

June 2019
Vol 43, Issue 6

The Pylon



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

Next Meeting:

Saturday, June 15
Euclid Public Library
631 E.222nd St.
1:15PM

What's Inside:

Meeting Minutes	2
Website to Visit	2
From the Editor	3
What the Heck?	4
Deadlines	6
Holy Flying Cow	6
B&BS in Mentor?	7
IWASM Dinner	7
Upcoming Events	8

Meeting is on
SATURDAY

Seminar on
Packing Models
for Travel



From the President

For me, one of the best parts of building models is thoroughly researching the subject and its history before and during construction. This process is certainly not unique to me. Whether studying tanks and their great battles of WWII Europe, the labyrinth of rigging wires on Fokker E.II Eindeckers or the genesis of the 1970 Plymouth Superbird, we dive into our books or seek out secondary sources of knowledge. Some of us even study the *fake* history of science fiction subjects (for example, many realize that the Colonial Viper Mk.VII's software was able to be hacked by the Cylons making the retired Mk.II variants superior in combat). Over time, many of us become amateur historians gleefully sharing facts at our chapter meetings. This aspect of our WR chapter both brings me joy and provides me with considerable information.

Thanks to you all, I have learned some very interesting things about a wide range of subjects. I would not have known, for instance, of the salmon-colored primer used on F4U Corsairs, the tactics and weapons used by Civil War troops, or the distribution of *clay* coins by the Japanese near the end of WWII. Where else would one hear people nonchalantly discussing the technical aspects and widths of various tank tracks from memory? Sometimes, the information was gained firsthand. Experiences at Cape Canaveral, on an aircraft carrier and even in the rice paddies of Vietnam have been shared or overheard. Even the "What the Heck is That?" section of our newsletter serves as a brief history lesson, researched tirelessly by Kirk Ballash. How else would we know of the Graham-Paige "Sharknose" sedan, the USAF "Beetle" Mobile Manipulator, or the Convair F2Y Sea Dart (to name a recent few)?

Occasionally, the history of a real event supersedes the typical routines of our daily lives. One such day in history occurred last week and bears mentioning.



**Reminder - This is the start of our
meetings being held on **SATURDAY****

On June 6, 2019 we collectively remembered the Normandy Invasion, the sacrifice of far too many young men, and the enduring freedom that resulted from its success. On the same date in 1944, the Western Allies launched the largest amphibious assault in history. At about 15 minutes after midnight, the first of nearly 23,000 paratroopers and glider troops began to drop from almost 1,000 aircraft behind the main line of German defenders on the Atlantic Wall and secured key approaches to the Allied beachhead. Later that morning battleships, cruisers and destroyers initiated the largest naval bombardment ever seen at the time. Shortly thereafter, the first of nearly 150,000 troops from the United States, Britain, Canada, and Free French forces started landing on the Sword, Juno, Gold, Omaha, and Utah beaches of Normandy. All told an armada of 3,000 landing craft, 2,500 ships, and 500 naval vessels were used for the assault. By the end of the day the allies had successfully landed, secured the beaches and began to march inland.



So, as we research the next Hawker Typhoon kit in D-Day markings, German armor of the 21st Panzer Division or a particular plywood Higgins boat used to transport soldiers to the beach, we also honor, in our own manner, all those brave men that fought on one day in history, 75 years ago.

See you at the June meeting.

Jim Wentzel

Meeting Minutes from May

The May regular club meeting was a Build & BS meeting so while each of the minutes were 60-seconds long, no one kept track of them.

Jon Hudak, WR Secretary



Fun Website to Visit

Dave Virant passed along a another web site to visit if you find yourself with some extra time.

Crap loads of 2018 EAA Airventure photos. High quality images of every aircraft that was at the show, including the B-29 "Doc", the D-Day invasion's lead C-47 "That's All, Brother" and more Texans than you can shake a stick at. Great stuff.

<http://warbirdinformationexchange.org/phpBB3/viewtopic.php?f=3&t=69654>

If you find a site worth sharing send me a link and I'll put here for the rest of the club to enjoy and distract from actual modeling.

From the Editor

Work on models? I don't have time for that -- I have yard work, home improvements, gardening, cook-outs and all the other activities summer provides. For those of us still in the work force the warm days of summer generally wipe out any modeling time we have (and reduces it for the retired folks as well). And while our wetter than usual weather has been doing its best to temper our opportunity for outdoor activities there is still so much to do during Cleveland's brief summer that our plastic hobby takes a hit.



But it also gives us the chance to partake in the ancillary aspects of our hobby – “research”. Last weekend was the Mayfield Village Car Cruise, and this Saturday (after the WR meeting) is the Willoughby Cruise-In. Great opportunities to check out the engine compartment wiring for that 1970 Hemi Cuda you are building – or want to build since Stewart's Hobby is right there. Or take a trip to the USS Cod for reference on a *Gato*-class submarine, or a quick day trip to Buffalo to see the *Cleveland*-class light

cruiser USS *Arkansas*, USS *Sullivans* *Fletcher*-class destroyer or another *Gato* sub, the USS *Croaker*. For the aircraft fans you'd be hard pressed to do better than the National Museum of the United States Air Force in Dayton with more than 360 aircraft and missiles on display, but if you want to try The National Air and Space Museum of the Smithsonian Museum is only an eight hour drive from Cleveland.



We are lucky to be living in a city with so much to do and see, and to be located within reasonable driving distance of so much more. Plan a weekend trip, see a museum or historic site and enjoy the sunny weather while it lasts. And don't forget to take pictures!

Kirk Ballash

What the Heck is That?

Last month the *What the Heck?* was the Convair F2Y Sea Dart. The Sea Dart was an experimental seaplane fighter, part of a proposed Seaplane Striking Force, and the only seaplane to break the sound barrier.

The post war era was a turbulent one for the United States military. Massive demobilization and the retirement, selling or scrapping of large quantities of weapons of war, combined with steep reductions in defense spending, the creation of the independent Air Force and the new nuclear capabilities of our military caused a considerable amount of strife between the services. Fighting in the war room, if you will.

Each military branch wanted to assure their importance, prestige and in essence, their survival in the new structure, and that meant getting their share of the limited resources being made available.

The new United States Air Force Strategic Air Command sought sole ownership of the nuclear weapon arsenal. The US Navy knew it had to have nuclear capabilities to remain relevant but the challenge of carrying, storing and delivering "special weapons" had to be overcome first. A nuclear bomb of the era could weigh 5-tons, and doing all the above on a ship was not an easy task. The first part of that plan was to build a new supercarrier, one that would be large enough to handle the upcoming jet-powered aircraft that were larger and heavier with longer take-off runs and higher landing speeds, and their nuclear payloads. In July of 1948, President Truman approved construction of five of the new *United States*-class supercarriers, 68,250-ton ships that would serve primarily as long-range bomber platforms (for reference the preceding *Midway*-class ships were 45,000-ton displacement). Unfortunately, due to budget cuts and the acceptance of the USAF's bomber argument by the Secretary of Defense, the *USS United States* was cancelled five days after her keel was laid down, leading to the "Revolt of the Admirals", another interesting story for another newsletter.

So, having lost their bid for a carrier, in 1950 the Navy came up with the Seaplane Striking Force (SSF). This was to be a force capable of both conventional and nuclear warfare, as well as reconnaissance and mine laying, utilizing seaplanes that could be operated close to the enemy and supported by submarines and tenders. Being a small, mobile group it would be hard for the enemy to track and neutralize.

The US Navy issued the requirement and chose the Martin P6M SeaMaster for the bomber component, the Convair F2Y Sea Dart as the fighter, the Convair XFY-1 Pogo for a point defense fighter and the Convair R3Y Tradewind flying boat for transport.

The Sea Dart began from a 1948 Navy design contest for a high-performance, supersonic seaplane fighter, one that could operate from forward areas without the need or support of carrier or land bases.



Convair proposed a twin engine delta-winged design featuring a water tight hull and two retractable hydro-skis, one on each side of the hull. It was to be powered by two afterburning Westinghouse J46 engines, with intakes mounted high on the fuselage behind the cockpit to minimize water spray.

The armament was to be four 20mm cannons and a battery of folding fin unguided rockets, though none of the built aircraft received them.

The plane would float with the tailing edges of its wings on the surface of the water, using dive brakes on the lower rear fuselage as rudders. At about 10 mph the skis would extend, bringing the seaplane up and out of the water and eventually into the air.

Two prototypes were ordered with an additional order coming for twelve production aircraft even before the prototype had flown. Because of developmental delays in the J46, the prototype was fitted with a pair of J34 engines producing just over half the power, 3400 pounds of thrust each instead of 6000 pounds of the J46. (It is amazing how many promising designs were cancelled because proposed power plants were unavailable and testing was done with underpowered alternatives). In January of 1953 the first prototype was taken to the San Diego Bay for testing and during a high-speed taxi run lifted off, making its first albeit, short flight. The underpowered engines resulted in sluggish performance and the hydro-skis were not as successful as had been hoped. Even after redesigning the oleo legs the vibration during take-off and landing was violent and dangerous. A single ski was fitted at one point and proved to be better but not enough to improve the overall performance.

The second prototype was cancelled and the first production airframe was put into use as another test plane, this time powered by the J46 engines. The Sea Dart still performed below expectations, partially because it was a pre-area rule (Coke bottle) design, meaning the fuselage itself created enough drag to hamper high performance, but in August of 1954 the Sea Dart did exceed the speed of sound in a shallow dive, still the only seaplane to do so.

In November of 1954, the second Sea Dart disintegrated in midair over the San Diego Bay just as it was beginning its demonstration run for naval officials and the press, killing test pilot Charles Richbourg. Investigations found that Richbourg had inadvertently exceeded the limitations of the airframe through pilot-induced longitudinal pitch oscillations, causing the midair breakup.

The Navy's interest in the SSF and the Sea Dart was waning by then, with the next generation of *Forrestal*-class supercarriers nearing completion and the difficulties of nuclear armed jet-powered naval aircraft pretty much resolved. The unbuilt Sea Darts were cancelled months before the accident and the five built examples were regulated to experimental testing, ending in 1957. Three of the five flew and surprisingly all four remaining Sea Darts survive today.

Congrats to Tyrone, John V, Robby, Jim Wentzel, Bob Taylor as well as Fred H, Andy K, Doc S and Clare W from outside the WR for getting this interesting project piece correct.

This month we are ground pounding.
Good luck.

Kirk Ballash



Approaching deadlines:

If you are building something for one of the upcoming Western Reserve theme contests here is a friendly reminder that its later than you think.

July 2019	<i>"Land Animals"</i> theme Quarterly Contest
October 2019	The Bob Sitek Auction Challenge (sponsored by Kirk Ballash) <i>"Air Animals"</i> theme Quarterly Contest
November 2019	The F4U Corsair Challenge (sponsored by Dave Virant) The 23 rd Annual Cleveland Model Show
January 2020	<i>"Animal Kingdom"</i> theme Quarterly Contest

The above list features only the WR internal contests and doesn't include other upcoming contests such as the IPMS/USA Nationals or the Shenango show.

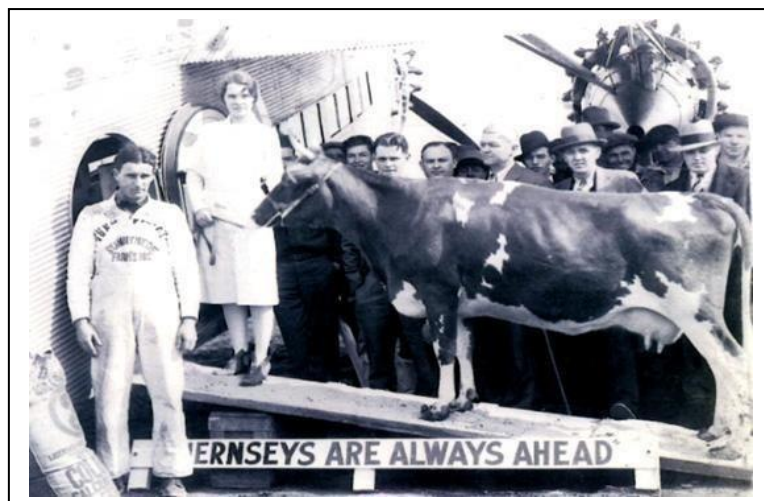
Elm Farm Ollie: The Story of the First Cow to Take Flight

On February 18, 1930, the first cow to ever take flight ascended into the sky in a Ford Tri-Motor. As part of the celebration of the International Air Exposition in St. Louis, Elm Farm Ollie was flown from Bismarck, Missouri to St. Louis, a distance of 72 miles. Elm Farm Ollie was the first cow to take flight and the first cow to be milked on a plane.

Putting a cow on a plane was a publicity stunt, but also an opportunity for scientists to study the affect of high altitude on a cow being milked. Elm Farm Ollie was a Guernsey cow who could produce large quantities of milk. It was said that Elm Farm Ollie was milked three times a day and was selected for the flight because of her ability to give lots of milk. Guernsey cows are orange-red and white in color and are used in dairy farming. On her epic journey, Elm Farm Ollie produced 24 quarts of milk. The milk was then put into paper cartons and parachuted down to the spectators below. One of the famous people who is rumored to have drank Ollie's milk is Charles Lindbergh. Elsworth W. Bunce was a lucky man from Wisconsin who had the honor of milking Ollie and earned the distinction as the first man to milk a cow mid-flight.

Weighing over 1000 pounds, loading Elm Farm Ollie onto the plane did not seem like an easy task. However, this cow was also selected for flight because of her docile and calm nature. Before the flight, Elm Farm Ollie was known as "Nellie Jay". After making history she was given the moniker "Sky Queen".

Ollie only lived to be about 10 years old, but her fame has lived on. Ollie is the subject of numerous stories, cartoons and poems written in her honor and she is the subject of a painting by E.D. Challenger. An excerpt from one song commemorating Ollie goes:



“Sing we praises of that moo cow,
Airborne once and ever more,
Kindness, courage, butter, cream cheese,
These fine things we can’t ignore.”
–From “The Bovine Cantata in B-Flat Major,”

by Giacomo Moocini and Ludwig Von Bovine
(Barry Levenson and the Mount Horeb Mustard Museum.)

Elm Farm Ollie day is celebrated every February 18 at the National Mustard Museum in Wisconsin.

We hope you enjoyed your bovine aviation day!

Original source: <https://squarecowmovers.com/life-of-a-cow/elm-farm-ollie-the-story-of-the-first-cow-to-take-flight/>

And in case you were wondering, yes, a pig flew as well, some 21-years earlier. In November of 1909 in England, the future Lord John Theodore Cuthbert Moore-Brabazon took a pig aloft, but that too is another story for another newsletter.

Added Attraction – A Build & BS opportunity in Mentor.

Dave Virant is asking who would be interested in going to a Build & BS meeting at his place of work on Tyler Blvd in Mentor, on Saturday, June 29, from 10AM till 4PM. If you are interested contact Dave at corsairdriver5774@gmail.com or let him know at the meeting.

At the International Women’s Air & Space Museum

October 4, 2019 - Dinner with a Slice of History

Join us on October 4 at 6:30 p.m. for a presentation with Ric Gillespie, Executive Director of The International Group for Historic Aircraft Recovery (TIGHAR). In 1985, Gillespie and his wife co-founded TIGHAR with the mission to conduct science-based aviation historical research. He is best known for his investigation into the 1937 disappearance of Amelia Earhart. Gillespie has led 11 expeditions to Nikumaroro, a remote uninhabited atoll in the Republic of Kiribati, searching for evidence of the missing Earhart. Gillespie has been featured in numerous television documentaries and publications. Limited copies of his book “Finding Amelia: The True Story of the Earhart Disappearance” will be available for purchase at the end of the presentation.



[Tickets](#)

The 2019 Dinner Series is made possible from the residents of Cuyahoga County through a grant from Cuyahoga Arts & Culture. Visit the IWASM website for more events: <http://iwasm.org/wp-blog/>

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*Region IV Newsletter Editor of
the Year 2015, 2016 and 2017*

Visit us on the Web!

See us at:

www.ipmsusa.org

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 - meeting now on **SATURDAY**

- | | |
|--------------|---|
| Jun 15, 2019 | General meeting at Euclid Library Lake room – Seminar: Packing Models for Travel |
| Jul 20, 2019 | General meeting at Euclid Library Lake room – Quarterly contest: theme of “ <i>Land Animals</i> ” |
| Aug 24, 2019 | General meeting at Euclid Library Lake room – Build & BS Meeting (bring something to work on) |
| Sep 22, 2019 | General meeting at Euclid Library Lake room – Seminar or Demo TBD |
| Oct 20, 2019 | General meeting at Euclid Library Lake room – Quarterly contest: theme of “ <i>Air Animals</i> ” |

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

2019

- | | |
|-----------------------|---|
| Jun 15, 2019 | Willoughby 24 th Cruise-In – Willoughby, OH |
| Jun 15, 2019 | Summer Swap Meet – Sharon, PA |
| Aug 3-4, 2019 | Thunder over Michigan air show featuring F4U Corsairs – Willow Run Airport, Ypsilanti, MI |
| Aug 7-10, 2019 | IPMS/USA National Convention – Chattanooga, TN |
| Sep 21, 2019 | SVASCON 35 Annual Show – Sharon, PA |
| Oct 11-13, 2019 | 45 th Annual Military Miniature Society of Illinois Show (the big one for Figures) – Chicago, IL |
| Oct 19, 2019 | CSM Annual Show – Cincinnati, OH |
| Nov 3, 2019 | 23rd Annual Cleveland Model Show – Cleveland, OH |

Know of an event coming up? Let me know and watch this space for more!

IPMS/USA MEMBERSHIP FORM

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Phone: _____ E-mail: _____

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