

August 2018  
Vol 42, Issue 8

# The Pylon



*The newsletter of the Western Reserve Chapter of the  
International Plastic Modelers Society*

## **Next Meeting:**

Saturday, Aug 18  
Euclid Public Library  
631 E.222<sup>nd</sup> St.  
1:15PM

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**POLISHING  
PAINT DEMO**



## **From the President**

Hi gents, I hope all is well. I found a couple of good websites I think you might enjoy. One is [cybermodeler.com](http://cybermodeler.com) which has a modeling tech tips directory with all kinds of building tips and techniques. They also have color charts for just about all military subjects!

Next is [IPMS-Seattle.org](http://IPMS-Seattle.org), the website of the Seattle chapter. They have a lot of useful info on building, painting and weathering. One thing I found helpful was the Most-Used Weathering Products List. That's right, I said "list". I know how much some of you like lists. This was compiled by Eric Christianson and has his opinions on new as well as tried-and-true supplies: <http://ipms-seattle.org/features/tipsandtricks/EC-WeatheringProducts.php#content>. The site also has many good advanced modeling techniques including polishing out scratched canopies.

Thanks guys, hope to see you all at the next meeting.

Joe Barteld

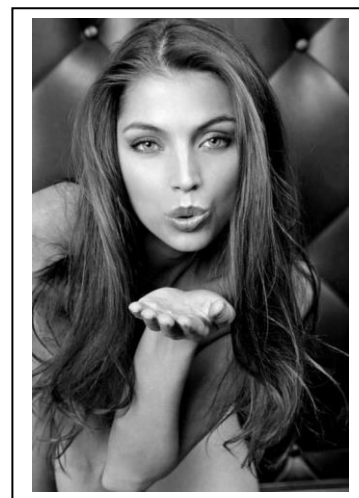
## **From the Editor**

A big thank you to everyone who participated in the Bob Sitek Collection Auction (and pre-sale). The end result was a \$1515 donation to the Hospice of the Western Reserve. Of the original 150 kits just over a dozen were left over, along with a couple dozen books that will end up in the Western Reserve and Cleveland Model Show raffles. (While the plan was to send the remaining kits to the veteran's center, based on past experiences the type of kits and detail sets left over will be more appreciated and benefit the club better by going to the raffle). Thank you all again for your generosity.

I also want to send a thank you to Bob Reister for being such a good sport during the auction.  
Kisses from Nadine!

See you all Saturday!

Kirk Ballash



## What the Heck is That?

Last month the *What the Heck?* was the 1958 Goggomobil, specifically the one driven by legendary broadcaster Walter Cronkite.

The Goggomobil was a microcar built by Hans Glas GmbH in the Bavarian city of Dingolfing from 1955 through 1969. It was available in three versions -- a sedan, a coupe and a van -- all powered by an aircooled two-cylinder engine located behind the rear axle (the Germans love their rear-engined cars). The engine started as a 250cc and later went up to 300cc and 400cc displacements, but none seemed to get the car above 60mph. Nearly 285,000 of these little cars were made during their 15 years of production, with 214,313 sedans, 66,511 coupes and 3667 vans built; more than 2000 of the vans were used by the German Federal Postal Service.

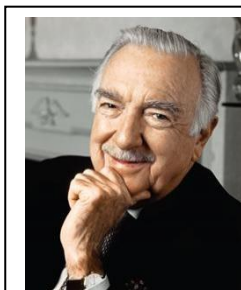
This particular car is the 1958 TS400 driven by Walter Cronkite and Frank Macauley at the 1958 Little Le Mans at Lime Rock in Connecticut where they finished 23<sup>rd</sup>.

Walter was an avid race fan and for a few years in the late 1950s and early 60s a racer as well. He was an early member of the Madison Avenue Sports Car Driving and Chowder Society, a group of automotive journalists, sports-car enthusiast and racers, and was a regular at east coast racetracks like

Bridgehampton on Long island, Lime Rock and Watkins Glen in upstate New York. He raced in a number of the Little Le Mans endurance races and once finished third overall and first in his class driving a Volvo PV444. He and couple other drivers raced a Lancia Appia Zagato in the 1959 Sebring classic alongside other famous racing drivers such as Dan Gurney, Phil Hill, Bruce McLaren and Stirling Moss. They finished 40<sup>th</sup> overall and fifth in their class.

Based on articles I found, Walter's racing career ended in a lake. During the 1959 American International Rally fog, rain and darkness combined to put Walter and his navigator Stu Blodgett off Route 64 near Benton, TN, and into Ocoee Lake. Fortunately, they went in at a shallow spot and the Triumph TR3 and its contents were rescued, but CBS and his wife Betsy felt it was too dangerous and to move ahead in broadcasting he had to give up racing. It appears to have been a phased retirement since I found sites claiming he still was involved in races as late as 1961.

Congratulations go to no one this month. I only had a couple guesses from within the WR Club but no one got this WTH right. (Note to self – stay away from obscure European microcars). This month we are back in the air. Good luck.



## Meeting Minutes from July

There are no minutes from July as it was a B&BS meeting but also the Bob Sitek Auction. Oh, and Jon missed it all.

## A Hot Time at the Nats: IPMS/USA 2018 National Convention, Phoenix, AZ

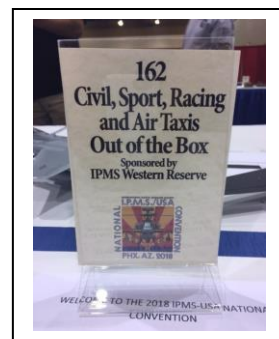
By John Vitkus

As the sole IPMS/Western Reserve member to venture out to the desert, I feel a duty to report on this year's National Convention. Here's my report.

**Phoenix.** Arizona in August is HOT. Actually we lucked out for the convention, with daytime high temps "only" in the 100-110 degree F range. Of course, everything was indoors and air-conditioned, but those quick trips--across the street or several blocks--to the convention center, to restaurants, to Chase Field, and at the museums/boneyard in Pima, were all forays into a blast furnace. It was surprising to me that I heard only one complaint of damage to models from melting/distortion in the heat, from a guy who left his models in the car while he went into a store. What was he thinking? I saw some modelers use coolers to transport their models, which is nerd ingenuity at its best. But overall the heat seemed to cause few problems.

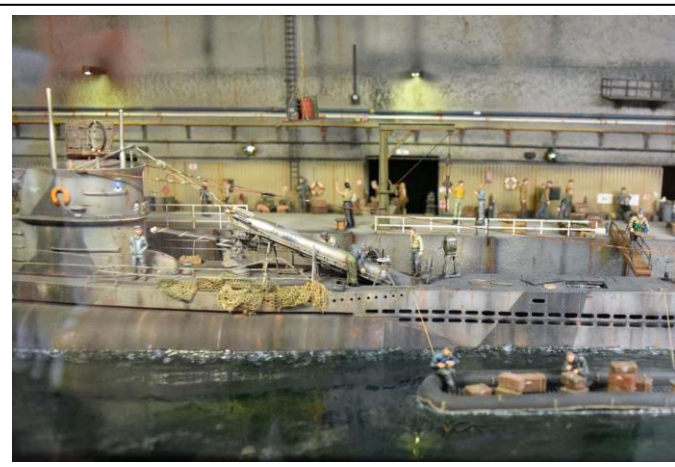
**The venue.** The Phoenix Convention Center provided a modern, large area. The model room and vendor room were located in one large partitioned space downstairs, each half perhaps twice the size of the CMS gym. This was smaller than I expected, but historically Nats held in the Western US region are smaller than those held in the East and Midwest. Seminar rooms were upstairs, clearly listed, easy to get to, and comfortable.

**The Contest: Quantity.** The contest was significantly smaller than Omaha or Columbus. The number I was given for the total entries was 2,367 from 421 modelers. Aircraft and Military Vehicles were well represented with about  $\frac{3}{4}$  the number of other national conventions, Automotive, Figures, and Ships less so. As was true at our Region 4 show, the number of Junior entries was very low. The numbers on the table were boosted by some large individual entries, including one diorama with 53+ figures, one group build with 59 T-55 tanks, and a collection of over 700 1/72 military vehicles. That display, packed like sardines, took up two complete tables. The event organizers were very good at thanking their sponsors with category signs on the tables (see photo), in the program, and during the awards banquet.

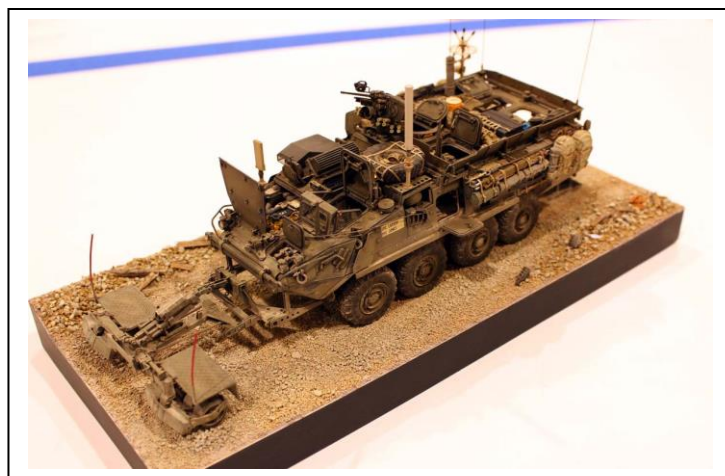


**The Contest: Quality.** The quality of the entries was outstanding overall. As I looked over the models closely and saw the inevitable flaws, I noticed how truly good most of the models were. Judges confirmed that the overall quality level was very high. The piece that most impressed me was a scratchbuilt 1/48 C-54 four-engine transport where the modeler carved his own wooden molds to make a vacuform. Most Popular subject was "Wolf's Lair," a shadowbox diorama of a U-boat being replenished. Wonderfully done, but personally I was annoyed by the builder's "Vote for this Entry" open campaigning for Most Popular model. Ick. Best Junior Model was by a pre-teen girl, a neat half-barn diorama titled "Heartland Barn." Best of Show was a 1/35 M1126 Stryker armored car with mine roller.





**Vendors.** The other half of the floor space held the vendors. According to the floor plan and vendor list provided in the show program, 68 separate vendors sold their wares from 232 tables. To me the number of vendors and the product availability was disappointing. Large displays by Eduard, Special Hobby/CMK, Casemate Publishers, Squadron, and Zoukei-Mura were there, as well as many stores and individuals selling off their stuff. Although vendors were offering 20-25% off, in the end those prices were similar to what one could get online. Individuals were offering good deals on old kits in their stashes, though. Don't be fooled by this tepid description, though; I spent plenty of money at the show buying 5 kits, 5 books, and many decal and detail sets—all of which I had to pack in my small carry-on bag. Thank goodness I build 1/72!



**Pima Tour.** One highlight of the trip was the all-day (7:00am to 6:00pm) trip to the Pima Air & Space Museum near Tucson. The museum contains five separate hangars with a wide variety of WWII-era aircraft, plus a dusty, sandy and HOT outdoor display of some of the larger aircraft, including Presidential transports, jet fighters, helicopters, and SAC bombers—crowned by the immense B-36 Peacemaker--which makes the two neighboring B-52s look small. The real treat for me was speaking with a B-17 pilot of the 390<sup>th</sup> BG, 8<sup>th</sup> USAAF, and a very spry A-20 pilot who really enjoyed his low-level missions in the Pacific. Across the highway was the famous boneyard, officially the 309<sup>th</sup> Aerospace Maintenance and Regeneration Group (309 AMARG) at Davis-Monthan AFB, which offered air-conditioned bus tours of its 4000+ aircraft. A-10 Warthogs flying overhead reminds one that this is an active Air Force Base. NOTE: A tour of the boneyard requires government clearance at least 10 days ahead of time. I didn't know of

this and subsequently stayed on my side of the highway, but there was plenty for me to see. The 2-hour trip there and back went by quickly by conversation with fellow modelers.

**Raffle.** Sorry, raffle fans, but I'm not much into raffles and so didn't pay attention to it.

**Banquet.** Being the sole Clevelander to attend the banquet, I expected to spend the dinner and awards with strangers. I am grateful to the guys from IPMS/Three Rivers in Pittsburgh for welcoming me into their fold. Pittsburghers John Bonanni, Bill Dedig, and Barry Numerick each won 3 (BD) or 4 (JB, BN) awards. Congrats, guys, and thanks for the hospitality! The site of the 2020 Nats was announced at the awards banquet: San Marcos, Texas, about halfway between Austin and San Antonio.

**Nats 2019.** The 2019 Nats will be in Chattanooga, Tennessee. As their poster shows, the 'Nooga guys are taking a humorous approach to their convention. Chattanooga is a straightforward 9-hour drive south from Cleveland; if you plan on attending a Nats, and I you encourage you to do so, then 'Nooga is a great choice.



## More on the Nats

For those who want to see more, below are links to the general picture galleries, the Awards Presentation and the Preliminary Winners List (needs to be back checked for accuracy) so you can match names to the amazing models in the pictures. Enjoy – Kirk

<https://gallery.ipmsusa3.org/index.php?/category/album-2018-ipms-usa-nationals-phoenix-arizona>

<http://svsm.org/gallery/phoenix2018-awards>

[http://www.ipmsusa.org/files/Nats2018/2018\\_Preliminary\\_Results\\_List.pdf](http://www.ipmsusa.org/files/Nats2018/2018_Preliminary_Results_List.pdf)

## Fun Websites to Visit

Dave Virant passed along a couple more web sites to visit if you find yourself with some extra time.

Another Lost Squadron P-38 found:

<https://www.popularmechanics.com/flight/a22575917/wwii-p-38-discovered-under-300-feet-of-ice-in-greenland/>

Inside Mark Levy P-51 crash from Duxford:

[https://www.aopa.org/news-and-media/all-news/2018/may/17/inside-a-p-51-engine-out-off-airport-landing?utm\\_source=ePilot&utm\\_medium=email&utm\\_content=tts&utm\\_campaign=180517epilot](https://www.aopa.org/news-and-media/all-news/2018/may/17/inside-a-p-51-engine-out-off-airport-landing?utm_source=ePilot&utm_medium=email&utm_content=tts&utm_campaign=180517epilot)



## Ice Cream in the South Pacific

From Dave Virant via *Air & Space Smithsonian* magazine website.

By late September 1944, the men of U.S. Marine fighter squadron VMF-122 were stuck on Peleliu and bored. Their F4U Corsairs were only 10 minutes' flight time from Japanese-held islands, but the enemy, cut off from their supply lines, posed no aerial threat. As squadron commander J. Hunter Reinburg recounted in his autobiography *Combat Aerial Escapades: A Pilot's Logbook*, he told a reporter, "This dive-bombing and strafing just isn't as exciting as dogfighting, but the damn Japs won't come up and fight."

Reinburg, determined to raise morale on a humid tropical island with no fresh food and no refrigeration, had a plan. His maintenance crew cut the ends off an old belly-mounted drop tank, strung wire at both ends, and mounted an access panel to the side. Into this panel, secured by the wires, went a waterproof can that ordinarily stored .50-caliber bullets. And into that, the mess sergeant poured a mixture of canned milk and cocoa powder. Reinburg planned to ascend to high altitudes, where temperatures are well below freezing, and return with a gift for his men: Five gallons of homemade chocolate ice cream.

After lifting off on what he logged as an "oxygen system test," Reinburg circled at 33,000 feet over Japanese-held Palau, watching anti-aircraft batteries—useless over 28,000 feet—waste irreplaceable ammunition trying to hit him. After 35 minutes of fireworks, he returned to Peleliu with a disappointing cargo. The mixture was cold but not frozen (the squadron scarfed it anyway), a failure the crew chalked up to its proximity to the hot engine.

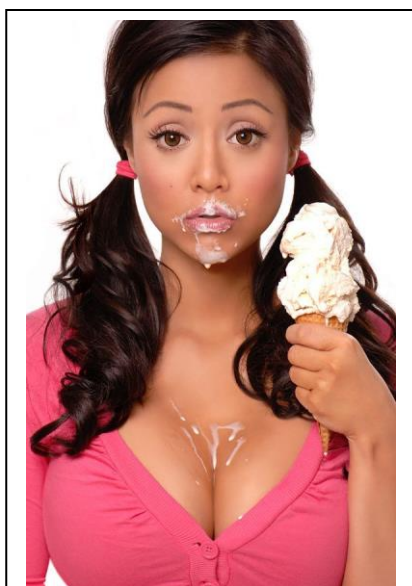
For the next attempt (a "supercharger test flight"), they bolted ammo cans to the underside of a removable maintenance panel on each wing, well away from the engine—doubling their yield to 10 gallons, enough for 100 men. This time the mixture froze. The squadron again devoured it immediately.

But the ice cream was too flaky for Reinburg's taste, so his crew modified the ammo cans with small propellers: The wind turned the propellers, which drove a screw inside the can, churning the mixture. The result, finally, was a smooth, creamy chocolate ice cream.

Operation Freeze flights soon became routine, rotated between the squadron's pilots and airplanes. They went off without a hitch, wrote Reinburg, until his boss, group operations officer Colonel Caleb Bailey, called to make clear that he didn't buy the "test flight" ruse. "Listen, goddammit, you guys aren't fooling me," Bailey told a VMF-122 officer. "I've got spies. You tell [Reinburg] I'm coming over there tomorrow and get my ration."

Reinburg's Marines were not the only ice cream-makers of the war. B-17 crews in Europe brought ice cream mixtures along on operational bombing raids, according to a 1943 *New York Times* article, and at least one unit used its P-47s to create a real delicacy, vanilla ice cream mixed with canned fruit.

Read more at <https://www.airspacemag.com/as-next/cool-side-tropical-warfare-180969515/#SqdoCS06AM8upuRG.99>



Candi also likes ice cream on hot summer days

## A Change of Events

Scheduling issues have caused us to switch up this month's feature event. Instead of an F/A-18 mechanic sharing tales of modern aircraft repair we'll have President Joe Barteld giving a seminar on polishing out automotive (or any shiny) paint jobs.

## Models and Airplanes in Dallas

A couple weeks ago I went with the Lovely Wife to Dallas for a week of her schooling. She went to training courses during the day, did home work all night and I was there to make sure she ate at some point. While she was in training I wandered the city and surrounding areas, including Dealy Plaza, M-A-L Hobby Shop and the Cavanaugh Flight Museum.

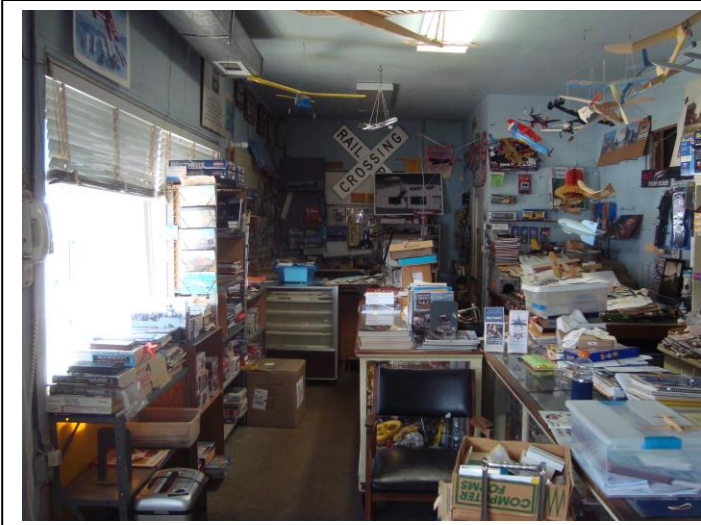
I could see the JFK assassination site from my hotel window, and walking the area was a bit surreal. All the events happened before I was born so while I have no memories associated with the shooting it is still a somber place to me and I was glad to visit it.

I took one afternoon to check out M-A-L Hobby in nearby Irving. Edgar Seay Sr. started Model Aircraft Laboratories back in 1945 and opened the shop 1948. He made wooden aircraft models, first for specific customers and then as kits, and sold them out of the shop. His wife Mildred worked the shop during the day while he worked at Chance Vought. The shop is still in the same building it started at and is now run by Edgar Seay Jr.



This is one of those places I've heard about for years, through word of mouth and advertising in modeling magazines. Walking in takes you back in time, back to the days of the mom-and-pop shops, where locating that hard to find part for your train set or balsa kit was as easy as asking the shop owner who would then disappear behind stacks of kits, boxes and shelves only to return with exactly what you needed. The pictures will tell you the rest of the story better than I can. I spent an hour or so listening to Ed tell tales of his dad's business, the local shop and of local aviation before I made my purchases and went on my way.





The next trip I took was to the Cavanaugh Flight Museum in Addison, about a 20-minute drive north of my downtown hotel. Here they have about 50 aircraft in four hangars, along with a few cars, aircraft engines and other displays. Many of the aircraft are flyable and many are actual combat veterans which always appeals to my sense of history. A couple, like their B-25J Mitchell and F9F-2 Panther, are both combat vets *and* award-winning restorations. The B-25J is the most complete B-25 in existence (per their placard) and one of the “Catch-22” aircraft. They have a German-built but Spanish-engined Bf 109 which also starred in a number of films and TV shows. I was impressed to see an F-104A Starfighter that served in both the UASF and the Jordanian Air Force. Most of the early versions of the Starfighter were retired early due to the downward ejecting seat – not a popular feature with pilots, especially if experiencing trouble during take-off or landing. They also have a P-51D Mustang that saw combat with the US 9<sup>th</sup> AF in Europe, then flew with the Swedish Air Force and ended its career with the Dominican Republic Fuerza Aerea in 1984. That’s 40 years of military service.



While the restored aircraft inside looked beautiful, I had to pity the poor planes that sat outside in the blistering Texas sun. The crackled canopies and peeling paint on those birds made them look in worse shape than they actually are, and I’m sure their time in the restoration hanger will come.





The last thing there I saw was the art gallery featuring prints from the likes of Robert Taylor, Nicholas Trudgian and Stan Stokes. These are the signed and numbered prints collected by many, including some of our local club members. Saving this for last also gives you the chance to cool off in the air conditioning before heading back out to your car. There is also a small gift shop.



If you ever find yourself in Dallas take an afternoon and visit both of these spots – I'm sure you won't be disappointed.

And if you are missing more-than-a-mouthful burgers and naked wings Dallas has 17 Hooters restaurants to satisfy your desires. (Ohio no longer has any – the closest one is outside Detroit, nearly three hours away). They also have other sports restaurants around there that make Gabi's outfit look downright conservative.

Kirk Ballash



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*Region IV Newsletter Editor of  
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The *International Plastic Modelers Society* is dedicated to promoting the hobby of plastic modeling through meetings, demos, seminars, conventions, contests and most importantly through friendship and enjoyment of the hobby.

Visit us on the web at or join, either online or with the form at right and enjoy the full color magazine, discussion forums and vast knowledge and experience to help you enjoy the hobby to the fullest.

## Upcoming Events

### Western Reserve Meetings and Events - **Still on SATURDAYS**

- |              |   |
|--------------|---|
| Aug 18, 2018 | General meeting at Euclid Library Shore room – Polishing gloss paint  |
| Sep 15, 2018 | General meeting at Euclid Library Lake room – Quarterly contest: theme of “Flex Your Muscles”               |
| Oct 21, 2018 | General meeting at Euclid Library Lake room – Build & BS Meeting (bring something to work on)               |
| Nov 18, 2018 | General meeting at Euclid Library Lake room – Officer Nominations, Annual Turkey Raffle and a Guest Speaker |

## IPMS and Regional Events

*For any show listed go to the IPMS/USA Upcoming Events page for more information, or if you don't have web access contact Kirk Ballash*

- |                 |  |
|-----------------|--|
| Aug 18-19, 2018 | Props and Pistons Festival – Akron-Fulton Airport      |
| Sep 8, 2018     | TOL-CON 2018 Show – Toledo, OH                         |
| Sep 15, 2018    | SVASM 34 Annual Show – Shenango PA                     |
| Sep 22, 2018    | 2nd Annual Contest and Swap Meet – Owensboro, KY       |
| Oct 6, 2018     | CanAm Challenge – Warren, MI                           |
| Oct 7, 2018     | Fall Swap-N-Bull and Show – Westlake, OH               |
| Oct 20, 2018    | Cincinnati Scale Modelers Annual Show – Cincinnati, OH |
| Nov 4, 2018     | Cleveland Model Show 22 – Cleveland, OH                |

### 2019

- |                    |   |
|--------------------|---|
| Feb 2, 2019        | “4M Mayhem” 2019 – Essexville, MI         |
| <b>Apr 5, 2019</b> | <b>Region IV Convention -- Dayton, OH</b> |

Watch this space for more!

## IPMS/USA MEMBERSHIP FORM

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_

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

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Signature (required by P.O.) \_\_\_\_\_

Type of Membership  Adult, 1 Year: \$30  Adult, 2 Years: \$58  Adult, 3 Years: \$86

Junior (Under 18 Years) \$17  Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? \_\_\_\_\_

Canada & Mexico: \$35  Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order

Payment Method:  Check  Money Order

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