



The Plastic Whittler



Our Next Meeting:

Our next meeting will be on **Monday, May 16th, 6:30 pm**, at HobbyTown USA! As per custom we're going to wrap up at 8 PM and go to Logan's for dinner.

The Monthly Newsletter of:
IPMS/AMPS/Chattanooga Scale Modelers Association
Lynn Petty - Chapter Contact
hlpetty1@gmail.com

<http://www.chattanoogascalemodelers.com>

Ben Gibby —Webmaster

UPCOMING EVENTS	DATE
Build Day (May)	5/14/2016
Next Meeting	5/16/2016
Build Day (June)	6/18/2016
ScottCon 2016	6/11/2016
IPMS Nationals	8/3-6/2016
FreeTime Fall Festival	10/8/2016
Chattanooga ModelCon	1/6&7/2017

Emanuel's Roving Lens: See Page 7.

Gathering of Avengers: Our David Blackwell got a weekend of fun at the reunion of TBF's Page 8 thru 11

McGee Tyson Airshow and a preview of my Canyon trip: Pages 12 and 13.

An Interesting exchange of e-mails between Phillip Chandler and Fred Horky
Be sure to read the intro on page 16

Show Flyers through the rest of the newsletter

This is an eclectic little edition of our little newsletter. The weather has changed and the outdoor (read AIR SHOW SEASON) has begun. Several of our articles reflect that fact. But you can count on Bruno and our photos from the last meeting to keep us grounded (No Pun Intended) with our love of models.

1/35 Hetzer : Check out the latest from Jack Bruno. See page 2 and 3.

Photos from our Last Meeting: See pages 4 thru 6.

And a few Photos from Tom Gaston of the Dayton Show See page 7 & 8

Note this is the May 10, 1972 edition!
Forty-Four years ago was/is a significant date if you're a Phantom Phanatic! Both USAF and USN Phantoms and their crews made their mark today. Most remember this as the day Randy Cunningham got his fifth but the USAF had their day with the F-'s too. And if you think you had a bad day today, Roger Locher began his odyssey of 23 day evading capture in North Vietnam on this day. If interested be sure to look up the book *One Day in a Long War: May 10, 1972* by Jeffrey Ethel and Alfred Price. Great authors with a great book.

DRAGON 1/35 HETZER

Built By Jack Bruno

By far the easiest Model I ever built. This was a throw-away.....I had it in the box of MISFITS that a long time ago was filled with models that I thought were too involved because of the kit track. Well, just like a good sturdy woman that dog don't hunt no more. The Kit AMAZINGLY went together without a hitch or burp. Just follow the instruction and your home free. The tracks served no problem at all but I did take my time and slowed the pace down. The model was primed flat black (really?) and set aside for the rest of the day. I started spraying three shades of Dark Yellow. The next color was the Red Brown and last the Olive Green which was striped along both sides of the Brown. Next was the gloss and decals. Using Solveset they conformed WELL and once dry brushed over with gloss to de-film them. Several Oil washes were next. Took my time here and dry-brushed with oilz too. I used Q-Tpiz and Cotton Panties.....(I caught her for once).....to wipe the oil film away and here, a little is a lot ;) A couple of misting flat coats and gloss for the scopes and it was done. I wanted to add a little sum ting so I went with Hudson -Allen Pine branches.....Oh how pretty. The model was added to a Base made from a tree stump in Hungary. (Hobby-Lobby) and stained with Sienna Oil Wash. The ground was Celluclay and white glue. A Bayardi Tree Stump Jumper added some SASS. There you have it.....another one out the door for the greater good ;) Take the plunge and check out those older kits you put away.....it just might surprise you!!!! Next ...



Continued next page

Next Up???? ELEPHANT.....cauze they got awesome noses!!!!

Bun E. Carlos



**Photos from
our last
meeting**



**Photos from
our last
meeting**



**Photos from
our last
meeting**



FROM EMANUEL'S ROVING- LENS

Emanuel sent these snapshots in of a fairly special variant of the Hercules. It's not always the Bombers and Fighters that qualify as real fighting warbirds!

MC-130H Combat Talon II

Mission

The MC-130H Combat Talon II provides infiltration, exfiltration, and resupply of special operations forces and equipment in hostile or denied territory. Secondary missions include psychological operations and helicopter and vertical lift air refueling.

These birds have many special mods to make them able to fly at low altitudes and sneak in and out of enemy airspace

Someday perhaps there will be lots of fabled stories coming out about the missions these have been on!



THE 1st ANNUAL REUNION OF TBM AVENGERS

April 16, 2016

Illinois Valley Regional Airport - Peru, Illinois



This all day event will be the largest gathering of TBM Avengers in over a decade. Come and see these thundering WWII aircraft up close and meet the pilots. This event will feature flight demonstrations, formation flying and simulated torpedo runs!

-BRING YOUR CAMERA-

FREE ADMISSION and FREE PARKING

-donations welcome-

This event will honor and pay tribute to Veterans of all conflicts. We look forward to meeting WWII Veterans, including the pilots/crew members of TBM Avengers.

WHEN: April 16, 2016 - This is an all day event

WHERE: Illinois Valley Regional Airport, Peru IL (VYS)

There are hotels near the airport at the intersection of I-80 and Rt. 251 in Peru.

Lunch will be available for purchase courtesy of the Illinois Valley Flying Club.

**A special THANK YOU to the
CITY OF PERU
for their support!**



It was predicted that with his Illinois connections that Dave Blackwell would attend the event known as the "Gathering of Avengers." Rather than try to write about the event from my knowledge I'll let the copy of the event flyer speak for itself. I will say these smaller little aviation events area really turning out to be quite fun especially for photographers. Rather than the mass show crowds you get to be up close and personal with these planes and their owners. Dave did tell me he got to spend some good time there including a flight in the turret of one of the Avengers and he got to shoot some air-to-air and air-to-ground photography to boot!!! The next couple of pages feature some of his photos









A few of my photos from the McGee Tyson Airshow Last month. -Editor



And coming to you in a Powerpoint Show
Someday Soon..... My latest trip to

“The Canyon”

And They Said We'd Never Last!

SCOTTCON 2016

CELEBRATING
FOUR DECADES



1976-2016

Saturday

June 11, 2016

Museum of Aviation
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For More Information:

<http://ipmsrlscottcontest.webs.com/>

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Chattanooga ModelCon 2017

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- Show rate at the convention Hotel
- Vendors can be open for business and registration to begin early Friday afternoon
- And more...check out our web site—Updates as plans come together

www.chattanoogaScaleModelers.com



General Contact—Mike Moore maxwinthrop@yahoo.com

Vendor Contact—Jeff Mattheiss jeffmattheissfamily@gmail.com



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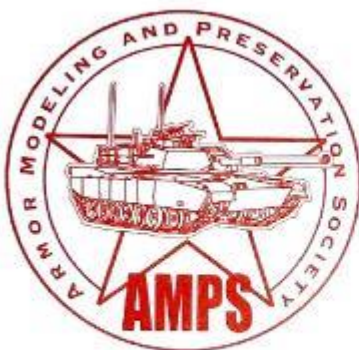
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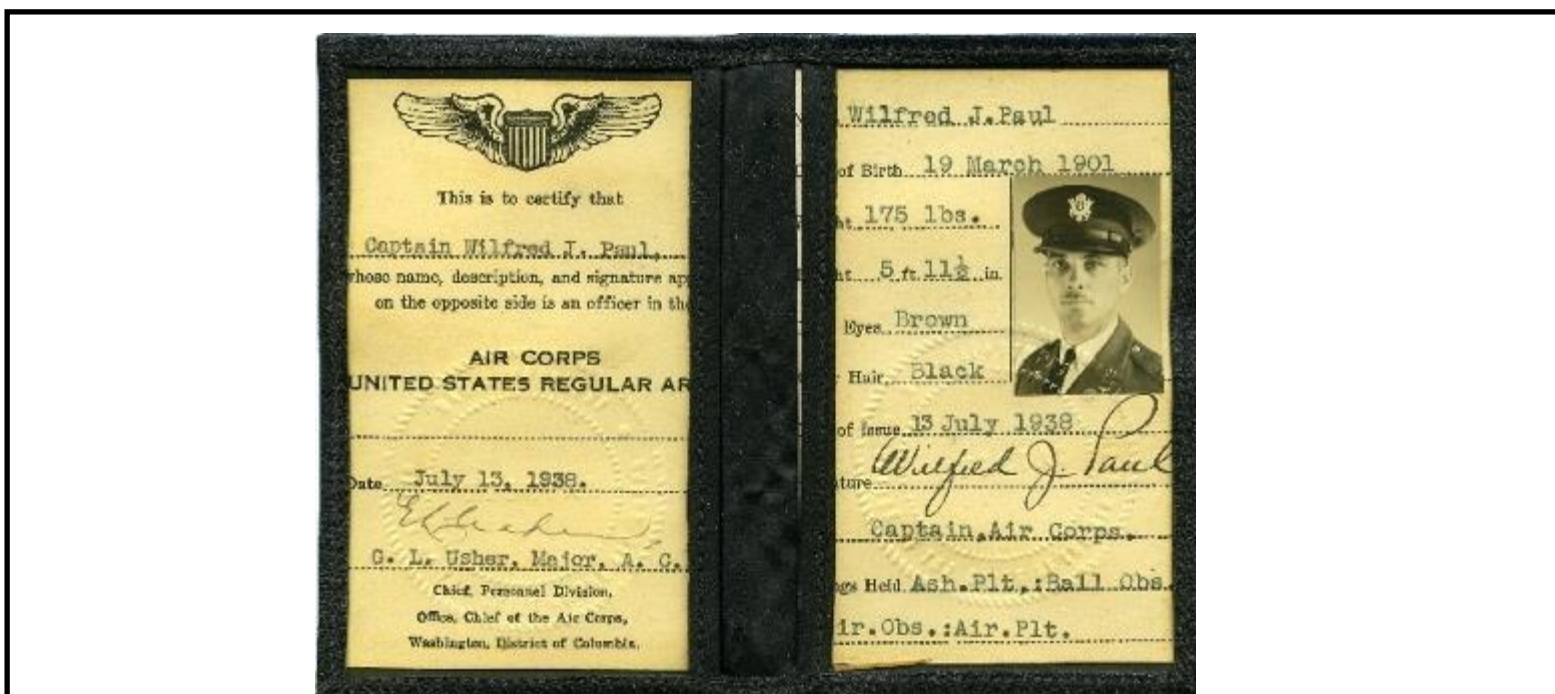
Phillip:

Thanks for contacting me!

Anything that you're able to scan for me will be gladly accepted. I have no idea of how much (if any) mention of family information is included, but his wife was Ruth Adams Paul, and their daughter (my wife) was born in 1938.

Editor's Note: This may be a bit difficult to follow but if you bear with it a minute you'll get a neat story of what a small world this is and what an eclectic but neat group IPMS really is. Fred Horky forwards our little newsletter to all the other IPMS groups and as such he noted Phillip Chandler's 1938 Hamilton Field Yearbook mentioned at the last meeting. This caught Fred's eye. The next few pages are a reprint (in "reverse order") of the e-mail exchange between Fred/Phillip/Myself—plus a neat little read of something Fred wrote about the ballooning days of his father-in-law up to the beginning of WW2. It is interesting to contrast that period with WW2. I offer no apology for the backwards order of this but I do hope the reader will enjoy a few minutes of reflection on the real history our group enjoys behind the models. Thanks Fred for letting us reprint this!!!

My father-in-law had quite an interesting career, beginning with in 1923 enlisting as an aviation cadet in lighter-than-airballoons of the tethered WWI observation type! That was at Scott Field, Illinois, then the lighter-than-air center of the Army. Balloons were obviously a dead-end career field, so along the way he received FOUR aeronautical ratings: Balloon pilot, balloon observer, airplane observer, and airplane pilot. They're listed in the bottom right of his 1938 AGO (Adjutant General) card, below; the I.D. card of the day.. Note that the HQ Army Air Corp officer in charge of personnel for the entire Air Corps was a major....



In the 1930's when the Army gave Air Corps officers new serial numbers with an "A" suffix identifying them as Air Corps, his new serial number had three digits243A

In 1932 he won the National Balloon Race with an official Army entry their two-day flight winding up in Saskatchewan, Canada and winning the NAA's Litchfield Trophy. He and his copilota sergeant who had been RIF'd"laid off" as a reserve officer were supposed to go to Europe to represent the U.S. in the International Race but there weren't travel funds in the depression strapped budget of the era.

I've included a writeup on the presentation of the Trophy. (See Later Pages)

A favorite expression about being in the military then was that despite the glacial promotions, etc.; you could always count on "three hots and a cot"three meals and a bedwhich is more than a very large segment of Ameri7

ican society could say at the time.

From: phillipechandler@aol.com

Sent: Thursday, April 14, 2016 9:37 PM

To: hlpetty@comcast.net ; redvette4@carolina.rr.com

Subject: Re: IPMS/AMPS Chattanooga Scale Modelers - April EditIon of the Plastic Whittler

Hello Fred

As soon as I got the email I checked the book and found him. I took a quick picture but I don't have time to scan it until possible this weekend sorry I can not do it sooner. I will include appropriate sections and I found one separate photo that may have him in it but I can't tell. Just for your information I am a collector of military artifacts and this book was included in an auction for a Colonel Al Cantor.

Phillip

Sent from AOL Mobile Mail

-----Original Message-----

From: HAROLD <hlpetty@comcast.net>

To: Horky, Fred <redvette4@carolina.rr.com>

Cc: chandler, phillip <phillipechandler@aol.com>

Sent: Thu, Apr 14, 2016 04:09 PM

Subject: Re: IPMS/AMPS Chattanooga Scale Modelers - April EditIon of the Plastic Whittler

Greetings Fred!



I suspect the best thing is to reply to you here and cc Phillip to facilitate direct communications!!!

I was not at present at the last meeting but I am sure Phillip will respond to you here!!!

Thanks,
Lynn

From: "Fred Horky" <redvette4@carolina.rr.com>
To: "HAROLD" <hlpetty@comcast.net>
Sent: Wednesday, April 13, 2016 11:32:36 PM
Subject: Re: IPMS/AMPS Chattanooga Scale Modelers - April Edition of the Plastic Whittler

Lynn

In my first skim through your April "Whittler", I noted that Phillip Chandler had evidently brought something to a meeting titled "Yearbook / Hamilton Field 1938".

That really struck a gong with me, as my father-in-law had been Army Air Corps back then and had been a "plank owner" among the 9th Bombardment Squadron, 7th Bombardment Group cadre that OPENED then new Hamilton Field; flying B-18's.

That's her Dad in the right seat

So I'm very interested in Phillip's book, and would like to contact him to see if there are mentions of a Captain Wilfred Paul; and if possible digital scans of appropriate pages.

When they were at Hamilton, they had to travel post-haste across then-brand-new Golden Gate Bridge to the Army's Letterman General Hospital on the Presidio of San Francisco for the birth of their daughter, my wife, in January 1938....

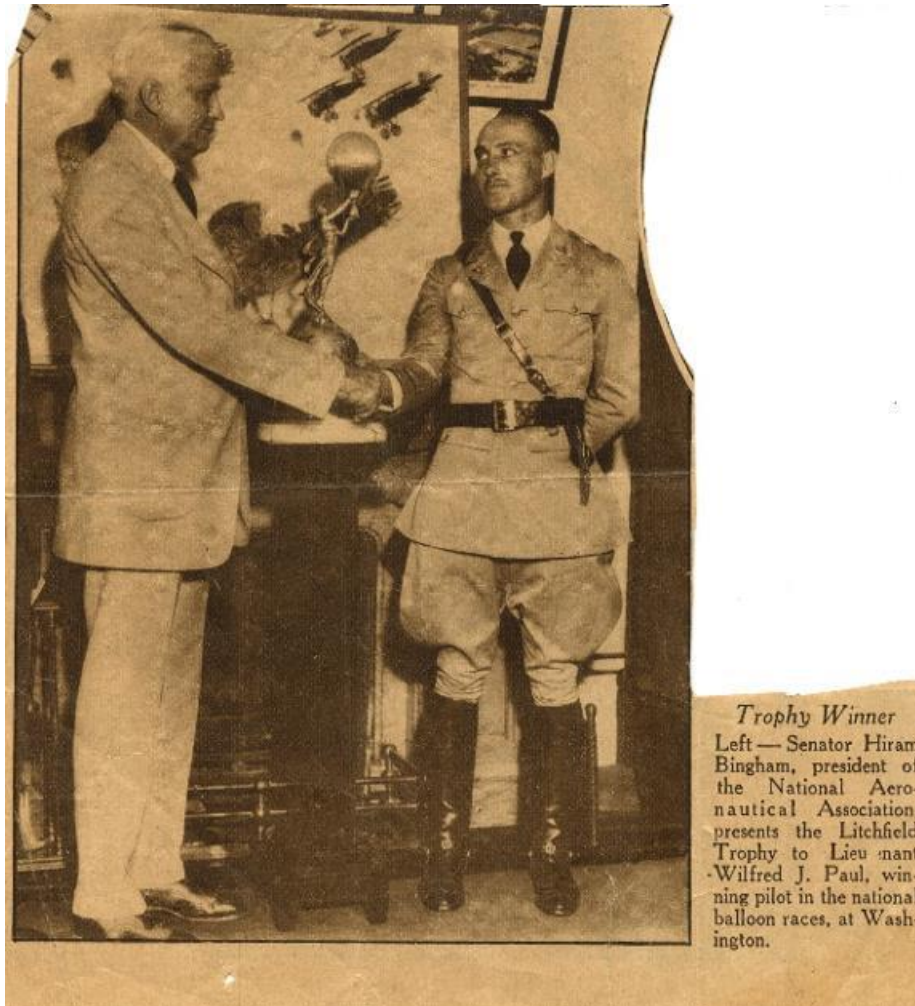
A couple of years later, her dad got orders to paradise, with an assignment to also-then-new Hickam Field in Hawaiian idyllic interlude interrupted by the Japanese on Dec 7 1941. (If you're familiar with the area, Hickam's officers' quarters are between the Hickam flight line and the Pearl Harbor Navy Yard, so they were sort of ground zero that morning.

My wife (who turned four in January 1942) and her mother were evacuated to the 'states that Christmas, as near as I've been able to determine aboard the Matson Line's SS Lurline, a famous luxury liner of the day drafted into the service. Her Dad stayed in the Pacific until late in the war, when he was reassigned to USAAF Hq staff in Washington.

Fred

1932 National Balloon Race

Litchfield Trophy Presentation



(Clipping from the New York Times)

This yellowed old newspaper clipping, recently found among old family pictures, shows Connecticut Senator Hiram Bingham, president of the National Aeronautical Association, presenting the winning trophy for the 1932 National Balloon Race to Army Lieutenant Wilfred J. Paulthe father of Linda Paul Horkymy wife.

Founded in 1905, the NAA is the oldest "aeronautical organization" in the United States, as well as a founding member of the Fédération Aéronautique Internationale. Among their many other activities, these national and world organizations certify record achievements, ranging from speed records to free balloon flight distances. The NAA's current chairman is well-known author and former NASM director Col USAF (ret) Walter Boyne.

The P.W. Litchfield Trophy was named after its benefactor, Paul Litchfield, the long-time leader of Goodyear Tire and Rubber Company, which was deeply involved in lighter-than-air aviation for a century.

Linda's dad was not a "keeper" of memorabilia, something I've regretted more and more since his passing in 1993. There is nothing more that we could find related to winning the trophy. Beyond that, how I would dearly

love to see his "Form 5" Individual Flight Record! From the scraps I've found I know he recorded flying time in balloons, dirigibles, JN-4 "Jenny's", B-17's, and numerous other famous types. Not many have that all in the same record!

His effects had no trophies or even framed pictures or awards of derring-do that marked his adventures over thirty-plus years ...the kind of stuff that today's generation of retired G.I.'s like to hang on self-gratification "I-Love-Me-Walls". The few things kept were instead sort of running family jokesfor example, to PROVE who was the only OFFICIALLY TRAINED and CERTIFIED cook in the house, a 1929 diploma would be trotted out which declared 2nd Lt Wilfred J Paul to be a graduate mess officer of the Army's School for Bakers and Cooks in the Philippines. Signed by a major general, the course had been a result of the commanding general directing that all Mess Officers attend the school. Now, that ornate document is neatly framed and hanging in OUR kitchen!

That Paul was still a 2nd Lt after being commissioned five years was not unusual, but rather par for the course in the peacetime, between-wars Army.

Linda's family had of course had known about the record balloon flightthe full story, spiked with anecdotes like not being able to tell the Royal Canadian Mounted Police ...the "Mounties"where he had crossed the Canadian border ..or for that matter not knowing exactly where he had landed until after being told ...were too good not to be told and retold at cocktail parties.

But I knew little REAL detail about his feat: these clippings surfaced years after he had died, in a small box containing a number of other yellowed, crumbling old clippings.

When I read the clippings, Senator Bingham's name sounded familiar, but I couldn't place the name. The internet soon filled that blank.

While mostly remembered for political and aviation activities, in the first half of the 20th Century, Hiram Bingham III had been well known in fields well beyond those areas. Born as a son of missionaries in what was at the time the independent country of Hawaii, he had a widely varied career, even going on active duty in the Army and learning to fly (at age 42!) during World War One. During that war Bingham organized the United States Schools of Aeronautics at eight universities.

But earlier, Bingham had already become famous as the explorer who, in 1911, discovered the famed "Inca lost city" of Machu Picchu in Peru ...in fact,

"...Bingham has been cited as one possible basis for the *Indiana Jones* character. His book *Lost City of the Incas* became a bestseller upon its publication in 1948".



This picture by Bingham of the “lost Inca city” was first published in the National Geographic magazine.
 See <http://ngm.nationalgeographic.com/1913/04/machu-picchu/bingham-text> for the original 1913 article...

.... a hundred years ago!



Above, Bingham during that 1911 expedition,

(He DOES look rather like Indiana Jonesor rather, Harrison Ford!)

(for more, see http://www.nationalgeographic.com/inca/machu_picchu_1.html)

Note that in the National Balloon Race trophy presentation picture, Bingham towers over Linda's dad, who was himself over six feet tall. I'm wondering just how TALL this politician-explorer-academic-flyer had been!

For more on Bingham's remarkable and fascinating career, see

http://en.wikipedia.org/wiki/Hiram_Bingham_III

About Linda's Dad: it's worth noting is that at that 1932 presentation he was still a lieutenant, had been one for nine years, and would remain a lieutenant for several more years. Such was the log jam of the peacetime, between-the-wars United States military. By the time of this balloon flight, the U.S. was mired in the Great Depression, and many of those in the military considered themselves fortunate, even if the general public's perception of the military was not good. A favorite expression of the day was that being in the military meant "three hots and a cot"three meals and a place to sleep ...which was more than many of their civilian countrymen had in that era before all the social "safety nets" today collectively called "welfare".

Our Lt Paul also had many other adventures beyond balloons. He was the only officer I've ever known who had FOUR military aeronautical ratings: balloon pilot, balloon observer, airplane observer (navigator equivalent), and airplane pilot. They're listed at the bottom right corner of his 1938 "A.G.O. card" below, the equivalent to today's standard military identification card: "Ash.Plt" (airship pilot of powered, steerable blimps and dirigibles), "Ball. Obs" (Balloon Observer, or an observer in cable-tethered balloons like those used for artillery spotting in WWI) "Air.Obs." (Airplane Observer, equivalent to today's navigator), and "Air.Plt", (airplane pilot).



Among other clippings related to the record balloon flight, the New York Times article reporting the new record included an AP photo of Lt Paul and his balloon copilot, John Bishop. Some clippings refer to Bishop as a lieutenant, others as a sergeant. Both are likely half-true: in those austere budget years, reserve officers sometimes were "R.I.F'd" (reduction in force) to serve in the enlisted ranks. I saw it happen in post Korean War times, and again after the Vietnam War, and with today's cutbacks, it'll likely happen again.

While this clipping was extremely fragile and yellowed, it did scan and "crop" remarkably well, to reveal an image of Paul as a dashing thirty-one year old Army balloonist.



After all this rummaging of old pictures, this writer has the nagging question of what happened to the P.W. Litchfield Trophy? It was likely a "permanent" trophy, not given to a winner to keep. And since the competition was won in an Army balloon at Army expense, the two aeronauts certainly wouldn't be able to personally keep it. But where is it today? Hopefully it is not in a crate, buried in the national archives warehouse, like the "Ark of the Covenant" of the famed (and fictitious) Indiana Jones...

P.S. In the trophy presentation photograph, note the Lieutenant's smart Army Air Corps uniform of the day. It wasn't much different from that of a HORSE cavalryman uniform: riding breeches and boots; but especially, the "Sam Browne Belt" ...a uniform item worthy of mention, if only because it has a VERY interesting story of its own. But you'll need to go to http://en.wikipedia.org/wiki/Sam_Browne_belt to find that!

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