

March 2018  
Vol 42, Issue 3

# The Pylon

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



## Next Meeting:

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

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Quarterly Contest  
– The Divine  
Scale



## From the President

Hi guys. I was getting excited about spring but then Mother Nature had other ideas. It gave me more time to work on my 1/72 scale build though! Hope all is going well and see you all at the next meeting.

Joe Barteld

## From the Editor

The Region IV convention is coming fast (April 27 and 28) and we are in the final stages of planning. Part of that effort is recruiting support from the club members. How you ask? The first is easy – sponsor a trophy package. For club members that means giving Ted \$25 for a full package, \$12.50 for a half package (in case money is tight but you still want to help), or \$20 for a Special. You can make your donation in check or cash.



Now, if your money is too tight for a trophy donation you can donate to the raffle (sealed kit or opened but kit inside still sealed in bags) or donate your time on the days of the show. At the March meeting we'll have a sign-up sheet for the many jobs we'll need help with during the show. Show set-up, raffle, registration, helping vendors unload, and other tasks that help make any show successful. Please consider working one of these positions for an hour or two and help us put on a great Regional Convention.

## An Illness in the Family

The sincerest of thoughts and prayers of the Western Reserve club members go out to fellow member Bob Sistik. As some already know Bob has been diagnosed with cancer and is currently in hospice care. We all wish the very best for Bob and his family during this difficult time.

Kirk



## Meeting Minutes from February

Sunday the 18th was the date for the February Western Reserve meeting and in attendance were 15 members. President Joe Barteld started the meeting and afterward Ted gave us a Treasurer's report. The treasury is doing well, so that's good. So far we have \$33 collected for the Christmas raffle fund. Like Ted says, the more you give the better the gift certificates or models will be! I did not give the minutes from the January meeting because that one was a build and bull one.

Since the Columbus Blizzcon show had only been the day before (February 17th) the handful of us who went (Ted, Don, Dave Virant, John Vitkus and myself) gave a review. We talked about the pros and cons of the show. They had a pretty good turnout of models and the quality of the majority of the ones that I saw were all very high. I mostly looked at aircraft and armor and saw a lot of nice stuff. So the pros of the show were a lot of models and the Columbus guys always seem to put on a good show. The big con of the Columbus show was the fact that they close off the model room for judging. I wish shows wouldn't do this. As long as people can remain respectful of the judges while they're judging and keep their distance I don't see why shows couldn't keep the model room open for judging. Another con of the show was a general disappointment in the vendor room. The consensus was that most people felt the vendor room consisted primarily of people selling off their individual stashes and that some of the aisles in the room were too tight. I still managed to find a few deals myself. I went with Phil Anielski (Phil also drove), Duane Ward and John Vitkus. We had a good time and had lunch with Chief and Doug Halke as well. All in all it was a good show. The excitement of getting out to the first model show of the year is always something to look forward to and seeing all the nice models really gets your building juices going!

We also talked about Facebook as a media to promote the club and of other modeling groups that are already on it. We talked about the pros and cons of it but in all the excitement I can't remember what they were! The Ki-57 "Topsy" was the What the Heck Is It? in the last Pylon. I myself was stumped and thought I knew my Japanese WW2 airplanes pretty well! Always room for improvement, right? Jerry Hammerhofer talked about an article he brought in about the currently available substitute for Future. Pledge *Floor Care Multi-Surface Finish* (with two blue boots on it) is one and seems to be the preferred choice. Pledge *Revive It* is the other one.





We also talked about one of our club members and fellow modeling pal Bob Sistik. We hadn't seen Bob in a while and wondered what was going on. Jerry Hammerhofer told us that Bob was unfortunately diagnosed with cancer back in December or so and is now in hospice care. Our thoughts and prayers go out to Bob's family.

We had a few models on the table including Jim Davis' Testor's 1:48th scale Cessna O-2 Skymaster. Vince Spisak had a pair of 1:72nd scale FROG P-51A Mustangs. One was in U.S. Air Commando markings and the other in an RAF livery. Ted Bamber had his in-progress Special Hobby 1:72nd scale Commonwealth Boomerang fighter and I had my Airfix same scale Ju 87B-1 Stuka from the articles in the January and February newsletters.

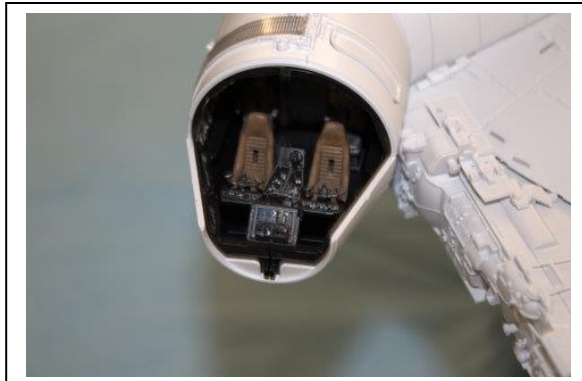
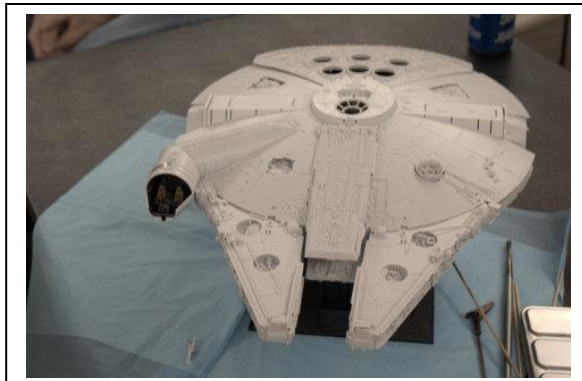
Kirk did a demo on removing parts from the runners and cleaning up mold seams, ejector pin marks and other unwanted bits from the parts. Although it's something we all know how to do (unless you're John Camper and just twist them off :o) watching an award winning modeler like Kirk do it was an eye opening experience. I think all of us who watched Kirk's demo that day learned something. Everyone has a pair of sprue cutters and an X-Acto knife in their tool kit and these are probably the two most commonly used tools for the job. These and maybe some wet and dry sandpaper too. Kirk is the only guy I've seen use more than two X-Acto knives at a time when removing and cleaning up parts. Along with a trusty #11 blade he regularly uses the small curved #12 blade in his arsenal and says he prefers it for scraping and using it at odd angles. Good to know! Kirk also regularly uses various grades of wet n' dry sandpaper in grits of 400, 600 and 1200 grit as well as a small sanding block.

Along with pointing out how he removes and cleans up parts, Kirk also showed us some his other favorite tools of the trade -- various drills, small reamers and knife blades. Along with these another member mentioned that M&M Models carries small self-adhesive sandpaper squares that go on the end of a stick so that you can get into tight corners and spots...cool! Those sound like something to look into! Kirk also pointed out that sprue cutters do wear out over time and get dull. He said he prefers the Xuron brand. Kirks demo was well done and informative as usual. Thanks Kirk!

And that's a wrap as they say!  
See you all on Sunday March 18<sup>th</sup>.

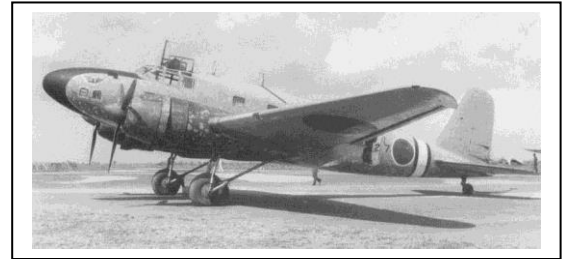
Jon Hudak, WR Secretary

*Our librarian Heidi knows that a wrap can be a scarf, a skirt, a sandwich or the end of a production*



## What the Heck is That?

Last month the *What the Heck?* was the Mitsubishi Ki-57 “Topsy” twin engine transport aircraft. The “Topsy” (the Allied code name) was a derivative of the Japanese Army’s Ki-21 “Sally” bomber. The notable features were a new fuselage and the repositioning of the wings from mid-fuselage to low-fuselage in order to be able to accommodate seating for 11 passengers.



The first flight of the Ki-57-I was in August of 1940 by which time the Japanese Navy had also expressed an interest in the aircraft. The small number the Navy received were designated the L4M1. The Ki-57-I had a production run of 100 machines before switching to the Ki-57-II which included more powerful engines in new nacelles, along with a number of other detail differences and equipment changes. A total of 406 aircraft were built before the end of the war. A few survivors were used after the war by Japan, Netherlands and China, who retired their last trainer in 1952.

The Ki-57 was the purpose built transport version, with the Imperial Japanese Airways airliner version being designated MC-20. The Ki-21 with all the armament and military equipment removed and converted into an airliner was known as the MC-21. Oh, the possibilities.



Fun fact: The Ki-21 had more than just one Allied code name. It started off as “Jane” but Gen. MacArthur objected because that was his wife’s name, so it was quickly changed to “Sally.” A later version of the Ki-21 had the greenhouse canopy shortened and was mistaken for a new type which was then called “Gwen.” Once it was realized “Gwen” was just a new version of “Sally” it was recoded to “Sally 3” with earlier versions being 1 and 2.

Congratulations to Fred H and Doc S via email and John V from within the WR Club for getting this WTH puzzle correct.

This month we go crawling through the dirt. Good luck.

## Sad News – the passing of Al Mitro

I’m also sad to report that a former but long-time WR club member Al Mitro has passed away at age 91. Al was a member back when I joined in the early 80s and was with WR for quite a few years before switching over to our sister club, John H Glenn, which was closer to his home. While not many WR may remember Al, I know that we all express our deepest sympathies for his wife and family. May he rest in peace.



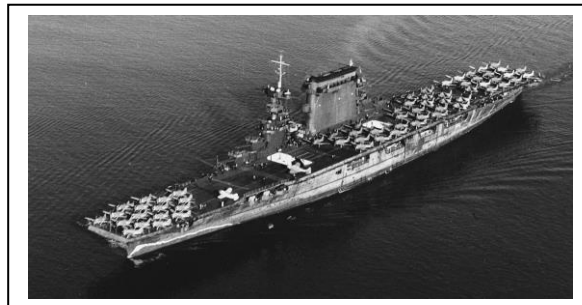


## USS Lexington located under the Coral Sea

Billionaire Paul Allen, the Microsoft co-founder and the guy I want to be when I grow up, has made another huge nautical find - this time the USS Lexington, which was lost at the Battle of Coral Sea 76 years ago.

The expedition crew of Allen's personal research ship R/V Petrel found the remarkably well-preserved "Lady Lex" two miles below and about 500 miles off the eastern coast of Australia, according to USNI News. As the Lexington was struck by multiple Japanese torpedoes and bombs on May 8, 1942, some 216 Lexington sailors were killed in the fight, and nearby U.S. ships rescued 2,770 of the carrier's remaining sailors. Once evacuated, the ship was torpedoed by the USS Phelps to prevent her capture. Allen said on his Twitter account that the ship went down with 35 planes, 11 of which had been found so far by his expedition.

Finding the Lexington was definitely cool to me, but what really made my day was seeing the amazingly intact TBD Devastators sitting on the sea floor. There are no surviving TBDs in museums or private hands though four wrecks have been previously located under the seas. The US Navy is notorious for not relinquishing ownership of ANYTHING and so requests to recover the wreck found in the Atlantic were denied. Now there are seven more located and while my dreams of someday seeing one in "real life" will probably never be realized (even if someone could figure a way to bring a couple up from two miles down the USN would never approve) I at least know that somewhere excellent examples (for wrecks) do still exist. That made my day.



## Drink Beer and Support the IWASM

Do you like beer? Do you like airplanes? Do you like women? Then do I have the event for you! Come visit the Platform Beer Company in Ohio City (just over the river and southwest of downtown) on Tuesday, May 29<sup>th</sup> and for every "house beer" purchased between 3PM and midnight the brewery will donate \$1.00 towards the **International Women's Air and Space Museum** (see what I did there?). Come on down and support a local brewery, a local museum and aviation history all at the same time.

Platform Beer Co.  
4125 Lorain Ave  
Cleveland (Ohio City area), 44113

<https://www.facebook.com/PlatformBeers>



# What's in a Name?

## The long awaited return of John's Naming Aircraft of the WWII Era

By John Vitkus

### The Laissez Faire Naming of French Aircraft.

Wikipedia defines the French term *laissez faire* as: “The policy or attitude of letting things take their own course, without interfering.” This perfectly describes the French approach to aircraft designation: use whatever comes with the plane.

Three conclusions about naming French aircraft in WWII:

1. The French used whatever designations came with the aircraft without any comprehensive system that I can tell. Newly manufactured or purchased aircraft used the various designations used by the manufacturers. Planes procured from other air forces used those nation's designation systems (e.g., Spitfire Vb, Yak-1, P-40F).
2. This same laissez faire system was in place for all services throughout WWII: the *Armée de l'Air* (Air Force), *Aéronavale* (Naval Air Force), *Armée de l'Air de Armistice* (Armistice, or 'Vichy' Air Force), *Forces Aériennes Françaises Libres* (FAFL, Free French Air Force), and *Forces Françaises de l'Intérieur* (FFI, French Forces of the Interior, or French Resistance—with the D-Day-like stripes).
3. The French rarely used any popular nicknames. The Caudron company seems to be the only one to name its aircraft. In addition, there were occasional popular, “affectionate” nicknames given by crew.

As is the case with German, Soviet, and many other aircraft of the WWII era, French planes were designated by the name of the designer of the aircraft followed by a type number. In France, this type number was chosen by the manufacturer, not the military, and so there was no unified system.

Type numbers could be 2 or 3 digits, usually 3, and would reflect specific variants of a manufacturer's series. For example, the Potez 63 series of neat, trim twin-engine aircraft that included the Potez 630, 631, 633, 637, and 63.11. Projects 632, 634-6, and 638-9 were not produced. Occasionally numbers would duplicate, as in the Bleriot-SPAD 510 and the Dewoitine D.510, apparently with little concern by the authorities to untangle these.

In the last example, the Bleriot-SPAD 510 did not have any letter(s) with the code number, but the Dewoitine D.510 did. The initial(s), when used, reflected the aircraft designer(s) or the head of the design firm. The initial(s) could be separated from the code number by a dot or dash or space). Finally, consistent with the general looseness of French designations, different references sometimes use different designations. For example, sometimes the products of Bloch are coded “MB” (Marcel Bloch) and sometimes not, e.g., Bloch 152 vs Bloch MB.152 vs MB 152.



## French aircraft to see production and service.

Amiot 143 heavy bomber (unofficially called "l'Autobus" [bus])

Amiot 531/534 reconnaissance twin

ANF Les Mureaux 113/115/117 parasol observation plane  
(ANF from the company *Ateliers de Construction du Nord de la France*)

Arsenel VG.33 fighter ("VG" from designers Vernisse and Galtier)

Blériot-Spad 510 (sometimes S.510) biplane fighter-trainer

Bloch MB.131 bomber/transport/target tug

Bloch MB.152 fighter (151, 155 in lesser numbers)

Bloch MB.174/175 recon twin

Bloch MB.200/210 heavy bomber

Breguet 270 observation plane (sometimes Bre.270)

Breguet 521 *Bizerte* (city in French Tunisia) three-engine biplane flying boat

Breguet 693 twin-engine attack plane (691, 695 in lesser numbers)

Caudron C.445 *Goéland* (seagull) twin-engine utility/trainer

Caudron C.635 *Simoun* (a hot, dry, desert wind) liaison/trainer

Caudron CR.714 *Cyclone* light fighter, "CR" Caudron-Rennault

Dewoitine D.500/501/510 fighter/fighter trainer

Dewoitine D.520 fighter

Farman F.221/222 4-engine heavy bomber, later CN.223 when Farman was  
nationalized into SNCAC, *Société Nationale de Construction d'Avions du Centre*)

Hanriot 182 (or HD-182) primary trainer

Laté 298 torpedo bomber floatplane

Laté 381 tandem-engine flying boat

Latécoere 523 six-engine flying boat

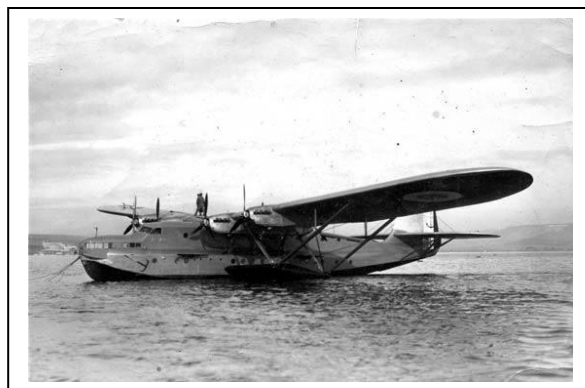
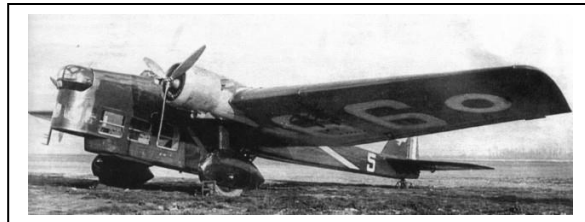
Lioré 46 fighter trainer

Lioré 130 single-engine catapult flying boat

Lioré Nieuport LN.401/411 dive bomber

Lioré et Olivier LeO H-275 twin-engine biplane seaplane ("H" for *hydavion*, or seaplane)

Lioré et Olivier LeO C.30 autogyro ("C" for original designer La Cierva)





Lioré et Olivier LeO.451 medium bomber

Morane Saulnier MS.230 primary/intermediate trainer

Morane Saulnier MS.406 fighter

Nieuport Delage NiD.622 fighter trainer

Potez 25 TOE biplane reconnaissance ("TOE" for *Théâtres d'Opérations Extérieures*, "colonial" theatres of operations)

Potez 452 single-engine flying boat

Potez 540/542 twin-engine bomber/recon/transport

Potez 630/631 twin-engine command fighter/night fighter

Potez 633 twin-engine light bomber

Potez 637/63.11 twin-engine reconnaissance



## Foreign aircraft

The types ordered by the French before the war used the codes of the original manufacturers.

Curtiss H.75 ("Hawk 75" was the company designation for the P-36 series export sales, usually called "Curtisses" by the French)

DeHavilland DH.82A Tiger Moth primary trainer/liaison

Douglas DB.7 (Douglas Bomber model 7, A-20 Havoc in US)

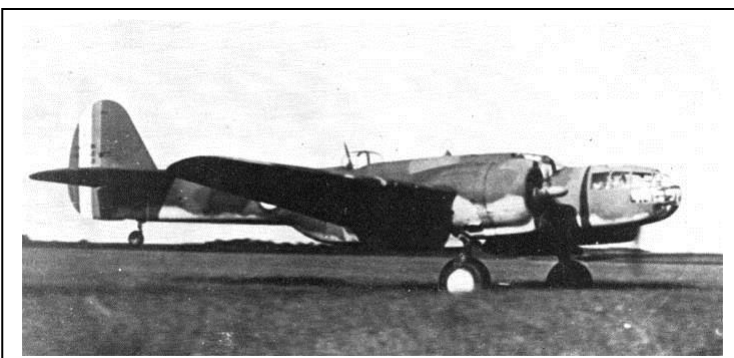
Grumman G.36 (company code for F4F Wildcat series, not delivered, transferred to Royal Navy after armistice)

Koolhoven FK.58 ("FK" for Frederik Koolhoven company)

Martin 167F (company designation for A-22/Maryland, "F" for France, called "Glenns" [for Glenn Martin] by the French)

North American NAA-57 basic trainer (BT-9 Yale in US)

Vought V.156 dive bomber (SB2U Vindicator in US)





As mentioned above, the many types acquired during the war from other air forces used the designation codes and names employed by the source countries, be they US Army (e.g., P-40F Warhawk, B-26G Marauder, F-5B Lightning [recon]), US Navy (SBD-5 Dauntless), RAF (Spitfire Vb, Lysander I, Halifax III, etc.), or Soviet V-VS (Yak-1).

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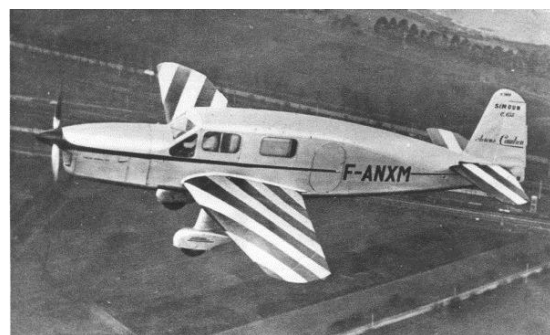
Pelletier, Alain. *French Bombers of World War II, in action*, Squadron/Signal Publications, Carrollton, TX, 2003.

Pelletier, Alain. *French Fighters of World War II, in action*, Squadron/Signal Publications, Carrollton, TX, 2002.

Wikipedia, dictionary/translation.



*Breguet 693*



*Caudron C.635*



*Potez 630*



*Dewoitine D.520*



*LeO 451*



*Morane-Saulnier MS.406*

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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 SUNDAYS

Mar 18, 2018	General meeting at Euclid Library Lake room – Quarterly contest: theme of “ <i>Divine Scale</i> ” (anything 1/72)
Apr 15, 2018	General meeting at Euclid Library Lake room – Build & BS Meeting (bring something to work on)
May 20, 2018	General meeting at Euclid Library Babbitt & Erie rooms – Seminar Prepping and Masking Canopies
Jun 16, 2018	General meeting at Euclid Library Shore room – Quarterly contest: theme of “ <i>D-Day 75<sup>th</sup> Anniversary</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*

Mar 24, 2018	TRICON Annual Show – Pittsburgh, PA
Apr 7, 2018	WrightCon 2018 – Dayton, OH
Apr 8, 2018	Spring Swap-n-Bull – Westlake, OH
Apr 8, 2018	BuffCon 35 – Cheektowaga, NY
<b>Apr 27-28, 2018</b>	<b>Region IV Convention – Cleveland, OH</b>
May 3, 2018	AMPS National Convention – Dayton, OH
May 19, 2018	MMCL Annual Show – Louisville, KY
Jun 2-3, 2018	Wonderfest – Louisville, KY
Jun 16, 2018	SVASM Summer Swap Meet – Sharon, PA
<b>Aug 1-4, 2018</b>	<b>IPMS/USA Nation Convention – Phoenix, AZ</b>
Sep 8, 2018	TOL-CON 2018 Show – Toledo, OH
Sep 15, 2018	SVASM Annual Show – Shenango PA
Oct 6, 2018	CanAm Challenge – Warren, MI
Oct 20, 2018	Cincinnati Scale Modelers Annual Show – Cincinnati, OH

## IPMS/USA MEMBERSHIP FORM

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 Address: \_\_\_\_\_ If Renewing \_\_\_\_\_ First \_\_\_\_\_ Middle \_\_\_\_\_ Last \_\_\_\_\_  
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 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  
 Chapter Affiliation, (if any): \_\_\_\_\_  
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