

Butch O'Hare IPMS / USA



The Monthly Resinator



The Official Newsletter of *IPMS Butch O'Hare* Scale Modelers

May 2014



Text and Photos by Kevin Stover

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CLEAR THE DECK FOR THE USS BOWFIN

Sitting right next to the most popular tourist attraction in Pearl Harbor, Hawaii (the USS Arizona Memorial) is the submarine USS Bowfin (SS-287), which completed nine missions without a scratch. I missed this exhibit the last time I was at Pearl Harbor, and I wasn't going to miss it this time.

If you've seen any of the great submarine movies about WWII, including "Run Silent, Run Deep," "Torpedo Run," "Das Boot" or even "Operation Petticoat," you'll be thinking about them when you walk the decks of the ship or read the memorial circle for all the U.S. subs that didn't come home.

While reading the plaques that describe each sub's last mission, you will recognize some of these true

accounts as plots for famous World War II movies.

As for the ship, it's a self-guided tour with an electronic audio device that describes different parts of the submarine. The tour starts at the bow and ends at the stern, and it took about an hour to listen to all of the areas highlighted on the sub.

Color-coded tags on various parts of the engineering clue you in on what number to type into the audio device about that section of the ship. The forward torpedo room was first up. Each torpedo ran about 9,000 yards, and if you weren't careful, it circled back and sank your boat. This happened at least a couple of times during the war, according to the Navy. (continued page 2)

Important Stuff:

Next Club Meeting at St. Paul's Church on Friday, May 9, 2014, 7:30 pm.

Special Theme: Anything Red

Demo: Auction Night

The torpedo room crew were the only ones not to have to “hot bunk” it, a consequence of having too many sailors and not enough beds. The solution was simple: Have the second shift sleeping while the first shift was working. When a guy’s shift was over, he would wake his counterpart and climb into the bunk while his friend went to work. The shifts were 12 hours on duty.

The Bowfin ran on its diesel engines on the surface and survived on its electric motors while underwater. The electrical room, where power was shunted to different parts of the boat, was full of voltage gauges and aluminum handles. The desalinization station looked like a huge coffee boiler. (I didn’t know that technology even existed then.) Personal hygiene was the last priority for hot water, so stinking and sweating were common.

Compared with the U-505 German submarine at the Museum of Science and Industry in Chicago, the Bowfin was pretty roomy. The officers’ staterooms were doubled up, while the captain and the exec had their own rooms.

The mess (kitchen) was downright stately! Bread machines and plenty of elbow room in the mess hall were the order of the day. All in all, it’s a great tour, and even my family enjoyed it. Remember, this was only the opening act of the entire Pearl Harbor show!



Our April club meeting was attended by 39 members. It was Axis night, and we had a nice combination of Axis aircraft and armor present. A personal highlight was seeing Don's finally completed collection of the 26 WWII Japanese aircraft carriers!

Our prez, John B., provided a brief update on the revision of the club bylaws and on the contest flyer. There was a discussion about how to get more folks entering our annual show. A number of suggestions were provided, including posting contest announcements to modeling websites (including IPMS), and sending out contest flyers to area clubs, hobby shops and toy shows.

Next month, our theme is 'Anything **RED**,' and it will be our annual Auction Night! So bring some cash and bid on some kits!



With **IPMS/USA** membership, you will receive the outstanding *IPMS/USA Journal* six times a year. It includes features on all modeling subjects such as aircraft, armor, automotive, ships, figures--you name it! You will also find listings of IPMS contests, swap meets, hints and tips, and reviews.

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letters



to the editor

Big Easy Memories...

Kevin,

One of the pluses of having a son going to college in another state is what? MODEL SHOWS! Ron Thorne and I were planning a trip to attend a show in New Orleans. But having been to NAWLIN'z only a few months before, we decided to hit the Baton Rouge show on April 12. This was a Godsend because I was able to drop my #2 son, Nick, off on campus to visit his brother (my #1 son, Jim) for a month. Jimmy is getting his Ph.D. soon, and it was a great opportunity for Nick to GET OUT OF THE HOUSE for a bit.

Again, we saved three hours of driving because this event was held right on the LSU (Geaux Tigers) campus in the agriculture building that looks just like a barn. Early on the 12th we got up and off we went to unload the truck and set up the two tables. The place was very hard to find as the fog was ever so present, and we were to look for the BIG auditorium with the green roof . . . but we could not SEE! However, after a few circles we found the place and to be honest, it looked like a real pooch. Boy, I was surely surprised! Kits were flying off the table, and I entered my stuff just to participate. But the quality started going up, and I was no longer thinking this was a cake of a show. These guys are good. Stuff to eat was on hand, and we really had no time because it really was busy.

I judged a few categories for them and entered the raffle to pass the time before the awards. Needless to say, for \$20 I got "the reach." This is when you take the raffle tickets and open your arms as wide as you can. Your wingspan determined the total tickets you had -- something I'd like to see us do for the November show. One of the judging thingies they do I really am not a fan of: They have LIMITED SWEEPS, which means any modeler can win TWICE per category. Hey, when in Rome. But it works for them because they like to award the models, not the modelers.

Anyway, I won a BUNCH in the raffle and traded it for armor. The contest? I ended up with a first for my JS III m, a second for my King Tiger and a third for my Stug III Ausf. G (late). Also, the JS III m took Best Armor. I was very pleased because there was some great stuff out there. I have to say Ron did GREAT at his table and it made the trip (and April) well worth it. The Baton Rouge Club has it going on! It is also one of the older chapters, and the people were just soooo nice. We are in again for next year! Well worth it and in a really cool place. The cuisine is amazing, so why not take your wife/girl buddy/gay lover with ya next time. You can room with Stoner and Mad-dog. Oh, and no tolls! Give this one HIGH MARKS!

Jack Bruno

Dear Jack,

Thanks for the update and the fine accounting of all that's good in the BIG Easy. Next year might be a good time to visit. The wife and I are looking to burn some frequent flyer miles. Eating plus models...what's better than that combo?

The Czar

The Display Table



Ihor, this Marder looks pretty close to being finished for me. Nice job!

Carl, this Me 262 night fighter is beautiful in 1/72.



Carl, you officially have outdone yourself with this 2nd 262!

The Display Table



Boy, with that small tail I can see why this XB-46 never went into production. Thanks, **Carl**.



Marco, you are the king of 1/48 Skyhawks from down south. Well done.



Mike, great finish on this 1/25 1964 GTO.

The Display Table



Nice winter Me-109, **Carl**. Tiny in 1/72.



Marco, I'm pretty sure that Argentina is still rocking with these A-4s.



Marco, beautiful rendition of the plane I wanted to win the competition, the YF-23.

The Display Table



AI, I've always loved this Bell helicopter. I still remember CPD's two types in the 1960s.



Nice Grumman Duck, **Carl**.
Wasn't this in the Peter O'Toole movie "Murphy's War" in 1971?



The Display Table



Stan, nice finish on this P-51D.



Last but not least is **Don's** entire collection of Japanese naval aircraft carriers in two huge boxes! Very exceptional work, Don!

UNDER CONSTRUCTION

Almost done with this Panther A, **Stan.**



A birdcage Aufklärungspanzer 38t is pretty cool desert style, **Ihor.**

Giant legs for a giant Gundam, **Brandon.**





I'd Like to Buy a Vowel, Pat

With a 1/72 Meng Fiat G.91R

By Walt Fink

I'm told that in order to really be Italian, you have to have at least four vowels in your last name and end it with one. So say Messrs. Giovannoni and Pignataro, anyhow.

When I built the new 1/72 scale Meng kit of the Fiat G.91R for FSM recently (**photo 1**), I did some research into the aircraft as part of my review. After sending a couple photos of my built-up (**photo 2**) to friends, I was surprised how many had no idea what the airplane was or moreover, that the U.S. Army had one. So I thought a little history might make a good article for the newsletter.



The aircraft was designated G.91 for its designer, Giuseppe Gabrielli (there are those vowels again)--and if you look back at Fiat's other aircraft like the G. 50 Freccia and the G.55 Centauro, now you know why they had similar designators. The aircraft was the winner of a lightweight tactical fighter competition as part of a NATO Mutual Weapons Program. The resemblance of the "Gina" to the North American F-86/F-86D is no accident. Gabrielli was a proponent of the Sabre's clean basic design and the performance it achieved. What came off the drawing board at Fiat was essentially a scaled-down Sabre configuration with modifications for the proposed mission.

First flown in August 1956, the first production series of G.91s were delivered to the Aeronautica Militaire as G.91R.1s. The "R" suffix meant *ricognizione* (reconnaissance), and it sported Vinten cameras in the nose cone. These aircraft were armed with four 12.7mm Colt-Browning machine guns. As production ramped up, the G.91s were progressively up-engined with higher-thrust Orpheus power plants. The G.91R.3 variant, with two 30mm DEFA cannon in place of the four Brownings, was produced for the Luftwaffe. Gina also served with the armed service of Portugal, and though intended for the Hellenic Air Force as well, those aircraft were reassigned to the Luftwaffe. Probably her most famous assignment was as the mount for the Italian Flight Demo Team Frece Tricolori (**photo 3**).



So how did the U.S. Army get Ginas? In 1961, the army held an evaluation program at Fort Rucker, Ala., aimed at a new Reconnaissance/Close Air Support platform. They considered three aircraft: the Northrop N.156 (essentially an F-5A), the Douglas A-4C Skyhawk (modified with dual main gear and a drag chute) and the G.91. Two Ginas were borrowed from the Luftwaffe--a G.91R.1 and a G.91R.3--along with Luftwaffe personnel. Fiat sent along Riccardo Bignamini, the pilot who flew the first prototype, and some ground personnel as well. These two aircraft had their

wings removed, were loaded into a C-124, and then were flown from Germany to Fort Rucker, where they were re-assembled. The only modification the army made was to the Luftwaffe camouflage, adding high-visibility conspicuity markings and U.S. insignia.

Tests commenced with all three aircraft. The declassified report (courtesy of Richard Maxham at Fort Rucker) reads:

“Both R/1 and R/3 were fitted with 3 nose cameras each, and both were fitted with armament and wing pylons. R/1 was equipped with four (4) .50 cal. machine guns mounted internally in the fuselage and two wing pylons, while R/3 had two (2) 30 mm cannons mounted internally in the fuselage and four (4) wing pylons.”

Here are the report's operative remarks concerning the G.91:

Aircraft Handling Characteristics--Control, Stability, and Suitability for Typical Ordnance Delivery Missions

The flying qualities and stability and control characteristics of the G-91 were considered good in all phases of flight except, for excessive lateral directional oscillation in turbulence at speeds from cruise to V-Max. Lateral and longitudinal control sensitivity about the stick force neutral position was high and made small corrections difficult without over controlling. Asymmetrical loads during the bombing phases of the test produced greater yaw than was noted for either the A4D or N-156.



Surveillance Mission Tests

The G-91 was limited by its relatively short range.

Army Environment Tests

The G-91 was considered to be the most suitable for the Army environment due to its landing gear design, self-contained starter, favorable fuel consumption rate; and engine air-intake duct forward of the nose wheel.

High-Speed, Low-Altitude Handling Characteristics Tests

The aerodynamic characteristics of the test airplanes indicate that turbulence was moderated most by the A4D and least by the G-91; however, in turbulence the A4D had a noticeable movement around all three axes, the G-91 exhibited a yaw and slight roll.

Maintenance and Logistical Evaluation

The fuel consumption per flight hour was 575.7 gallons for the N-156, 604.7 for the A4D and 419.6 for the G-91. Based on observation throughout the period and on the POL consumption records, it was the consensus of the evaluation group that for operations in the Army environment, the G-91 would require less maintenance and logistical support than either of the other airplanes.

Conclusion

The range and payload of the G-91 airplane limit its capability to perform the Army close-support mission.

Sadly, another “conclusion” to the tests resulted from the fatal crash of the G.91R.1, killing pilot Riccardo Bignamini. The remaining Fiat was sent back to the Luftwaffe. Unofficially--because I can find nothing but hearsay and supposition on this--the air force went to the joint chiefs of staff after hearing of the army’s evaluations, saying in effect that they should be flying fixed-wing tactical aircraft, and to limit the army flying to rotary wing or fixed-wing support/logistical aircraft instead. As this occurred about the time of the McNamara era of “consolidation,” the supposition sounds pretty plausible.

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<http://www.yellowpages.com/chicago-il/mip/chicagoland-hobby-inc-23073935>
- **Forever Timeless**..... 4438 W. Belmont Ave., Chicago, IL, 773-545-6959
<http://www.city-data.com/businesses/218387017-forever-timeless-hobby-shop-chicago-il.html>
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<http://lagrange.patch.com/listings/la-grange-hobby-center>
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<http://local.yahoo.com/info-17171034-ron-s-mundelein-hobbies-mundelein>
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<http://www.pthinc.com/>
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http://www.greenfieldnewsandhobby.com/about_us.html
- **Oakridge Hobbies & Toys**..... 7511 Lemont Road, Suite 100, Darien, IL, 630-435-5900
<http://www.oakridgehobbies.com>

GALLERY SPOTLIGHT



IS BUTCH O'HARE STILL THERE?

All of these years and dozens and dozens of flights in and out of O'Hare International Airport, and I had never actually laid eyes on the Butch O'Hare exhibit and his plane. Sure, we all knew that it was out there somewhere, and there were even rumors that it had been removed.

Coming home from Hawaii last month, I remembered at the last moment to look for the display. I found an American Airlines captain getting money from a cash machine, who told me the plane was at the end of Terminal 2. This was a hike from Terminal 3, so off I went.

Just beyond the security checkpoint, way back, you could see the plane just over the heads of the shuffling travelers. Clearly not many people noticed it even though the plane took up a huge space. I counted only two people stopping to read the plaque.

Elevated on a platform and beautifully done, the F4-F Wildcat looks ready to go. Pulled from Lake Michigan as an example of what Butch flew, the plane is impressive. Yeah, it's still there.

This Month in *Military* History

June 9, 1945 – On Okinawa, the Japanese forces defending the Oroku peninsula are cut off and surrounded by forces of the U.S. 6th Marine Division. The U.S. 1st Marine Division advances southward to Kunishi Ridge, one of the last Japanese strong points.

(TDMH)



June 22, 1962 – The Hovercraft is first tested.

(TDMH)



UPCOMING EVENTS

June 6-7, 2014

Heartland Model Car Nationals

Overland Park Convention Center

6000 College Blvd. [Map](#)

Overland Park, KS

[Robert Perillo](#) 816-729-6159

June 21, 2014

MOSS CON 2014

The White House Theater

2255 Gretna Road [Map](#)

Branson, MO

[Nate Jones](#) 417-230-6220

June 14, 2014

OMACON 2014

Strategic Air and Space Museum

28210 West Park Highway [Map](#)

Ashland, NE

[Scott Hackney](#) 402-861-1999

July 12, 2014

NIMCON 3

MC HENRY COUNTY COLLEGE

8900 U.S. 14 [Map](#)

Crystal Lake, IL

[PHIL PIGNATARO](#) 847-658-9920

June 21, 2014

Spring in the Pines Model Contest

Eagle River Snowmobile Derby Track

PO Box 1447 [Map](#)

Eagle River, WI

[James W. Unger](#) 715-420-0072

August 3, 2014

7th Annual GTR Summer NNL

Algonquin Township Building

3702 US Highway 14 [Map](#)

Crystal Lake, IL

[Chuck Herrmann](#) (847) 516-0211



FROM THE OVAL OFFICE



It's great to see the ground again! Last winter was hard enough that I'm sure none of us wants to think forward to November, but it's coming and lots of work needs to be done before the contest sneaks up on us again. With that in mind, there are several important jobs that we need volunteers for. One such job is food vending for the contest. This is a revenue-generating function for the club, and therefore a significant responsibility that we all benefit from. I'm looking for one or two volunteers to own this position and to help prepare. Brandon Wilkins did a great job last year, and Marco Fernandez has filled the role in previous contests, so you will have plenty of "gouge" on how to do the job right!

Your officers are also working on updating the bylaws to more accurately reflect our current club goals and practices. You can expect a vote on this soon, but I'm not promising everything will be ready this month.

Happy Modeling!

John

Hello everybody, welcome to the update!

I am extremely swamped right now so this will be short and sweet. First off, here are the results for the 2013 Region 5 awards:

Chapter of the Year: IPMS/Fort Crook
Web Site of the Year: IPMS/Central Missouri Scale Modelers
Newsletter of the Year: IPMS/Gateway

Congrats to the winners this year, and a giant thank you to all who submitted a nomination. It's always a tough decision--there are so many of you guys doing such good things in and for our region. Keep up the good work! Just a reminder that bids for the 2015 Region 5 Regional Convention are due to me no later than May 15.

We are still seeking sponsorship help for the 2014 Region 5 Convention from other Region 5 clubs. I would like to thank Great Plains, Des Moines Hawkeye Modelers (x2!) and Ron Denning and Kevin Lutzeler for their commitments. Please contact me direct to sign up or with any questions. I was not feeling well but still made it down to KC-Con for a brief visit last month. I heard a report on Tuesday that it was a very successful event and a good time was had by all. Congrats to Great Plains and KC AMPS for hosting a great event.

Kelly Quirk



PRESENTS

MOSS CON 2014

MODEL SHOW AND COMPETITION

SATURDAY, JUNE 21, 2014



2255 GRETNA ROAD

BRANSON, MISSOURI 65616

SPECIAL THEME CATEGORY:



**D-DAY:
OPERATION OVERLORD
70TH ANNIVERSARY
JUNE 1944**

REGISTRATION: 8:30AM - NOON SHOW HOURS: 8:30AM - 5PM

CONTEST ENTRY FEES:

ADULT (AGES 18+) - \$8 FOR FIRST TWO MODELS, \$1 EACH ADDITIONAL

JUNIOR (AGES 12-17) - \$2 FOR FIRST TWO MODELS, \$1 EACH ADDITIONAL

YOUTH (UNDER 12) - \$1 EACH MODEL

SPECTATOR ADMISSION: \$2/PERSON ACCOMPANIED CHILDREN UNDER 12 - FREE!

CATEGORIES

AIRCRAFT - AUTOMOTIVE - ARMOR - SHIPS - FIGURES - DIORAMAS - SCI-FI

YOUTH - JUNIOR - MISC

SPECIAL AWARDS

BEST OF SHOW ~ BEST D-DAY SUBJECT ~ PEOPLE'S CHOICE

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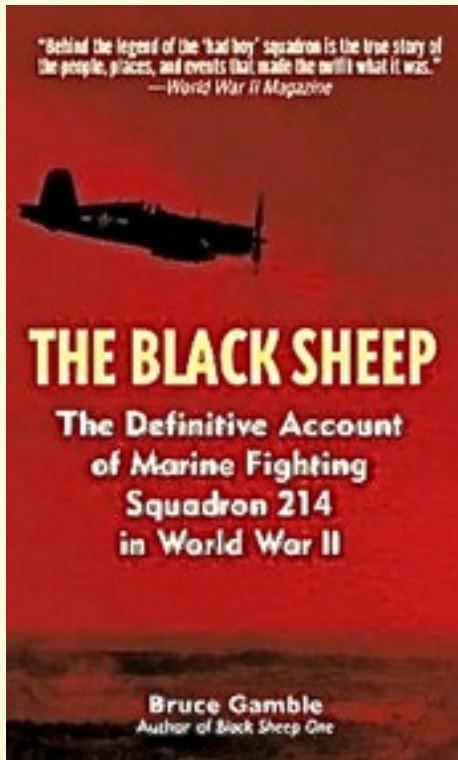


“The Black Sheep”

The Definitive Account of Marine Fighting Squadron 214 in World War II

By Bruce Gamble

Reviewed by John Kaufman



Many of us will remember “Baa Baa Black Sheep” on television in the late 1970s and the wild adventures of the misfits and rabble rousers of VMF 214. The blue painted Corsairs flashing through the skies and shooting down the dreaded Japanese Zeros form part of the legend that is the Black Sheep. The legend is also based on the book by aviator Greg Boyington himself, in which he builds his own story in addition to the tale of the squadron. The true story, which truly honors all of the men who served in VMF 214 during World War II, is as compelling and dramatic, if not so flashy as what we have heard in the past. “The Black Sheep, The Definitive Account of Marine Fighting Squadron 214 in World War II,” by Bruce Gamble, tells this story with compassion and clarity that demonstrates a depth of research that is fortunately becoming more common but was still the exception when this book was published in 1998. Gamble gently disproves the exaggeration and inaccuracies and allows you to meet the men who fought and died in the skies over the Solomons in four combat tours.

The story starts in the dark days after Pearl Harbor with the formation of VMF 214, who soon adopted the name “Swashbucklers.” They flew two combat tours in Wildcats, supporting the end of the Guadalcanal campaign and the initial moves up the Solomons. After the second tour, while the majority were on leave, Boyington took over the squadron and led them on another two tours flying Corsairs, renaming them the Black Sheep. (As an aside, Gamble also has written a detailed biography of Greg Boyington called “Black Sheep One,” which I read some years ago and it is also a good read.) The book further follows the Black Sheep as they trained to fight from aircraft carriers near the end of the war, but that combat tour was cut tragically short as a bomber all but destroyed the USS Franklin with a couple of well-placed bombs. The squadron served one mission and a half-day of combat on that fifth tour before the war was over.

One of the inaccuracies covered is the claims of planes knocked down by the different pilots. Gamble goes into the Japanese records and figures out where both sides were exaggerating. He also reconstructs the battles to determine, where possible, the actual pilots who were fighting. Using the rules applied at the time, he corrects Boyington’s score to 23 confirmed, ranking third in the Marines Corps instead of first. Gamble also describes all of the losses, including the training accidents and operational losses, showing how dangerous it was to fly these planes during the 1940s. One appendix lists every aircraft lost by VMF 214 during their careers, including the serial number of the airframe. There is also an appendix covering the pilots and some of the ground crewmen who served in VMF 214 and what happened to them.

One of the interesting details I learned was that the brother of the man who claimed Yamamoto, Thomas Lanphier, was a member of VMF 214 and died as a POW. Charlie Lanphier was shot down and captured not long before the end of the second combat tour. VMF 214 also received the first Presidential Unit Citation for the four tours in combat. They lost about 30 percent of the roster as casualties of all sorts, including 27 killed or MIA. The legend of the Black Sheep was created over nine months of combat in the Solomon Islands. It has been embellished and exaggerated, but the truth of the legend is even more interesting and honors the real men of VMF 214. This book is enjoyable to read and tells the story well. I recommend it to anyone who is interested in the history of aerial combat in the South Pacific during World War II. Enjoy!

Butch O'Hare Gear

Get yours NOW!



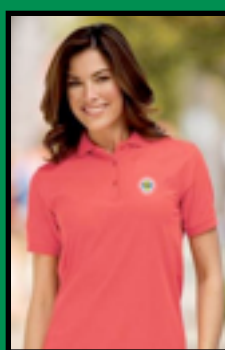
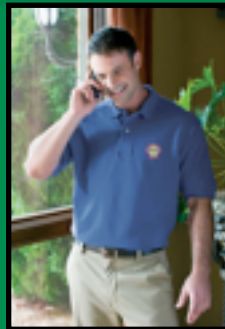
The fine apparel makers at the Queensboro Shirt Company have put together a super package surrounding our newly designed club logo. These polo shirts come in multiple colors, and in adult sizes S, M, L, XL, 2XL and 3XL.

Our online store has been recently updated. In this club store you will find many kinds of apparel including polo shirts, T-shirts, denim shirts, hats and jackets, with the Butch O'Hare logo on every item. Embroidered or digitally printed apparel with both color and black-and-white logos is available to be delivered to your door. Women's styles are also available.

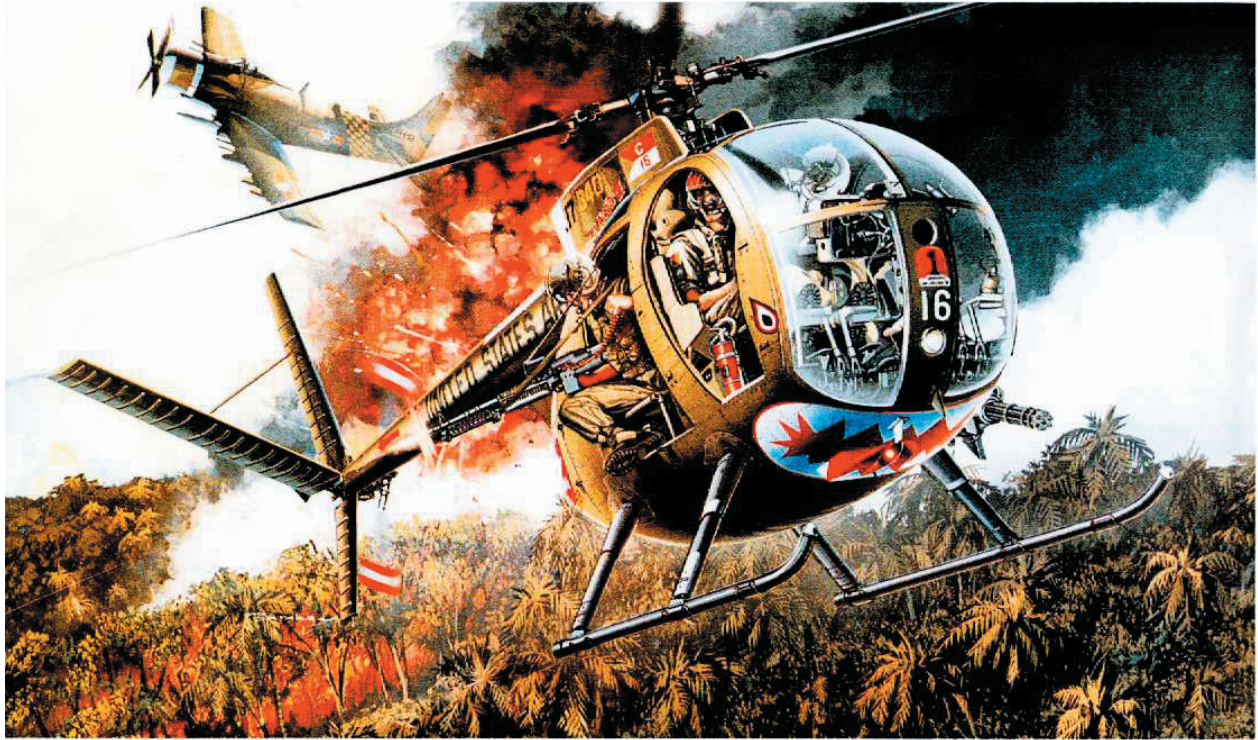
The logo above is the representational stitched item, approximately 3.5 inches in diameter. The red polo is a heavier, traditional style, while the navy blue polo is a newer, lighter design made for the office. Both have flat "no curl" collars and come in multiple colors. Water wicking, high-tech shirts are also available.



Link To: www.butchohare.qbstores.com



“In Country”
THE WAR IN VIETNAM
Region 5 2014 Convention
OCTOBER 18, 2014



LOW LEVEL HELL
“C Troop (Air), 16th Cav, (Dark Horse)”
Vietnam

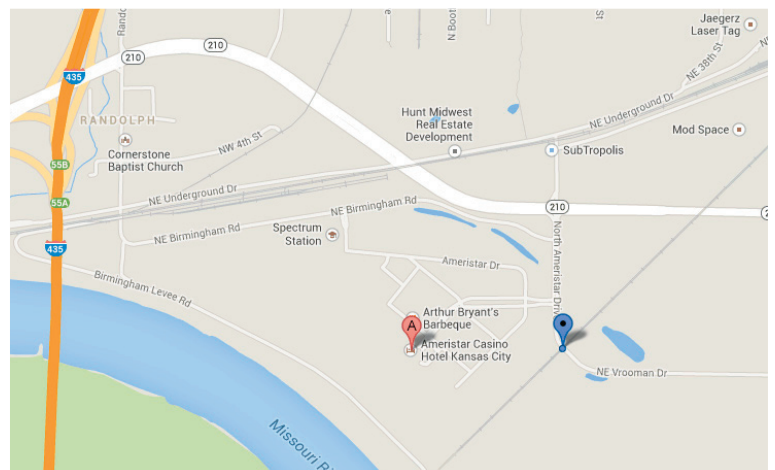


West Central Missouri IPMS Chapter

IPMS/USA

INTERNATIONAL PLASTIC
MODELER'S SOCIETY

*Ameristar Casino
3200 North Ameristar Drive
Kansas City, MO 64161*

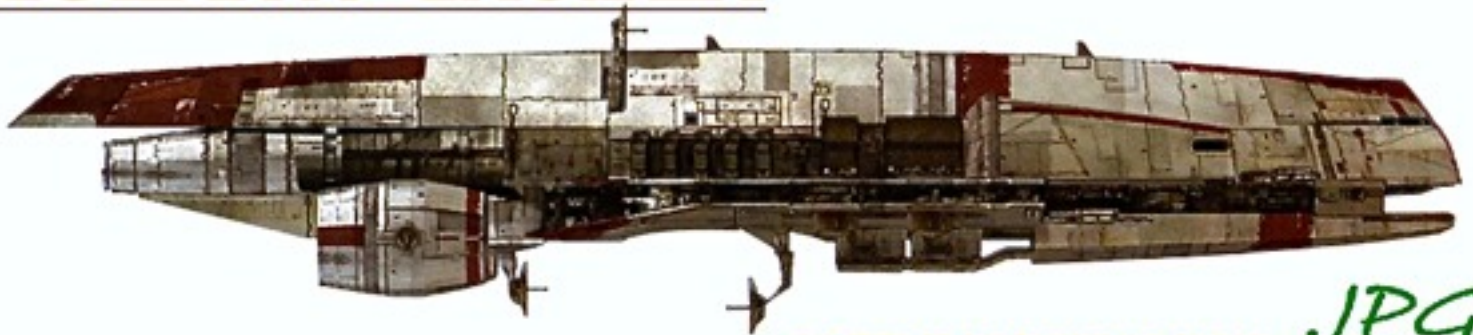


New Kits...and stuff

Thanks to Steve Day, who brought in this new release for us to see.

SCALE: 1:350

GOZANTI CRUISER

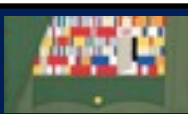


MASTERED BY NICHOLAS SAGAN

JPG
CASTINGS



Officer's Club



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630-880-4905

jlbishop@wideopenwest.com



Vice-President: *Stan Kurcz*

630-637-1323

stan.kurcz@gmail.com



Secretary: *Ihor Hlohowskyj*

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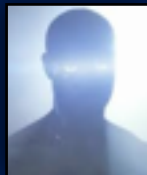


Newsletter Czar

Kevin Stover

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Club Website

www.butchoharemodelers.com

Club Store

www.butchohare.qbstores.com

Club Store

butchohare@hotmail.com



Upcoming Schedule 2014

Date	Theme	Demo/guest
January 10	*****	*****
February 14	*****	*****
March 14	*****	*****
April 11	*****	*****
May 9	**Anything RED	Auction Night
June 13	Boeing	Airplane Antennas (Carl Knable)
July 11	**Non-Federation	Basic Airbrush Maint. (Steve Day)
August 8	Civilian Dress	Canopies (Kevin Stover)
September 12	**Six Day War	Real Wood (Keith Ward)
October 10	USS Anything	Build-it Night #2
November 14	*****	CONTEST!
December 12	**Snow Covered	Xmas Party



**Bring us
Safely
Home...
Please
Contribute
to YOUR
Newsletter!**

All meetings are held on the second Friday of the month at:

**St. Paul's United Church of Christ
5739 Dunham Rd., Downers Grove, IL**