village of Zkoyek, but a mob of angry Egyptian fellahin pounced on him and killed him.



In the third wave of attack, which was launched around noontime, the Mirages were sent to hit targets in Jordan, Egypt and Syria. One flight was diverted from a mission in Egypt and sent to strike Amman's airport.

Two Mirages were hit during the attacks on Syrian targets. Lt. Meir Shahaar's plane was hit over Damascus and he was killed. Maj. Amihai Shmuelli's plane was also hit and he was injured, but he managed to make it back to Israel and parachuted at Golani Junction. During the attack, Mirages participated in dogfights with enemy planes, bringing down MiG's, 'Ilyushin' Il-14's and Hunters. All in all, the Mirages shot down 48 enemy planes in aerial combat in the war.

*From the Israeli Air Force
Website, <http://www.iaf.org.il>*

Frank Gattolin's
KP kit 1/72
Israeli Air Force
Avia S-199

Another Mule....

By Frank Gattolin

Way back in 1948, shortly after the British left Palestine, that was now called Israel, the Israeli War of Independence was underway. Before the Brits left Palestine the Israeli freedom fighters could barely



get enough weapons to defend themselves. However, with the Brits departing, it was now possible to bring in arms, despite an international arms boycott of the countries involved in the fighting. It was more than possible. It was desperately necessary to import arms. The Egyptians, Syrians, Jordanians, Iraqis and Lebanese had invaded Israel.

The Syrians and Egyptians had air forces. The Egyptians used their air force to bomb Tel Aviv, as well as to back up attacks on settlements such as Nirim and Yad Mordechai. Israel had no way to counter these attacks or to prevent Egyptian reconnaissance. The only country that would openly supply arms to Israel was Czechoslovakia. From an improvised air base in Zatec, Czechoslovakia, C-46 transport planes airlifted arms to Israel.



The first airplanes sent were Czech (AVIA S199) versions of the German Messerschmitt Bf 109G14 fighter. Avia had started producing Messerschmitt Bf 109Gs right after the war, calling them Avia S-99. But the Daimler-Benz DB 605 engines to be used in the aircraft were destroyed during a warehouse fire. The S-99 continued to use the Bf 109G airframe, but an alternative engine was used: the Junkers Jumo 211 and the outsize propeller that had been used in the Heinkel He 111 bomber. And so was born the Avia S-199 which earned the name "Mule" from those who flew it.

Both the Jumo 211 and the original Bf-109G's engine, the Daimler Benz DB 605, were 12-cylinder, inverted-V, liquid-cooled engines. However, the Jumo 211F produced only 75% of the DB 605's power at takeoff and less than 85% of its

maximum continuous power. The two engines weighed about the same, but the Jumo drove the massive VS 11 propeller. The large propeller created serious aerodynamic problems the Israeli pilots were not able to handle adequately:



- Both the DB605 and Jumo 211 rotated their propellers to the pilot's right.

- The Jumo 211 produced much more torque than the DB605. Torque is a roll force which applies a downward load/force on the left main landing gear tire. It acts like a hung or dragging brake and can yaw the airplane to the left unless corrected for by right rudder application.

- That big, wide, propeller also produced a lot of P-factor. P-factor creates a left yawing

force resulting from greater lift created by the descending propeller blade as it rotates. This is corrected for by right rudder application.

- That massive prop also created a whole lot of spiraling slipstream. This is caused by the rotating propeller's tip vortices that corkscrew aft along the fuselage. This "corkscrew" impacts the left side of the vertical stabilizer/rudder unit producing a left yawing force which is corrected for by applying right rudder.
- The S-199 had another take off left yawing problem. As one begins taking off in a tail wheel airplane the pilot usually applies forward pressure on the stick as the airplane gains airspeed. This is done so you can see the runway better during acceleration to lift-off speed rather than having to look out the sides of the cockpit to maintain runway alignment.

If the pilot applies a too rapid forward pressure on the stick during the early phase of the take-off roll, the airplane will tend to yaw to the left (or right depending upon propeller rotation). This is caused by the induced gyroscopic precession (pilot action creates a force 90-degrees to the rotating gyro's {prop} plane of rotation. This makes the rotating mass want to "move" 90-degrees opposite to its plane of rotation... in the case of the S-199, to the left). Since the rotating mass is attached to the engine's crankshaft, and the engine is attached to the airframe, the resulting left yawing force is applied to the airplane. Whoo-hoo! And, away we go! The bigger the propeller (mass), the greater the left yawing action. I've witnessed this as an observer (one fatal accident in a Tempest and one serious injury accident with a PT-17) and as flight instructor surprised by my tail wheel students. Seems to me the S-199 should have had a larger vertical stabilizer and rudder to compensate for the larger propeller-induced left yawing forces.



Here are a few comments from the guys flying the S-199 in combat during the 1948 War for Independence:

- From a pilot who had flown Mustangs and Thunderbolts: "I sat strapped down in the cockpit, the only thing I could see in front was the Messerschmitts huge nose pointed skyward. Until the plane was traveling fast enough so that its tail could come up to a level flight attitude, you had to watch the runway markings on your side, or fix on a distant tree or building for direction."
- "My first solo flight and it was quite exciting. When I pushed the throttle forward and let go of the brakes I began to snake left and right. When my airspeed indicator showed I was going fast enough, I mistakenly flicked the stick forward to raise the tail, hoping to get ready to take off." This pilot-induced action brought in the left yawing force- gyroscopic precession. The pilot suddenly "...found [himself] speeding between two huge hangars, heading straight for a tall chain-link fence."



Another terrible thing reported by the S-199 pilots was that the canopy could not be opened in flight. It was fixed such that you either had it closed and locked or you could jettison it completely if you got into an emergency situation where you had to bail out. There was something else that was even worse than the canopy... it had two .30-caliber machine guns in the cowl that were supposed to be synchronized to fire through the massive wooden prop. IDF Air Force records showed there were at least three pilots experienced a system failure and shot off their own props leading to a crash

landing, one with fatal results. The aircraft was considered worthy opponent once airborne but its potential for unmanageable behavior was, as indicated by its nick-name Mezec (Mule), was always there to surprise the unaware pilot. It was reported that in mock dog-fights, the Mule could out-climb, out-dive and out-zoom the Spitfire and Mustang. The Spitfire could out-turn the Messerschmitt (the most important maneuver in air combat) and both could out-turn the Mustang! Hmmm... .

The Mustang was the fastest, the Messerschmitt the slowest, the Mustang had the best visibility (important for a fighter aircraft) the Mule the worst.

The Spitfire cockpit fit the average American-sized pilot like a glove, the Mule like a strait-jacket, the Mustang was reported to be like a comfortable armchair. The Spitfire had two 20-mm cannon and four .303 machine guns, the Mustang six .50 machine guns and the Mule two 20-mm cannon and two .30 machine guns synchronized to fire through the propeller arc. The Mule had only one real moment in the sun, flying (and crashing) under Israeli (well, and Egyptian and Syrian) skies during the 1948 War of Independence.

The first four Mules ready to fly in 1948 Israel were not given a test flight. Their test flight was combat; attacking a huge Egyptian ground contingent heading toward a





small community in Israel. Without the intervention of the four pilots flying the Mules, the Egyptian ground forces would have overwhelmed the Israelis making the outcome of the war much different than it was. The attack was very aggressive but yielded minimal damage to the Egyptians. However, it so surprised the Egyptian commander that he halted the attack and fell back to what he felt was a safer position. The IDF Air Force had 24 Mules to defend against a greater number of Arab state's fighter airplanes. Because of the urgency of the war's

demands, the Israeli pilots of the Mule received minimal training in it. In spite of that fact, their previous WW II fighter pilot training and experience helped them use the airplane as an fairly effective weapon against overwhelming odds. The story is long and interesting; it was made into a documentary movie entitled, "Above and Beyond," which can be viewed on YouTube or the Amazon movie channel.

Building the Czech-produced kit (KP is the brand name) was a bit of a skill-enhancing chore-- a *lot* of filing, cutting, sanding, filling and remaking a few parts. Fit was less than okay... *loads of flash*, mold pins everywhere and no alignment pins on the parts in my kit. The clear canopy wasn't very clear and of mediocre quality. Decals were very thin and brittle and a challenge to apply. In fact, thank the good Lord for a decal supply. Then there was the Micro-Sol.... application of it changed the paint color!! So, instead of a splotchy paint scheme, I brushed the entire airplane with the stuff and all went well in this department-- it actually brought the color more into what the pictures showed. Go figure. The little kit was an interesting build. With a little extra effort, it built into a fairly nice representation of an airplane I would like to have flown if I were 5'-8" or less in height.



Last note- I love the rakish looks of the Bf-109, especially the "F" and "G" models. Problem for me is *I have* heart burn creating anything that's related to the vile Nazi-regime unless it's not a wreck or in captured mode. Now, I can have a rakish, even a bit pugnacious, looking 109 that can be marked with insignia representing a fighter to help a people gain freedom, not one that helped repress it.

Luckily for me, I located and acquired a 1:48 HobbyCraft model of it. Going to enjoy building what appears to be a nice kit. It'll be a monument to the fellows who flew it against overwhelming odds. To those men who helped a nation gain a foothold on our Earth. To those men who fought against those trying to continue the Nazi-generated genocide.

Art Giovannoni's 1/144 Minicraft C-121 Constellation, Blue Angels support aircraft

C-121J Blue Angel 8 served as the Navy Aeronautics' team support plane from 1965- 1970. Art chose the pre-1969 paint scheme (in 1969 the plane's upper fuselage was painted white above the yellow line).



The exact years of service can be difficult to learn exactly. Above Left is the first Blue Angel's cargo plane, a Beechcraft JRB (SNB) 1946.



Left: Douglas R4D-5 Sky Train 1947-1954.



Right: Douglas R4D-8 Super Skytrooper 1955-1958.



Left: Curtiss R5C Commando 1954-1955.



Right: Douglas R5D Skymaster 1959-1964.



In researching the Art's plane and C-121s in came across the interesting picture below of a C-121 on the roof of a closed *The Airplane Family Restaurant and Diner* in Pennsylvania. What was the story behind this picture? I found it on the Air Command Museum website and where I learned it was a C-121C Super Constellation.

"In 1996, Amoco Corporation purchased a lot in Pennndel,

Pennsylvania, which contained a restaurant topped by a Lockheed C-121 Constellation aircraft. Realizing the historical significance of the plane, Amoco offered the plane to the Air Mobility Command Museum. It was transported to the museum in December of 1997 and is now completely restored."





First flown in 1947, she was serial number 4557.

In November 1954 she was delivered to *Cubana Airlines*.

In May 1956 she was sold to *Seaboard and Western Airlines* as "Geneva AirTrader..

1956 Leased to *BOAC*.

1957 Leased to *Eastern Airlines*.

1958-1960 Leased to *Aerlinite Elreann* (Irish Airlines) as St. Brigid/Brighig.

1962 she was subleased to *Intercontinental US Inc*.

And then on December 30, 1962 she was reported damaged in the Congo.

This was very interesting. I can't find any history of *Intercontinental US Inc*. airline which had the plane for only two years and sent it immediately to the middle of The Congo Crisis. We would appreciate hearing from anyone who might know about *Intercontinental US Inc*!

But she made it back. In January 1964 she was returned to *Seaboard and Western Airlines*.

1965 Leased to *Capitol Airways*.

1966 Sold to *Capitol Airways*.

1967 Retired by *Capitol Airways*.

1967 she was sold To Jim Flannery who used it as a cocktail lounge next to his Pennsylvania restaurant.

In 1968 she was positioned on the roof of the Jim Flannery's restaurant.

From 1981 to 1986 it became *Amelia's restaurant* which then closed.

In 1992 it reopened as *The Airplane Family Restaurant and Diner*.

In 1996 Amoco bought the location and the plane was moved to storage.

In 1997 Amoco donated the plane to the Air Mobility Museum and it was moved by road to Dover Air Force Base for the restoration which was finished in 2003.



Frank Gattolin's 1/72 Airfix Westland Lysander



Frank created a diorama of a plane supplying French resistance fighters at a dry riverbed. He used HO figures, flowers and shrubs. The base is shelving using foam board and plaster. The figure off the starboard wing can be seen falling backwards as the wing clears just over his head.



The Tangmere Aviation Museum features a Lysander model in their display case with the story of SOE flight that got stuck.

On the night of November 16, 1943, RAF Flight Lieutenant Robin Hooper, with British Special Operations Executives (SOE) in the rear, took off from the RAF field of Tangmere for a field in France with the flight code named "Operation Scenery". He found the field in France from the ground reception signals but on landing found the plane hopelessly stuck in mud. Even

with four bullocks from a nearby farm he still could not free the plane and finally set it on fire to keep it from being captured by the Germans. The French resistance took him to a safe house where he remained hidden from the Germans until picked up on December 17, 1943 by fellow pick up pilot Lewis Hodges. Robin Hooper became Britain's Ambassador to Greece and was knighted after the war. Lewis Hodges was also knighted and became an Air Chief Marshal.



The night is caught in the painting on the previous page by artist Douglas Littlejohn showing the bullocks hitched to the plane.

At left is another of Douglas Littlejohn's paintings for the Tangmere Aviation museum. Tangmere was an important forward base for 161 Squadron flying hundreds of covert Lysander missions into occupied France.

Ernie Petit's 1/48 two-version Glencoe Grumman Duck

Ernie brought in a model kit he had been developing during work in the industry.. The J2F-2 could have been also built as the J2F-6 Duck with the bigger engine. The models shown were built by Ken Bremer.

330 of the J2F-6 models were built with the 1,050 hp Wright R-1820-64 engine with the longer cowling.





Ernie Petit's very big radio controlled U2

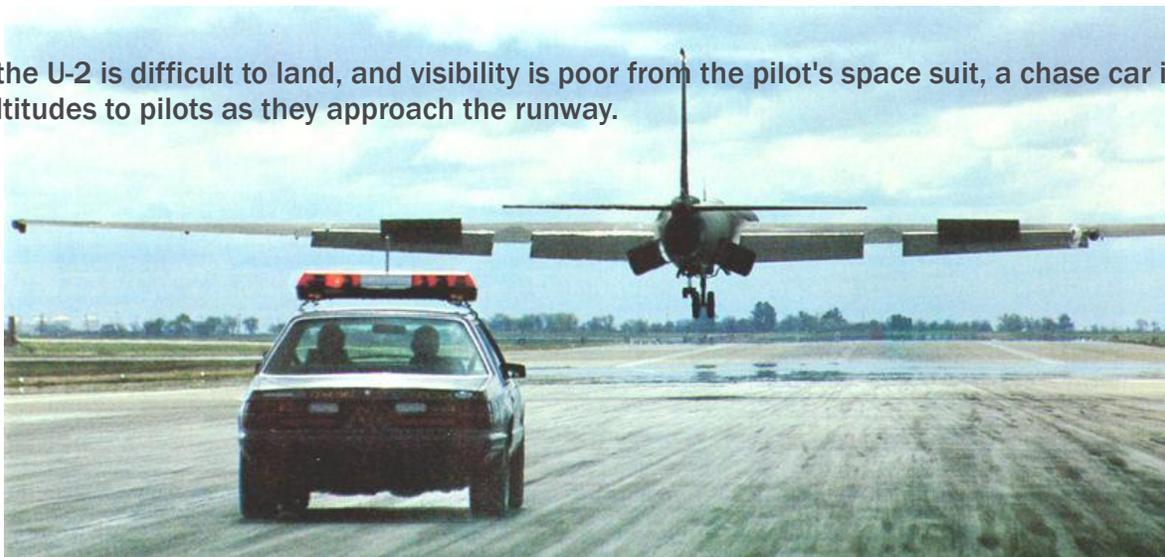
Ernie made his U2 from his experience with them at Rhein Main air Base in Germany.

He talked to Francis Gary Powers to prepare for the Testor's roll out of the U2 kit.

This model took off on a successful initial flight only to be lost for two days before it was found. It had blended in perfectly with the mud.



Because the U-2 is difficult to land, and visibility is poor from the pilot's space suit, a chase car is used to call out altitudes to pilots as they approach the runway.



According to accounts, the earliest U2 chase planes were Ford Station Wagons with the biggest V8s the Air Force could find. Chevrolet El Caminos followed, and then in 1985 the Air Force borrowed the Special Service Package Ford Mustang with the 5.0 engine, the Air Force was happy with the performance and 20 Mustangs replaced the El Caminos. The Mustangs were later replaced by fourth generation Camaros and then the 2005-2006 Pontiac GTO (a very fast and underappreciated car).

A neat site called The Speed Trap has a good article "History Hits: Air Force Chase Cars--The Other Government Hot Rod. They write "Not much is known of these early chase cars, only that they were equipped with the most powerful engines available at the time. This could mean one of two powertrain choices; either the 'Thunderbird Special' 312CUI Y-Block V8 equipped with a supercharger, pumping out 300hp and meant for police interceptors but available for all, or the 352CUI FE V8, which also achieved 300hp, albeit without a blower.



I sincerely hope they ordered 'Thunderbird Special'-equipped vehicles, as that is one of the coolest factory option packages ever.

Large cars were needed, because despite weighing more than a smaller car, the extra space was required so as to fit the radio equipment and testing equipment the program was then utilizing.

These SS El Caminos, equipped with engines ranging from the 325hp 396SS all the way to the 454 LS6 equipped cars with the big-block featuring 450hp, were used for almost two decades, simply because they were the best cars for the job.



Deemed so essential to U2 operation, whenever a U2 was transported to a new base, a cargo plane containing two SS El Caminos would not be far behind. The truck-like design of the El Camino also led to a unique way of landing the U2: on runways where it was dangerous to dip a wing, the U2 pilots on the ground would use two El Caminos, roaring to a steady pace under either wing. When the cars matched pace with the plane, and the wing was low enough, Airmen in the back bed would sit up and attach the Pogo used for takeoff, and the plane would land using four landing gear."

Jalopnik quotes an article from the Air Force website from one of the drivers:

"The job is awesome," said Maj. Luke Lokowich with the 1st Reconnaissance Squadron. "You get to go 110 miles per hour every day, and (the U-2 is) the only aircraft in the Air Force that has (a person in) a car driving behind it talking a pilot through a landing."

"(You come) back from a long mission flying for nine or 10 hours, you are going to be tired (and) stagnant, and your visibility is really hindered in the suit," said Maj. Pete Van Pelt, a U-2 instructor pilot. "Your ability to feel, your dexterity and couple that with the fact this plane is really difficult to land on a good day, it's really nice to have an extra set of eyes outside the airplane..."



Frank Gattolin's Broadhead Airport diorama

Frank made an N scale diorama of the Broadhead Airport in Southern Wisconsin near Monroe and Janesville.



The diorama will go into the airport's museum! From the airport website: Brodhead Airport has existed at its current location since January, 1946, when B-24 bomber pilot Maj. Bill Earleywine returned home from World War II and rented a field south of town in order to establish a flight instruction and sightseeing operation. Taylorcraft and Ercoupe dealerships were added soon after and Bill kept busy giving instruction and charter flights to Brodhead locals at "Bill's Airpark". The field belonged to the family of Wheeler Searles, also a local WWII pilot who flew fighter/bomber missions in P-47s in Europe. Wheeler owned a Fairchild PT-19 that he kept at the "airpark".

Wheeler Searles with his Fairchild PT-19 at Brodhead Airport. 1946-47. Searles flew P-38 fighter/bombers in WWII.





SAM goes to the Movies *The late night double feature picture show.*

In the 1940 film *Road to Singapore* (100% on Rotten Tomatoes!) Josh Mallon (Bing Crosby) is the son of a shipping magnate who is led astray by his best friend Ace Lannigan (Bob Hope) to a bohemian life wandering the world hitchhiking on merchant ships, fishing marlins, and enjoying the carefree life of bachelors.



That life is later complicated by Mima (Dorothy Lamour) when they visit the Island of Kaigoon. But first Josh is captured by his father's agents and returned to New York where his father tries to get Josh to forget his wanderlust and settle down, learn the family business and marry his fiancé, Gloria, the daughter of a well-connected and affluent family. Mr. Mallon tries to convince Josh by reminding him of Josh's **ship models** (*above right*) from early Mallon Line ships.

Gloria then comes into the office and tries to convince the Very Reluctant Groom To Be that married life can be great. She shows him the architectural drawing of their proposed home (*below left*). But all does not go well when she learns he wants to keep and display his models.



Gloria: "Look, that's your room."

Josh: (*The drawing of a gigantic room stretches into the far horizon*)
"Looks like a drive in. What's that thing up there in the middle?"

Gloria: "That's the bed."

Josh: "My bed? You get 40 on there?" (*Gloria earlier showed him the dining table that sits 40*).

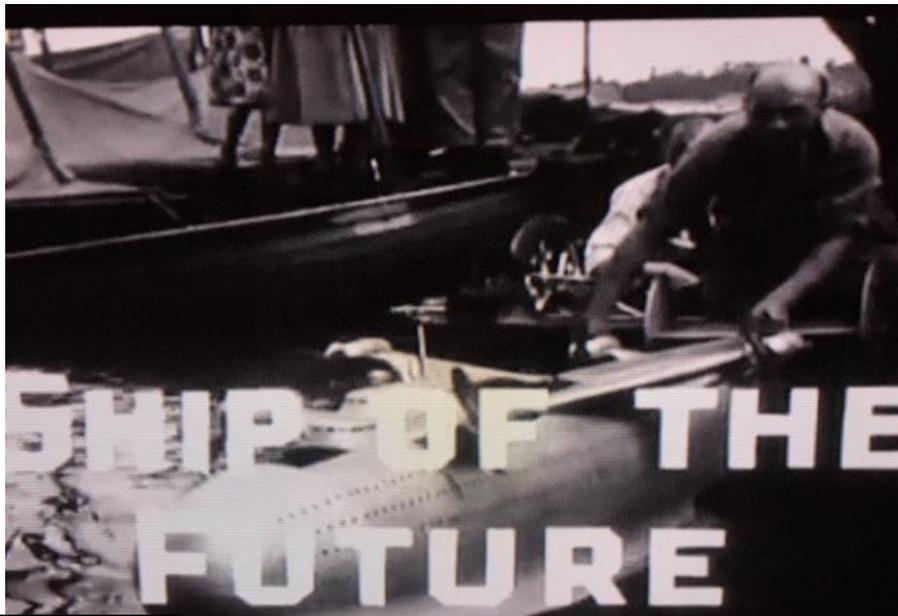
Gloria: "Oh Josh."

Josh: "I like those shelves though. I can put my **ship models** on them."

Gloria: "Oh darling, *no*, not there."

Josh: "Oh I got some wonderful, I got a little clipper in a bottle that I got from a fella in..."

Gloria: "Oh honey no, they're not smart anymore."



MOVIETONE



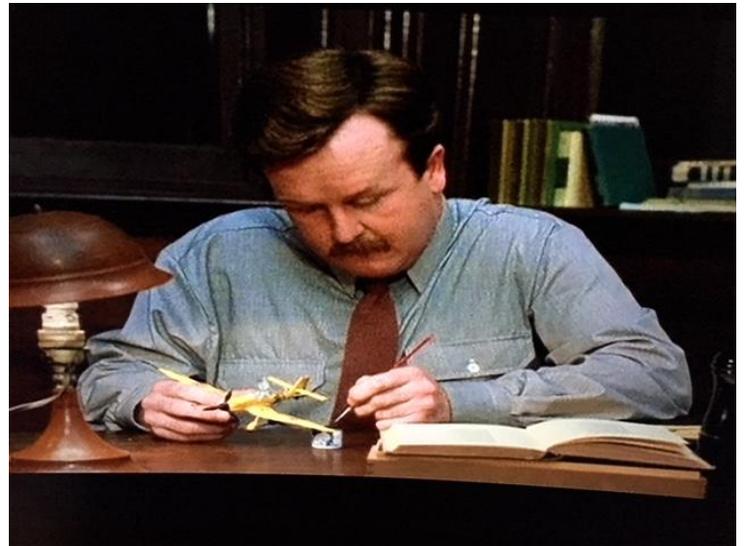
Narrator: This is a model of the ship of the future, designed by Wilhelm Vitner of Berlin. The full size vessel will be driven by six propeller turbines. It's claimed that the crossing from Hamburg to New York would only take thirty six hours. Although it's a revolutionary design and still in the experimental stage the model ship still performs well enough when put to the test.



The second feature, *Flirting*, is a 1991 Australian (96% on *Rotten Tomatoes*!) comedy drama about the coming of age romance of two teenagers in 1965 rural New South Wales, Australia. Danny Embling (Noah Taylor) is a student at the all male St. Albans boarding school across the lake from Thandiwe Adjewa (Thandie Newton) at the all girl's Cirencester's Ladies College.

One of Danny's teacher's, Mr. Cutts (Jeff Truman) spends his time overseeing study hall while he builds model planes. As Roger Ebert notes, no scene

is wasted in this film and the models are important to the story. But for our purposes we notice that first he is building a Heinkel 111, later a Junkers 87, and then later displays his completed Heinkel.



It looks like he's painting from a Humbrol can, which could have been possible in 1965. But the models? The HE 111 is 1/72 and could have been an Airfix kit available in 1965. The 1/72 JU 87 could possibly be a FROG kit.

But the Condor? I believe the Revell kit was released in 1966. But perhaps Mr. Cutt gained an early release.



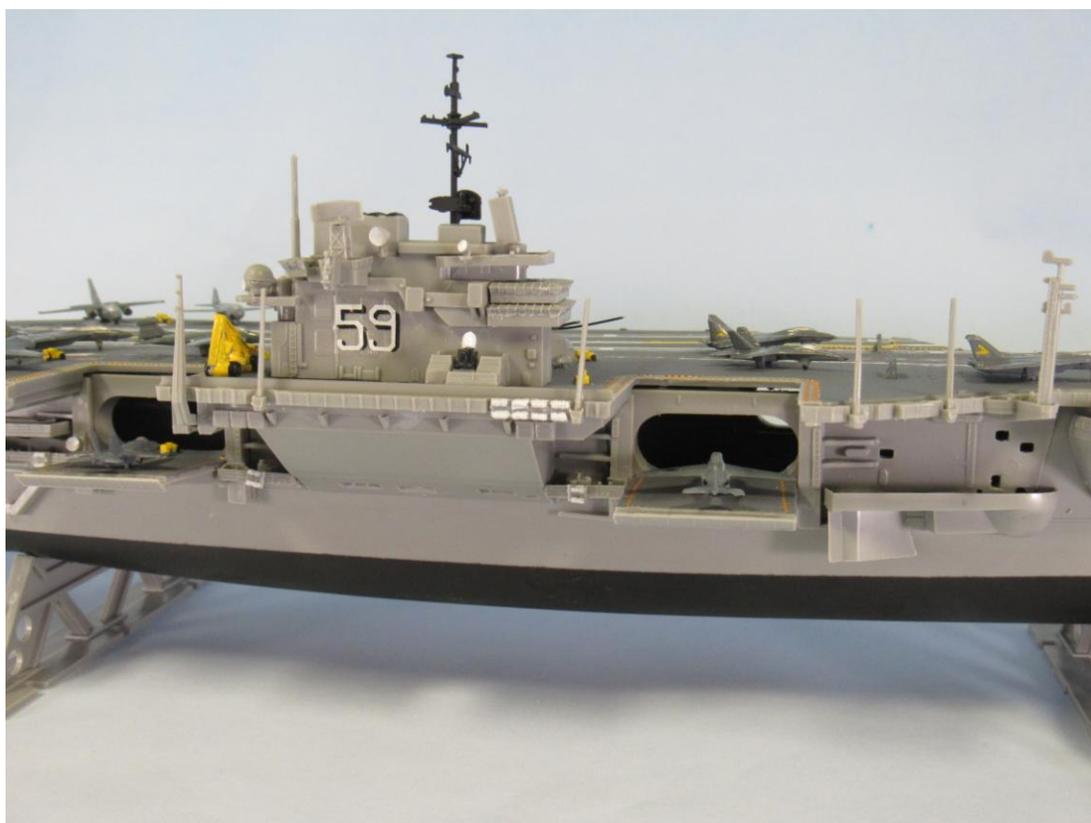
Tom Crepeau's 1/600 Monogram U.S.S. Forrestal



Tom modeled his build after a fire and when the 5" guns were removed.

Tom knew details of the ship from the time he served aboard her from 1963-1965. Tom worked on the aircraft avionics of the Crusaders which he said were damaged from every time from the

hard landings. During the time tom served the *Forrestal* was part of Carrier Group 8 out of Norfolk.



Tom had a strong memory that the petty officers had air conditioning. Tom also said the swells from the Mediterranean were so strong that they would wash over the front deck. In quieter ocean moments Tom would lay in the nets at the bow and watch the porpoises lead the ship.



Launched in 1954 at a cost of \$217 million, sadly the *Forrestal* sold for only one cent for scrap in 2013 to the Texas company All Star Metals (left: *Launch day, 1953. Below: Being scrapped, 2014*)



On October 30, 1963, the KC-130F Hercules "Look Ma, No Hands" made an experimental landing on the *Forrestal*, becoming the largest and heaviest plane to land on a carrier--a record that still stands. At 85,000 lbs it used 745 feet for take-off and 480 feet for landing. By comparison it is estimated that Doolittle's B-25s needed 600 feet to take-off (and probably only 444 feet for the lead plane). The weight of a fully loaded B-25 was about 20,000 lbs. Tom used Vallejo flat overcoat for the first time with his build.

Education Department. SAM learns a lesson



Art gave a class on air brushing. He brought in a number of airbrushes including a Badger, Paasche and Iwata. He normally uses a CO2 tank but used a nicely quiet air compressor for the demonstration. He prefers Dills pipe cleaners and acetone for cleaning the brushes. His quick connect set up lets him also adjust the air pressure at the same point. He has an internal vent for his booth and uses only acrylics as he works in an apartment. Art used Hawkeyes Talon Acrylic for his demonstration, a paint that makes his very nice natural metal finishes and is no longer available. The hanger queen model was loaned by Clark Farrell.

It Figures Department



Alan Zais's 25 mm Black Cat Bases 3x Brother Robots (*Running Silently Along*)

That long name is the actual name of these drone miniatures based very very generally by shape and reference to the drones of the 1972 post apocalyptic ecological film *Silent Running* (67% on *Rotten Tomatoes!*).

I replaced the molded arms with straight pins and added evergreen pieces. Because they're based so loosely and a little crude, I had some creative fun by adding the camera eyes to give them a little life and interest.



I gave them the same colors and numbered them like the drones in the movie.



In the film they're maintenance drones aboard the American Airline's spaceship *Valley Forge* in orbit around Saturn. The ships have the last remaining plant life from Earth in pods. Crewman Freeman Lowell (played by Bruce Dern) names them Huey, Dewey and Louie and teaches them to care for the plants.



I put them on a miniature's base and gave them a water can from a Bones accessories packet, having them tend a solitary plant in homage to the film.

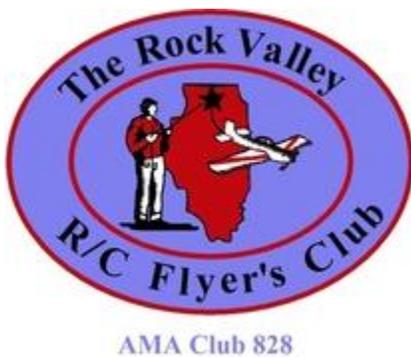




Alan Zais's E2046 Asuka.

Don't Miss This Department

Ernie Petit's Rock Valley R/C Flyers will host a Swap Meet and Auction from 9 am to 1 pm on Saturday, March 10, 2018 at the Midway Village Museum, 6799 Guilford Road, Rockford, Illinois.





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

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Adult One year \$30.00 _____

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

Your Signature: _____

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

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