

March 2019
Vol 43, Issue 4

The Pylon



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

Next Meeting:

Sunday, Mar 17
Euclid Public Library
631 E.222nd St.
1:15PM

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Demo – Polishing
Clear Parts

Order your WR
Club Shirt



From the President

As modelers, inspiration often arises from many sources. Sometimes, the sources are unexpected and/or accidental; the random mention of a subject on a TV show, an arbitrary photograph that becomes locked in memory, or just an unanticipated passage in a book or magazine. Other times the sources are predictable. For me, monthly WR chapter meetings, model shows, museums, hobby shops, and magazines dedicated to our craft are reliably inspiring. Every year I also look forward to the Cleveland Auto Show for that certain “wow” factor.

This year, like most others, I made my pilgrimage to the I-X Center to see what the automotive world had to offer. For the most part, this year's show did not disappoint. There was an abundance of shimmering enamel and chrome, gleaming LED's and touchscreen displays, and attractive “product specialists”. There were also exotic supercars, the always amazing collection of classic cars in the South Hall, and several celebrity vehicles (including Scooby Doo's Mystery Machine, the Shaggin' Wagon from *Dumb and Dumber*, and a DeLorean time machine from the *Back to the Future* movie series).

Sadly, what was missing this year was the presence of a single “concept” car. For me, concept cars represent the ultimate scratch-built scale model. Since the 1938 Buick Y-Job, hundreds of concept cars have been assembled to showcase innovative styling and/or technology ideas. Designers and engineers get to construct these beauties from paper, wood, carbon fiber, wax, clay, metal, fiberglass, plastic, and glass. Their function ranges from inoperable to drivable. But unlike the DeLorean *Back to the Future* movie prop, concept cars really *are* time machines.

Take, for example, the 1951 GM LeSabre. Designed by Harley Earl, this gem previewed the aircraft/rocket ship styling that would define automotive appearances for the next 15 years. This two-seater featured acres of chrome, the first wrap-around windshield, bullet or



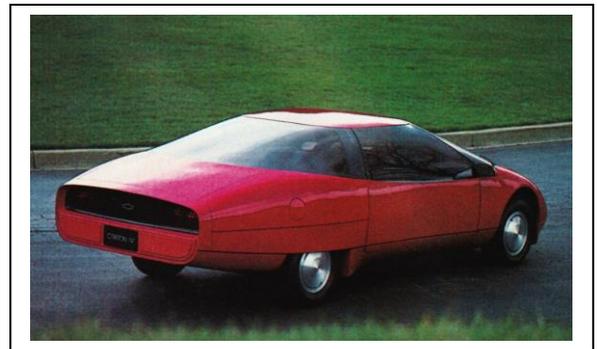
'Dagmar' (nicknamed after curvaceous actress Virginia Egnor of the time) front bumpers, and flamboyant flame-spitting tail fins. Even the LeSabre moniker eventually made it into production on a 1959 Buick.

One concept car that I was able to see firsthand was the 1984 Chevrolet Citation IV. The Citation IV was derived from the GM Aero series (1981-1983) of concept cars that preceded it. The Citation IV was also visual evidence of GM's heavy investment in its Aerodynamics Laboratory (a 43 feet diameter, 160 mph wind tunnel) which became operational in 1980. The Citation IV included drag-reducing features in use today like flush glass and door handles, under-the-bumper air inlets for engine cooling, and wheels positioned outward. The production car ultimately influenced by the Citation IV was still more than a decade away, General Motors' first electric production car, the EV-1. But to me, the Citation IV was the space-age sci-fi car of my youth as foretold in comic books and fantasy magazines. And while standing on the Cleveland Auto Show floor alongside the Citation IV, I realized the future had finally arrived.



So, the next time you're at your bench scratch-building all or part of the current project, take a moment and think of all the lucky automotive designers working world-wide on fabricating the next *time machine* that, if you're lucky, will appear at an auto show near you. See you at the March meeting.

Jim Wentzel



From the Editor

It's time again to place WR Shirt orders. The prices are the same, \$10 for a T-Shirt and \$15 for a Polo/Golf Shirt. Last meeting we chose to go with a dark navy blue, close to the post war USN blue. Get you order and your money to Ted and we'll placet he order next month.

Are you plagued by scratched, foggy, blurry or otherwise flawed clear parts? Fear not, this month we'll have a demo of polishing clear parts by John Camper.

Kirk Ballash



Meeting Minutes from February

Nothing happened, move along.

(It was a Build and BS meeting so lots of building was done, but no club stuff).

Jon Hudak, WR Secretary

What the Heck is That?

Last month the *What the Heck?* was the Curtiss-Wright CW-22 Falcon advanced trainer.

Back in the 1930's the Curtiss-Robertson Airplane Manufacturing Company, soon to become Curtiss-Wright, designed and built a low-wing, fixed gear two-seat monoplane for the civilian market. The CW-19 wasn't a success so they reworked the design for a ground attack version, changing the seating arrangement from side-by-side to tandem and adding provisions for guns and bombs. Sales were still poor, only 20 going to China and three to the Cuban Air Force.

Curtiss-Wright wasn't done with the design just yet though. They increased the engine power and revised the gear to be retractable with the intent to sell the new CW-23 design as an advanced trainer. No success there either as only one was built, but it did lead to the more successful CW-21 fighter interceptor and the CW-22 advanced trainer, the subject of last month's WTH.

The CW-22 first flew in 1940 with the company's intent for it to be either a civilian sport or training monoplane, or suitable as a combat trainer, reconnaissance and general-purpose aircraft for military use. The export models of the CW-22 were armed with one fixed and one flexible machine gun, allowing them to be used as scouts or light bombers in combat areas. This and the advanced CW-22B version were sold to the Turks, Bolivia, Peru and also to the Dutch, all of which arrived too late to defend the Netherlands so were shipped to Australia to protect the Dutch East Indies. Some were captured intact as the Japanese advanced and were used by them until a lack of spares resulted in them being retired.

An unarmed version, the CW-22N, was accepted by the US Navy as an advanced trainer. They ordered 305 as the SNC-1 Falcon.

There are four survivors, two in Florida, one in Turkey and the other in Uruguay. Kora models has numerous releases in all sorts of markings so if this odd looking aircraft interests you then you'll have a lot of scheme and markings choices.

Congratulations to John V, Vince S, Doc S and Fred Horky on getting this WTH correct.

This month we are back on the ground. I can't imagine anyone will know this one on their own, but if you're willing look you'll find this interesting one of a kind vehicle. Good luck. (Hint: if you can scratch build one this year it can qualify for one of John's Animal Kingdom quarterly themes).



What's in a Name?

Naming Aircraft of the WWII Era

By John Vitkus

Odds and Ends: The “Small Nations”

This is the last article in the series on naming WWII-era aircraft. Seven countries produced the vast majority of all WWII combat aircraft: (Allies) United States, Soviet Union, Great Britain, France, (Axis) Germany, Japan, and Italy. (Nations are listed roughly in the order of how many aircraft they produced.) Many of the remaining “small nations” (from an aircraft production standpoint) may have produced their own indigenous trainers and liaison planes, but they relied on imports from these seven countries to equip their combat squadrons with fighters, bombers, etc.

Small nations obtained their combat aircraft by three basic means:
Procurement of established foreign types through purchase, loan, or donation.
License production of established foreign types.
Indigenous design and production.

Most, if not all, small nations followed the conventions outlined below with the exception of Sweden, which will be discussed at the end of the article.

Procurement. The most common method for small nations to equip their air forces was to import successful foreign designs. In the vast majority of these cases, the procured aircraft kept their original designations. Thus, for example, the Turks imported a variety of aircraft during the course of WWII, and these retained their original British (e.g., Hurricane I), German (e.g., Fw-190A-3), French (e.g., MS.406), Polish (e.g., P.24), Dutch (e.g., FK.39), and American (e.g., F-11-C Hawk II) designations. Sometimes the designation would reflect where the planes came from rather than where they were built initially. So, although the Tomahawk IIB, Kittyhawk IA, and Baltimore V were produced in the U.S., Turkey procured them from British stocks, and thus they retained their British designations. Most American aircraft purchased directly from the manufacturers used the manufacturers' internal export codes, including the Vultee V-11GBT attack bomber and the Martin BW-139WT rather than the USAAF designations A-19 and B-10, respectively. The Finnish use of H.75 (not P-36) for their Curtiss Hawks and B-239 (not F2A-1) for their Brewster Buffaloes provides another example of this tendency to use manufacturers' internal export codes rather than USAAF or USN operational designations for American aircraft procured directly from the factory.

License Production. Aircraft built under license usually retained their original designation, even in cases where major design changes were made. For instance, the Finnish state aircraft factory (*Valtion Lentokonetehdas*) modified the Fokker D.XXI extensively with a new engine (Pratt & Whitney Twin Wasp instead of Bristol Mercury), redesigned canopy, slotted wings, and new tail. I would have expected these aircraft to be designated with a new code, but they were known simply as “Fokker D.XXI (Twin Wasp).”

I know of only three exceptions, one by the Czech firm Avia, and and two by Commonwealth Aircraft Corporation (CAC) in Australia:

- * Czech Avia B-71 (license built Tupolev SB-2 light bomber)
- * CA-3/5/7/8/9/10/16 Wirraway (license built North American NA-16 [BT-9 Yale] basic/advanced trainer, observation plane)
- * CA-17 (license built North American P-51D Mustang).

The German aircraft license produced in Spain carried different designations, but these originated after WWII. (For example, when the Spanish firm CASA built a modified He-111H, they called it the CASA 2.111. Its first flight was May 23, 1945).

Indigenous Design and Production. Only a handful of small nations designed and produced aircraft that saw first-line combat: Poland, the Netherlands, Romania, Australia, Sweden, Czechoslovakia, and Hungary. (Again, nations are listed roughly in the order of how many aircraft they produced.) With the exception of Sweden (and Fokker in the Netherlands), all of these countries followed the convention of forming a designation code based on an abbreviation of the manufacturer's (or sometimes designer's) name followed by a code number.

Poland:

Lublin (*Plage I Laskiewicz*, private firm located in Lublin)

- R-XIII army co-operation plane (designed by Jerzy Rudlicki)

LWS (*Lubelska Wytwórnia Samolotów*, Lublin Aircraft Factory)

- LWS-3 Mewa (Seagull) observation plane

PZL (*Panstwowe Zaklady Lotnicze*, State Aviation Establishments)

- P.7, P.11, P.24 fighters
- P.23 Karas (Crucian, a European carp) light attack bomber
- P.37 Los (Elk) twin-engine light bomber

RWD (*Rogalskiego Wigure Drzewieckiego*, 3 designers)

- RWD-14 Czapla (Heron) observation plane



Netherlands:

Fokker (based on German WWI aircraft designations,

C = observation, D = fighter, G = multi-engine fighter,
T = multi-engine bomber)

- C-V reconnaissance/ light bomber
- D.XXI fighter
- G.I twin-engine fighter
- T.V twin-engine heavy fighter/bomber destroyer
- T.VIII twin-engine patrol bomber

Koolhoven

- FK.58 fighter (company founder Frederick Koolhoven)



Romania:

IAR (*Industria Aeronautică Română*, Romanian Aeronautical Industries)

- IAR-37/-38/-39 observation plane
- IAR-80/-81 fighter/fighter-bomber

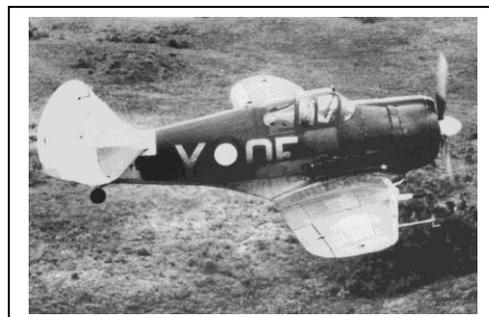
SET (*Societatea Pentru Exploatare Tehnice*, Technical Development Society)

- SET-7 reconnaissance plane

Australia:

Commonwealth Aircraft Corporation (CAC)

- CA-2/-6 Wackett primary trainer
- CA-4/-11 Woomera light bomber project
- CA-12/-13/-14/-19 Boomerang fighter



Czechoslovakia:

Aero (*Aero Tovarna Letadel*, Aero Aircraft Factory)

- A.100 reconnaissance light bomber

Avia (*Avia Akciová Spolecnost pro Prumysl Letecky Skoda*, Avia Aviation Company, subsidiary of Skoda Arms Industries)

- B.534 fighter (firm founded by Pavel Benes)

Letov (*Vojenska Tovarna na Letadla Letov*, Letov Military Aircraft Factory [state-owned])

- S.328 reconnaissance bomber (designed by Alois Smolik)

Hungary:

Weiss (*Weiss Manfréd Acél- és Fémművek*, Manfréd Weiss Steel and Metal Works)

- WM-21 *Sólyom* (Falcon) reconnaissance bomber

Sweden:

Unlike all other small nations, the *Flygvapnet* (Swedish Air Force) designated its aircraft based on a mission code, much like the USAAF, followed by a sequential number. The following is a list of *Flygvapnet* codes, followed by some examples.

B: Bomb (bomber)

J: Jakt (hunter, i.e., fighter)

S: Spanings (reconnaissance)

Sk: Skol (school, i.e., trainer)

T: Torped (torpedo)

Tp: Transport (includes liaison and ambulance)

B-3 Junkers Ju-86K-13 (plus license-built SAAB B-3)

B-4 Hawker Hart

B-5 Northrop 8A-1

B-6 Republic 2PA Guardsman

B-16 Caproni Ca.313

B-17 SAAB B-17 (indigenous dive bomber)

B-18 SAAB B-18 (indigenous twin-engine light bomber)

J-7 Bristol Bulldog

J-8 Gloster Gladiator

J-9 Seversky EP-1 (P-35A) (only half, 30/60, delivered)

J-10 Vultee 48C Vanguard (P-66) (none delivered)

J-11 Fiat CR.42

J-20 Reggiane Re.2000

J-21 SAAB J-21 (indigenous pusher fighter)

J-22 FFVS J-22 (indigenous fighter)

J-26 North American P-51 Mustang

S-5 Heinkel H.E.5/s

S-6 Fokker C-VE

S-7 Hawker Hart

S-8 Hawker Osprey

S-9 Seversky EP-1 (P-35A)

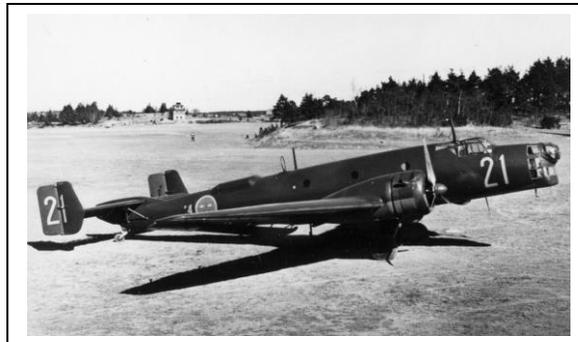
S-12 Heinkel He-114B-1



S-14 Fieseler Fi-156 "Storch"
 S-16 Caproni Ca.313 R.P.B./S
 S-17BS SAAB 17 recon version, sometimes with floats

T-2 Heinkel He.115A-2
 T-3 Junkers Ju-86K-13
 T-5 Heinkel H.E.5/t
 T-16 Caproni Ca.313

Tp-1 Junkers F.13
 Tp-2A Junkers W.34
 Tp-3 DeHavilland DH.90 Dragonfly
 Tp-4 Beech 18R (C-45 Expeditor)
 Tp-5 Junkers Ju-52/3m
 Tp-6 Fairchild 24
 Tp-7 Miles Falcon
 Tp-8 Waco UKC
 Tp-9 Junkers Ju-86Z-7 airliner
 Tp-10 Fokker F.VIII
 Tp-16 Caproni Ca.313
 Tp-24 Dornier Do-24



The two indigenous Swedish aircraft producers during WWII were:

- SAAB: (*Svenska Aeroplan aktiebolag*, Swedish Aeroplane Company Limited)
- FFVS: (*Kungliga Flygförvaltningens Flygverkstad I Stockholm*, Royal Air Administration Aircraft Factory in Stockholm)

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Wanted: Assembled kit of P-51 Air Racer “Beguine”

The IWASM is seeking a built-up model in 1/48 or 1/32 scale of the 1949 version of the P-51B/C air racer **BEGUINE**. **Any of you have one you would be willing to donate for display to the Museum?** It would be a donation or loan. If you give it to IWASM, you can claim the value of your efforts on your 2020 Federal Income Taxes. Just inform the museum that it is a donation/contribution and you want a receipt for tax records. Any other info, **ESPECIALLY** photos and or diagrams, etc. of the aircraft that have not been over circulated would also be desirable. The museum plans a display on the Beguine since the Mustang was owned by a woman (Jackie Cochran). Any such materials would be helpful and much appreciated.

Any assistance rendered will be greatly appreciated and useful.

Bob Taylor



To Sweep or Not to Sweep

*To sweep or not to sweep, that is the question:
Whether 'tis nobler for the club to limit each modeler
To just one trophy with'n a category,
Thereby spreading the thrill of vict'ry far and wide
Amongst our merry club,
Or to judge each model on its own merits, to win or lose
Regardless of whoever the builder be.
Thus a modeler who bringeth multiple works may taketh multiple awards.
To win two in a category—perchance to sweep;
To sweep, aye, there's the rub!
For as the victor savors the contest sweep,
So the dreams of two others crash in a heap.*

- John Vitkus



And now ... Filler Pictures!



The Ultimate grill for the Navy man



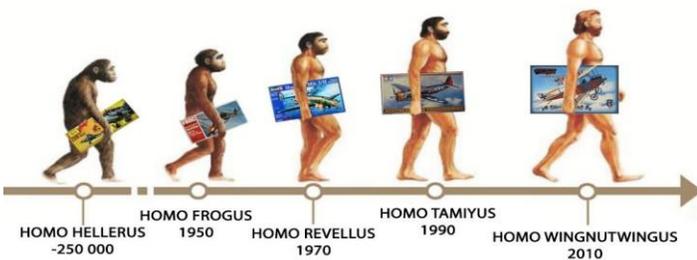
Adding insult to injury



Brothers from different Mothers
(and neither one too bright)



CAN YOU FIND THE SCALE MODELER?



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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

- Mar 17, 2019 General meeting at Euclid Library Lake room – Demo: Polishing Clear Parts by John Camper
- Apr 14, 2019** General meeting at Euclid Library Lake room – Quarterly contest: theme of “Sea Animals”

NOTE: April meeting is on the SECOND Sunday due to Easter.

- May 19, 2019 General meeting at Euclid Library Lake room – Build & BS Meeting (bring something to work on)
- Jun 15, 2019 General meeting at Euclid Library Lake room – Seminar or Demo TBD

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

- Mar 30, 2019 TRIcon Annual Show – Pittsburgh, PA
- Apr 5, 2019** **Region IV Convention -- Dayton, OH**
- Apr 7, 2019 BuffCon 34 – Cheektowaga, NY
- Apr 14, 2019 Lorain County Spring Swap-n-Bull – Westlake, OH
- May 9-11, 2019 AMPS International Convention – Buffalo, NY
- May 18, 2019 MMCL Invitational – Louisville, KY
- Aug 7-10, 2019** **IPMS/USA National Convention – Chattanooga, TN**
- Jun 15, 2019 Summer Swap Meet – Sharon, PA
- Sep 21, 2019 SVASMCON 35 Annual Show – Sharon, PA
- Oct 18, 2019 CSM Annual Show – Cincinnati, OH
- Nov 3, 2019** **Cleveland Model Show Annual Show – Cleveland, OH**

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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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