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NEWSFLASH

June 2020

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Hello Swamp Foxes, Welcome to the April 2020 Newsletter.

Well it seems like forever since we had our February meeting, I hope all our members and their families are keeping safe and well along with the rest of the World population

I think as modelers we are somewhat well adapted to adjust to the restrictions, More time at the benches in many cases cannot be too bad, Postal Services are doing a Stirling job and most online stores are operating a near normal service, Hobby Lobby and New Brookland ceased trading for a while but are now back open with restriction, Now we know why we have stashes.
Finally a big shout out to all The Emergency services, Doctors/Nurses/Police/Fire and The Military and so many others that are helping us all get through this

Now go build a model

From the Front Office…

Howdy, all!

Another month of ~~self isolation~~ model building time has come and gone! Once again, the library is closed, and, once again, I have not heard a word from them.

Since I only heard from one or two of you about virtual meetings, I made a Command Decision--we'll give one a try and see how it works. The meeting information follows:

Topic: My Meeting Time: Jun 17, 2020 06:00 PM Eastern Time (US and Canada) Join Zoom Meeting https://us04web.zoom.us/j/8469357468?pwd=YUEzNDBYUnVUUTF2MTk0KzNRaUNwdz09 Meeting ID: 846 935 7468 Password: 7ZKu4J

· Click on the link and follow the instructions. If you are prompted, enter the ID and Password.

· I have the meeting set where everyone is muted upon joining. To speak, you can press the spacebar to un-mute your mic. I would ask that you keep your mic muted and raise your hand to be recognized before you un-mute and begin speaking.

· There is also a chat function you can use to ask questions, etc.

· If I might make a suggestion--if you have models to share, take pictures of them and have them opened on your desktop. You will have the option to share your screen with the rest of us during the meeting.

· Be mindful of what your camera "sees"--there should be a preview pane where you can test your camera, speakers, and mic.

On the show front, here's what's going on:

· We have sold out all vendor tables again. We had a few cancellations, but they got filled by people on the waiting list.

· We will continue to monitor the situation. We have another decision day coming up in early July—if things have not appreciably changed, we will act accordingly. Right now, we're examining occupancy issues and other guidance from SCDHEC and Governor McMaster. Lexington County has been labeled a "hot spot" recently, and the number of confirmed cases have risen in the past few weeks—between increased testing rates, the increase in gatherings on Memorial Day, it does not look good. There still is

no vaccine, and all treatments are still experimental. So…

· We still need to get judges trained and familiar with the scoring system. The judging criteria is not difficult—you use the same as you do in a comparative

system—but the score system is new to many of you. If we can have a face-to-face July meeting, we will make this an agenda item. If not, and if we still host the show, we will do a training session at the show. We have enough members who are familiar with the system that they can act as trainers.

Other than that, we are where we are.

Keep posting your pictures to Facebook, or send them to John. I've been seeing a lot of good work from Rick, Mike Martucci, Darby, Matthew, Tom and John lately.

If you have any questions, you can always contact me. My information is in the roster I sent out a few months ago.

Cheers!

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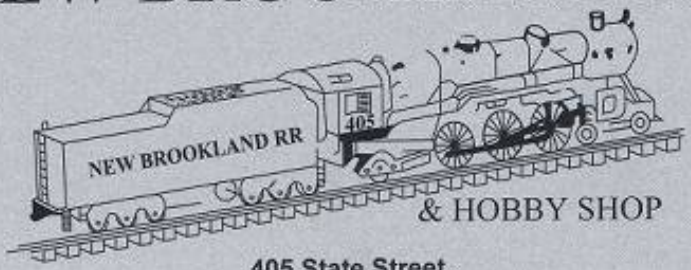

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The Cars of James Bond

The Cars of James Bond - Part One

"Bond's car was his only personal hobby. One of the last of the 4-1/2 litre Bentleys with the supercharger by Amherst Villers…. Bond drove it hard and well and with an almost sensual pleasure. It was a battleship grey convertible coupé…"

The first Bond car appeared in the very first book *Casino Royale*, published in 1953 by Ian Fleming. It was a 1930 Bentley Blower with Marchal headlights, a 2-inch exhaust, and dark blue leather upholstery. It appeared briefly in *Live and Let Die (*the second novel in 1954)*,* but was destroyed in a car chase in the novel *Moonraker* (published in 1954). And a Bentley (but not a "Blower") had a brief cameo at the beginning of the film *From Russia With Love* in 1963. Fleming saw the Bentley as the

perfect car for Bond's cover as a wealthy bachelor.

But wait. You're saying "that ain't so. I don't remember that car." And you are correct. Here is the secret: There were two sets of Bond adventures – the novels, and the movies – and never the twain shall meet.

The first Bond movie was *Dr No* in 1962*,* which was set in Jamaica, and in which Bond drove a Sunbeam Alpine. Bond also drove the Alpine in the novel of the same name. This Alpine apears again in the novel of *The Man with the Golden Gun,* where the Jamaica station agent "finds the car that James had driven in his previous assignment." It is a right-hand drive car – correct for Jamaica.

Bonds Sunbeam Alpine

Okay, before we get too far into this, let's set some rules. There are plenty of Web sites that will detail all the cars used in the Bond films. So as not to bore you (and to ensure you read this story to its end), let's agree that I will only cover the cars that Bond actually drove – or at least, iconic cars in which he gets chased. And henceforth I will only reference the movie cars – especially because there were only 14 books but 27 movies. And the sequence of the original novels and the movies is not the same. (And usually, the movies have different details and settings than the corresponding novel.)

So of course, when we talk about Bond cars, you're thinking of the iconic 007 car – the Aston Martin DB5. It appeared in many movies after its first showing in *Goldfinger* in 1964. (Fleming's novel of *Goldfinger* from 1959 had him driving the then-current Aston Martin DB III.) This DB5 was the first time that an automobile was a major character in a movie. (Okay, let's not count the Batmobile.) In many subsequent 007 films, the cars will also be prominent – especially because Bond movies always seem to have a requisite car chase (or two).

Bonds Aston Martin DB5

An interesting bit of movie history is that, when the producers approached Aston Martin about using one of their cars for the movie, Aston Martin was not interested. They offered to let them buy the car at the current market value of £4,500. At that point, the most famous car in movie history was on the verge of being a Jaguar. Eventually, Aston Martin begrudgingly loaned them a second-hand development car. The producers added another £25,000 worth of gadgets. These included machine guns, rotating license plates, tire shredders in the hubcaps, oil-emiting tailights, smoke screen, a bullet-proof shield above the trunk, and of course the famous ejector seat. (Someone once said that the gadgets were dreamed up by overgrown kids with too many parking tickets.)

Several intervening movies have no main automotive character. The DB5 appears in the movie *Thunderball* but only briefly. It will also appear much later in four more Bond films.

The next movie *You Only Live Twice* from 1967 takes 007 to Japan. In the (two) car chase scene(s), Bond is driven by a female Japanese agent in a Toyota 2000 GT. Although our spy doesn't drive this car, it has become an iconic Bond car, so I included it. Another cinematic side story is that the Toyota only came as a hardtop coupé. But Sean Connery was over six feet tall and did not fit well in the car. So Toyota made a bespoke version specifically for the film – a convertible.

Toyota 2000 GT – You Only Live Twice

The next major car character appeared in the film *On Her Majesty's Secret Service* from 1969. Bond drove an Aston Martin again, but only for a bit in the opening car chase (car chase #1). The real car star of the movie was the red Mercury Cougar XR7 convertible driven by Tracy de Vicenzo. Later in the movie Tracy drove like Bond himself as she outran the villains in Austria (car chase #2), through snow and even an ice-rink car race.

Mercury Cougar XR7 convertible – On Her Majesty's Secret Service

In 1971's *Diamonds Are Forever,* Bond drove several cars at the start of his assignment to uncover diamond smugglers that threaten to impact Britain's economy (oh no!). But the car star of this movie showed up when the story went to Las Vegas. The diamond smuggler, Tiffany Case, drove a 1971 Mustang Mach 1, which Bond manhandled to escape the bad guys. In its famous scene, Bond hiked the car up onto its two right-side wheels to slide down a skinny alley to escape the henchmen. Infamously, as the car exits the alley, it was up on its left side. Ah, the willful suspension of disbelief.

1971 Mustang Mach 1 – Diamonds Are Forever

In the 70s, the cars entered a new era. Car carnage was off the scale. Several movies included wild car chases where buses, cars, and trucks were destroyed – all in the interest of cine-magic.

When Roger Moore took over the role of 007, the directors added a bit of whimsy to the franchise. Bond was a little lighter; and the story lines became… well, there's that suspension of disbelief. In the movie *The Spy Who Loved Me* from 1977*,* Q traveled to Sardinia to deliver Bond's latest ride, a Lotus Esprit S1. In the famous chase scene, Bond drove the car into the sea. His partner (Russian spy Barbara Bach, later to become Mrs. Ringo Starr) was aghast, but Bond was secure in the knowledge that the Lotus could transform into… a submarine. With missiles.

Lotus Espirit S1 – Spy Who Loved Me

As time went on, so did Women's Lib. Bond's co-stars become more assertive and stronger – stars in their own right. *For Your Eyes Only* (1981) brought a Bond woman with her own agenda – revenge. After the heroine shot the person who killed her parents, she and Bond escaped in a Citroën 2cv, a tiny French car with a 2-cylinder flat-twin engine that got about 4 hp (okay, actually between 9 and 24 hp). That made the ensuing chase scene a little like Abbott and Costello. At the end of the chase, the car actually survived: and the two protagonists escaped, driving away in the remains of the Citroën.

Yellow Citroën 2cv – For Your Eyes Only

By 1987, it was time for a new Bond. Timothy Dalton starred in *The Living Daylights (1987),* and the producers were keen to get Bond back to his no-nonsense roots. And with him came a car suited to a hard-edged spy. The choice was another Aston Martin – a V8 Vantage Volante. Of course it had gadgets, like ski side-riggers, machine guns, and rockets. It would end up meeting a fiery demise (do we see a pattern here?), but it rekindled the spirit of the DB5. In this movie, the Volante started out as a convertible add ended up a coupe. Q can truly do some magic!

Aston Martin V8 Vantage Volante – The Living Daylights

After only two starring roles for Dalton, the series moved on to Pierce Brosnan in 1995. (Also, from this point forward, most of the movies – save one – have no corresponding Fleming novel – these will all be new scripts.) A very early scene in *Golden Eye* had Bond in a friendly car race, driving the Aston Martin DB5 against a Ferrari 355 on some tricky mountain passes. Unfortunately, the Hollywood golden rule also emerged – "product placement" makes extra money. Later in the movie, Bond drove a BMW Z3 convertible for about 2 minutes (literally).

Aston Martin DB5 races Ferrari 355 – Golden Eye

But the franchise tried to make up for this frivolity in the next film, *Tomorrow Never Dies* of 1997. Bond got a BMW 750 that had more cool gadgets, including the ability to drive it with his cell phone. This Beemer acquainted itself well in the action scenes, but alas, got destroyed in the end (again). [Note to self: do not lend my car to James Bond.] There was also a chase scene (a chase scene? what a surprise!!) where Bond "appropriated" a motorcycle to escape – another BMW

BMW 750 – Tomorrow Never Dies

Another sad product placement in *The World Is Not Enough* from 1999*;* Bond drove a BMW Z8 for a paltry few minutes, until it got sawed in half.

But again the producers came back strong. In *Die Another Day (2002)*, Q gave Bond an Aston Martin V12 Vanquish. Or as Q quipped, "it's a Vanquish, but we call it a 'Vanish.'" The car was equipped with "adaptive camouflage" which means it could blend into its background – in other words, become invisible. (Someone quipped that this was "a gadget too far.") (Maybe the producers forgot how silly some of Roger Moore's antics were.) This new Aston had a lot of cool gadgets again, including missiles, machine guns, and – you guessed it – an ejector seat – which saved Bond from a fiery demise from an approaching missile. (Hunh?... how in the… well, actually, it does – you gotta watch the movie.) In the requisite car chase (duh) on a frozen lake, Bond ran from the bad guy who was driving a similarly missile-equipped Jaguar XKR. But this time, the Aston survived!

Aston Martin V12 Vanquish – Die Another Day

In 2008, the movies got a new 007 in Daniel Craig. The James Bond series was essentially rebooted, as if starting all over with Bond getting his 007 rating, then going on his first assignment – to *Casino Royale* to out-gamble Le Chiffre. Craig's Bond had a more serious tone – darker, unemotional. But the good news is that his car is again an Aston Martin – a V12 DBS model in medium grey. Uncharacteristically, it had no fancy gadgets other than a gun in the glove box. This car was destroyed in the (final) car chase of this film, where it flipped seven times. Although the car was gone, Bond survived [duh]. Movie news: The film crew had a "hard time" with the Aston – the stunt drivers could not get it to roll because it was so superbly aerodynamic. They finally installed cannons underneath to make it flip.

Aston Martin DBS V12 – Casino Royale

Another interesting cinematic note is that the light grey DB5 also reappeared – I mean, was "introduced." Bond won it from a bad guy in a card game.

An aside: in 1967, someone (not the Bond production company) made a movie titled *Casino Royale.* But it was a spoof – a farcical frolic of fantastic frivolity. It had a mega-star-studded cast, but is usually not counted when people talk about Bond films. It is campy and humorous today; but it did have one redeeming quality: Sir James Bond drove a 30s-era Bentley. The bad guy (girl) drove an XK-E.

Jaguar E-Type and Bentley – 1967 Casino Royale (Bond Spoof)

In the next film *Quantum of Solace* (2008), the very first scene was (are you ready for this?) a car chase, where Bond was driving an anthracite grey version of the Aston Martin V12 DBS. In his getaway from the bad guys in the mountains around Siena, Italy, the car got pretty bashed up, but Bond managed to deliver it to MI6 – with Mr. White alive and well in the trunk – although probably a little shaken and stirred.

Skyfall (2012) started with a motorcycle chase (for a change?) across the streets and roofs (no, not a misprint) of Istanbul, but no car chases per se. Later in the movie, Bond went to a London garage where was parked the light grey DB5 (which he won at the Casino Royale, remember?). Bond and M lead the bad guys away from London to Bond's childhood home in the Scottish Highlands, called Skyfall. As they were leaving London, M comments that it was "not very comfortable, is it?" Bond playfully fingered the eject button. During the shoot-em-up final scenes, the DB5 was utterly destroyed.

Film note: The Bond series movie producers have never been fans of CGI, preferring to make their chase scenes in the old fashioned way – with real cars and real drivers.

Obviously they go through quite a lot of vehicles. That being said, the James Bond films have done more than anyone to give the cars a personality in their own right.

In the film *Spectre* from 2015, Bond escaped a meeting of the Spectre crime syndicate in a bespoke Aston Martin DB10, chased by another supercar, a Jaguar C–X75. The Aston was commissioned by Eon, the production company behind the Bond films, and was designed specifically for the film. Only

10 were built. They were not certified or approved for use on public roads. Eight were used in the film, and only one was ever sold (at auction) to the public (for $3.5 million). Following the chase in the movie, Bond dumped the car into the Tiber River in Rome. At the end of the movie, Bond drove away in the DB5. (Wait a minute – I thought it was **utterly** destroyed in *Skyfall?!)*

Aston Martin DB10 - Spectre

The next Bond movie is due to be released in 2020. It will feature four Aston Martins – two returns and two new models. The latter include an Aston Martin Superleggera and an Aston Martin Valhalla. The returns will be a V8 Vantage Volante and the resurrected DB5. We'll have to wait and see if they all survive this movie.

Modeling the Bond Cars

Heller 80722 Bentley Blower Model Car 3279510807226

★★★☆☆ (1)

US $39.95 +Free Shipping

The Bentley Blower (from the first three novels) is available at a reasonable price.

One example is this "Level 4" kit from Revell of Germany and fits together well, but was a challenge. The kit comes in green livery, as was standard for Bentley in that time period. But the novels in which the car appears point out that Bond's car was battleship grey with blue interior.

The Sunbeam Alpine shows up in two novels and the first movie *Dr No.* I did not find a kit of the Alpine (British 4-cylinder base model), but there is a kit of the Tiger, which has an American V8 stuffed under the hood. I merely glued the hood closed, and ran only one exhaust.

AMT Sunbeam Tiger 1/25 Scale Model Kit NEW SEALED Retro Deluxe Edition Hobbies

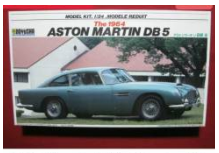
★★★★★ (15)

US $19.99 +US $11.20 Shipping

Aston Martin DB 5 007 Goldfinger Model Kit from Doyusha 1:24 scale (SEALED)

US $149.99 +US $8.24 Shipping or Best Offer

Ah, the iconic Aston Martin DB5. There are two kits available, both by Doyusha. The first just has the basic DB5 as a street-side kit (i.e. no engine). The other kit is also street-side and bills itself as the "James Bond car" and includes some of the gadgets like the ejector seat and the machine guns, plus two little figures of Bond and his adversary Odd Job. Because of the link to James Bond, these kits are both getting to be pretty pricey.



1964 Aston Martin DB5 Doyusha 1:24 Car Model Kit James Bond 007 Goldfinger DB 5

AU $69.99 +AU $37.70 Shipping approx US $48.33 +US $26.03

Like the rare car itself, kits for the Toyota 2000GT can be hard to find. There are hardtop versions, but this kit is the bespoke convertible version from the movie.

There are several kits of the Cougar Eliminator, which can be modeled into the movie XR7 by adding different headlights and cutting off the roof. I guess you might have to be a die-hard Bond fan for all that.

AMT Round 2 912/12 1969 Mercury Cougar Eliminator Kit 1:25 Retro Deluxe Sealed

★★★★★ (1)

US $14.99 +US $8.11 Shipping

AMT ERTL Classics 1971 Ford Mustang 1:25 Blue Silver #38160 new

US $25.30 +US $10.90 Shipping or Best Offer

The Mustang Mach 1 from *Diamonds Are Forever* is easy to find, probably because Mustangs are such a popular kit car, even without the James Bond connection. As always, you can watch the movie (yeah, a hard choice, but somebody's gotta do it) to get details for painting the model.

The Lotus Esprit from *The Spy Who Loved Me* reflects the silliness to which the Bond movies had sunk (pun intended). The car is available as a straight sports car, but also can be found as the Bond car with the submarine parts. Another Lotus Esprit appears briefly in *For Your Eyes Only.*

Fujimi 1:24 Lotus Esprit S1 Plastic Model Kit 12640 FJM12640

★★★★★ (1)

US $47.99 +US $8.99 Shipping

CITROEN 2CV CHARLESTON 1:24 SCALE REVELL PLASTIC MODEL CAR KIT

(0)

US $22.99 +US $7.85 Shipping

I actually like the quirky Citroën 2cv that Bond drove in *For Your Eyes Only*. There are several kits made from several manufacturers, all about the same price. The Revell of Germany version, a Level 3 kit, is a joy to assemble – even if it had the wrong shaped headlights.

An extra tip if you want to make your model a truly authentic Bond car: use an authentic license plate image from the movie. Using the Internet, capture a screen shot (or some other method) to get a snapshot of the license plates of the various cars in the movies. If you can make your own decals, then do so. If not, do as I did: first get them to the correct size (13/16 of an inch, more or less). Then print them on photo paper. My results would smear easily with handling, so I first covered them with clear magic tape. Then I cut them to size and glued them to my models with Elmer's Clear Glue.

Ah-ha, the Aston Martins are back in *The Living Daylights*. But alas, I could find no plastic model kit for the V8 Vantage Volante. I did find several die cast cars. Die cast are more pricey than plastic models - plus they're already built. But of course, you can disassemble them, repaint them, and put them back together again.

GT SPIRIT - 1/18 - ASTON MARTIN V8 VANTAGE VOLANTE - GT128

(0)

US $89.95 +US $9.95 Shipping

1/24 Revell Premium BMW 750IL kit #7170 Very Rare (Partially Built)

(0)

US $140.00 +US $9.00 Shipping
or Best Offer

I'm going to skip the BMW product placement cars. the Z3 and the Z8; both of the Z-cars are available at fairly low prices. But the BMW 750 deserves attention. Kits are few and far between, so you will pay a premium price for one.

And *Casino Royale* gets us back into the British icon again. The Aston Martin DBS is available from Tamiya, which is the one I built. I bought it before the prices went through the roof.

TAMIYA #24316 1/24 Aston Martin DBS w/ Photo-etched parts scale model kit

(1)

US $128.00 +US $16.00 Shipping

Trending at $145.12

Like the bespoke movie car itself, models of the Aston Martin DB10 from *Spectre* are rare, precious, and beautiful. I could only find some die-cast versions, ranging from $39 to $139 - so I won't be adding it to my collection.

Epilogue

When people talk about the James Bond movies, they always mention several themes that are carried throughout the series: the Bond girls, the gadgets, the chase scenes, and the cars. Okay, there were also helicopters and jet packs – but the cars were stars in their own right. So, since we all seem to have "nothing but time" for a while, get some models of Bond cars, and then watch the movies – for enjoyment as well as building tips.

To learn more about the cars of James Bond, you can read or view the following:

- www.carcovers.com/resources/the-complete-list-of-007-james-bond-cars/
- "List of James Bond vehicles" – Wikipedia
- Other sites list all the vehicles used in all the Bond movies

DVDs:

- "Top Gear: 50 Years of Bond Cars" – DVD available at your Public Library

And of course:

- the James Bond movies (many are available on various TV channels), and
- the Ian Fleming novels.

Michael Martucci

Working at "Mac" ©

(McDonnell Aircraft Corporation)

Early F3H "Demon"embarrassments….impressions of "Talos"…
…the F-101 "One-Oh-Wonder" ….something called an F4H ….and more

My only experiences with either McDonnell Aircraft's F-101 "Voodoo" or F-4 "Phantom" are extremely limited, and occurred LONG ago ... well over sixty years ago, in fact. In July 1954 I graduated with my aero engineering degree on a Saturday, and began working immediately (the following Monday!) at McDonnell Aircraft Corporation in St Louis MO. (This was long before the merger of McDonnell with Douglas, and decades before both famous old names were absorbed into Boeing.) I worked at "Mac" (which is what EVERYBODY called it then) while waiting to report to my USAF pilot training class eight months later.

Before I arrived at Mac, production of their older Navy F2H "Banshee" fighter was ended. Mac's "money" program of the day was to be another Navy fighter, the F3H "Demon". It turned out to be the only single-engine fighter "Mac" ever built, and it was in trouble. It was powered by a honkin' big NEW Westinghouse J40 engine which had been chosen …rather dictated …by pressure from the Navy. Despite the J40's problems, "Cold War" pressure to get Demons to the fleet forced the Demon in early production, despite problems with the engine.

Things had started going really badly, with early test airplanes spiking all over Missouri like lawn darts, and worse, killing test pilots. The Navy was not happy, "Mr. Mac" was not happy. Nobody was happy. The engine was woefully underpowered ...but worse, it was unreliable ...and the airplane only had ONE! It got so bad that "Westinghouse" became a twelve-letter-dirty-word around the MAC plant. See these links for more on this fiasco: http://en.wikipedia.org/wiki/Westinghouse_J40 http://en.wikipedia.org/wiki/McDonnell_F3H_Demon

Recommended digital book: https://itunes.apple.com/us/book/f3h-demon-in-detail-scale/id785670308?mt=11

Things eventually became so bad that the J40 was the LAST jet engine that Westinghouse would ever build, before they went back to nuclear power plants, washing machines, and whatever else they built.

The Navy finally gave up on the engine, and told MAC to redesign the airplane for a different engine. But the Allison J71 would physically not fit in the early airplanes!

But a seriously big-time bullet still had to be bitten: "….what to do with all those Dash 1 NEW airplanes, still littering the ramp?"

What DO you do with TWENTY or more expensive BRAND NEW, never-flown jets ….that can't even be flown to the boneyard?

The Navy finally instructed MAC to TOW the airplanes from the plant to the Mississippi River. After being craned aboard barges, they were floated down the Mississippi in front of God and the whole world, to Memphis. TOWED again to the Navy's mechanic school at NAS Memphis, these BRAND NEW, FIRST- LINE AIRPLANES serve their careers as expensive TRAINING AIDS for neophyte mechanics!

A St. Louis Post Dispatch picture of his Memphis-bound new fighters floating past downtown St. Louis was not a proud moment for Mr. Mac. (Despite the fiasco not being his fault, in situations like this, the "brown stuff" sort of splatters on everybody.) Reliable sources around the plant reported that Mr. Mac vowed on the spot to never again build another single-engine jet fighter. And he didn't, either….

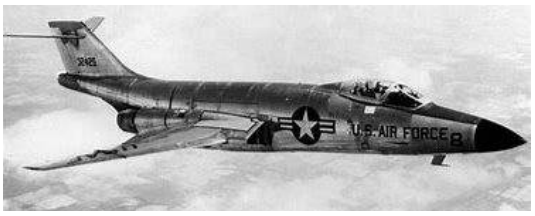
While I've digressed from the F-101, the Demon story underlines the importance that the brand new F-101 held for McDonnell!

My job at MAC was in the structures laboratory, where the principle task was static load testing of airframes. I was assigned to test work in the U.S. Navy Talos missile project.

The Talos was a supersonic, shipboard
surface-to-air anti-aircraft missile launched with a solid rocket booster and then sustained by ramjet main propulsion. Bendix was the prime contractor, principally because of the complex radar guidance and autopilot features: McDonnell was a subcontractor for the airframe.

Compared to airplane design engineering division, the structures lab was a relatively small operation. Therefore I naturally knew people working on other projects in the lab.

Thus, I couldn't help but follow …the progress of a big new USAF fighter project then just reaching hardware stage, and which being counted on to maintain the company's fiscal health. (Translated: JOBS!) That was the F-101, the "One-Oh-Wonder": the second of the USAF's new "Century Series" fighters.



The project had tight security: the first airframe completed was never flown. It was the static test article which rolled out of final assembly at night, wrapped and covered from prying eyes; and moved directly from the assembly line into the structures lab, never to see daylight intact.

To that point my experience with "touchable" real airplanes had been the likes of Cessnas and Pipers; this one was so big I recall marveling "This is a single seat FIGHTER?"

Because of the airframe's size, its test rig was naturally stupendous as well, looking like an EXTREMELY stout steel framework for a four story office building, built inside our lab. It enclosed the whole airplane.

Vividly recalled is the most critical test of the test series. It was termed "rolling pullout" for that asymmetrical hi-G flight loads condition. Besides the design engineers and we test folks, when that critical test was run most of the brass from "Mahogany Row" (so named for the row of offices with the fancy desks of the highest-level executives) were all in the lab, along with anyone else who could find an excuse to be there. We were all holding our breath during that critical test because it meant so much to the company! (And us!)

A whole forest of huge hydraulic jacks simulated flight air loads, connected to the skin of the airframe through "whiffle trees" which distributed the loads to rubber pads, each about six inches square and glued to the surfaces to cover virtually the whole skin. To pass the test the structure was, by contract, required to reach and hold 150% of ultimate design loads for a contract-specified time, after which it would be taken to destruction.

The air was filled with tension as the loads built up slowly and the airframe became quite visibly deformed. At 150%, the wing was bent like a pretzel; quivering, shaking, and with the occasional rivet letting go like a rifle shot. But it held. Everyone started shouting, slapping backs, etc.; the mood became almost like a football championship game. After that, they took it to destruction (which was only a couple more percent of the load) and it let go like a bomb going off, with the whole damn building vibrating.

So that's my one story about the One-Oh-Wonder. It was quite an airplane. I've known pilots who flew it, but never had the chance myself.

Another example of the building shaking came in another test: the landing gear drop test for the Navy F3H-2 Demon. Navy carrier plane landing drop tests for carrier landings are really *DROP* tests, in comparison to those done at the more conventional landing sink rates for Air Force types landing on runways. The F3H test article airframe was quite literally hauled up to the building's rafters before they let it go, wheels spun backwards by electric motors to simulate a forward moving aircraft landing on a stationary carrier deck.

Everybody in the building knew when drop test had been made!

Our lab was also involved ….in some ICBM experimental research for the Air Force. "Mr. Mac" …James S McDonnell, hisownself …had always been known as an innovative engineer, and from the beginning his company had always been at the cutting edge of technology. A few years later, Mac would build both the Mercury and Gemini spacecraft for the American manned spacecraft program.

For early ICBM studies, MAC was chosen by the USAF to find the answers to some very important questions: for example, could a huge cylinder made with VERY thin skin be strong enough when pressurized to withstand the very considerable bending loads imposed (for example) when that cylinder was a cylindrical ICBM in flight?

Theoretically, a "perfectly smooth" cylinder has near-infinite strength, but how do you get a real-world thin-wall metal cylinder to approach being "perfectly" smooth? Conventionally built structures of normal gauge metals would be too heavy to lift a warhead to where it needed to go with the rocket power then available, and as is well known, weight is <u>everything</u>, when sending something into space.
So the skilled experimental technicians at Mac welded up a mammoth test specimen cylinder, and then the structures lab tried to break it. Imagine a cylindrical ICBM fuel tank the size and shape approximately that of a railroad tank car; perhaps 7 feet in diameter and 30 feet long. The ends were sealed by disks of thick steel plate about an inch thick. In other words, very heavy. But the "skin" of the cylinder was made of very THIN stainless steel ….about like machinist's shim stock. When the test cylinder was just sitting there, unpressurized, it couldn't even support its own weight. It looked like a gigantic prune.

A lot of us had doubts about the whole exercise.

The idea was to pressurize the cylinder so that it smoothed itself into a huge "sausage" approaching the theoretically "perfect" cylinder. Then, while being supported by the end plates, it would be pulled down in the middle by really BIG hydraulic cylinders working through "belly bands" to distribute the load. It looked like a

gigantic version of the classic rotating beam test apparatus, used to test material strength.

Obviously, it would be foolish to test the cylinder when pressurized with air, because when it failed with sufficient AIR pressure to hold it stiff, the energy released would approximate that of a small BOMB. The solution was to fill it with incompressible WATER and then pressurize it with a relatively small amount of air: when the tank failed, the tiny bit air lost would take with it only a small amount of stored energy.

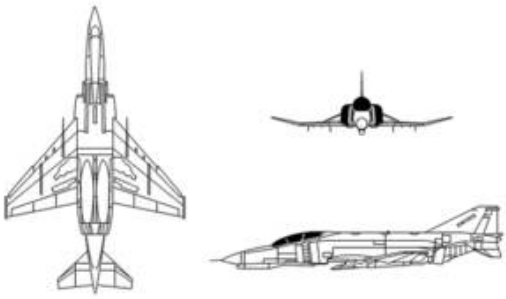
That led to another glitch. Obviously, there were hazards to simply filling, much less intentionally breaking, a fragile tank full of 30,000 gallons of water inside the lab! So it had to be done outside. And this was St. Louis in the winter of '54/'55, with the temps down near zero every night. So they had to add antifreeze to the mix.

This is where I got into the project. Being the new guy in the lab, I was nominated to be loaned from my test group for a week of night shift on the experiment. All I was responsible for was babysit the damn thing (watching that it didn't freeze/leak/whatever) on second shift, after the "real" project engineers left in the afternoon, until midnight when somebody else took the duty.

The bummer was that meant I never got to see the actual experiment! After the fact, I was told that even the most confident believers in the concept had been flabbergasted when they COULDN'T BREAK THE THING with the specified force! Under pressure, what looked like a big prune made out of aluminum foil, had plumped and smoothed out into a really BIG Oscar Meyer Hot Dog. But then, when they tried to break it by pulling with those hydraulic rams, it REFUSED TO BREAK! My friends said it was very anticlimactic: the thing just sat there!

And that's why many of the early ICBM tanks were made of extremely thin material …and why they had to be constantly pressurized, even as they sat in their silos.

Another memory from those days ..at "Mac" was when, in 1955, the Lab's aircraft test group engineers received a basic general arrangement "three-view" drawing from the companies preliminary design branch, for a big new fighter that "Mac" hoped to build for the Navy.



The drawing wasn't much more complex than the one above, with dimensional data that the test group would use to calculate space, equipment, and other requirements to structurally test the new airplane, to be added to Mac's engineering proposal to the Navy to build the new fighter.

And wasn't that sketch of a really queer looking duck! It had flat wing, except for wing tips severely cranked UP; a slab tail surface cranked DOWN with so much (23º) cathedral (negative dihedral) that it was FAR from being a "horizontal tail".

Recalled among comments from the group crowding around that drawing, was someone joking that the new design looked

like somebody had slammed the factory doors on it as it was rolled out!
Then there was that nose, noticeably drooping down…..

The airplane in that simple little three-view drawing would become McDonnell's famed F4H, which after the 1962 DOD shuffling of airplane designations became better known as the F-4 Phantom II!

In a career that has now lasted for well over a half-century, the F-4 Phantom became affectionately known to its pilots as "the Rhino", because of the bulky look of its burly fuselage wrapped around two big engines and a lot of fuel, and with a droopy snout nose out front.

Not much later …I left Mac to go on active duty and USAF pilot training. My brother Mel, who had hired on as a production control expediter (and eventually retired from "Mac" many years later), kept me posted on the new airplane.

My first glimpse of the big new fighter was in 1959. I was visiting home on leave before going overseas for Mace missile duty, when I happened to see a flight test Phantom in Navy markings landing at Lambert-St Louis airport, home of McDonnell since its earliest days when Mr. Mac took over the former Curtiss-Wright factory.

It wasn't long afterwards that the new airplane had been recognized as such a world beater, that Secretary of Defense Robert Strange McNamara told the Air Force leadership in no uncertain terms that,

despite all their sour grapes, the Air Force would NOT get the all-new fighter of their very own; that the USAF generals had so cherished and demanded!

Instead, the USAF WOULD receive the Navy's new fighter! A ***NAVY*** airplane!

Oh, the embarrassment of it all!

To speed up the transition, McNamara further decreed that the AF would receive a squadron of the Navy's first production F4H-2 airplanes, initially designated in the USAF at the F-110. Later, with the 1962 DOD-wide rationalization of designations, the first fully Air Force versions were the F-4C.

My next glimpse of an F-4 was several years later, in early 1962, when the Air Force brought a demonstration airplane on the European junket of a world-wide dog and pony show to show their overseas brass the new fighter they'd be getting.

I was innocently minding my own business, cruising along at about 35,000 feet in a T-bird (T-33), flying a "simulated missile" mission for the 38th Tactical Missile Wing out of Sembach in Germany.

Self-portrait (now called a “selfie”!) at 35,000 feet

I was in the vicinity of Wiesbaden, then the USAFE (USAF in Europe) headquarters base. We’d heard grapevine news that the USAF was bringing an early Phantom on that overseas tour, but as a captain in a missile outfit, I certainly didn’t expect to see the airplane. But suddenly, there it was!

The radar controller called to tell me that an airplane had departed from Wiesbaden, far below us. At first I just thought that at our altitude we couldn’t possibly expect to see him. But suddenly, there he was, a couple of miles away, going past me, VERTICALLY

CHARGED PAST is the only expression that fits: he was still in an absolute vertical climb, past me and my Tee-Bird, staggering along at THIRTY-FIVE THOUSAND FEET!!

With modern high-performance airplanes, that might not seem odd now. But the T-bird that I was flying, like this one I’d photo-graphed in pilot training, was basically the same F-80 (with an extra seat) that Kelly Johnson had created only fifteen years before, the first product of his famous “Skunk Works”. And the F-80 had then been a world-class, state-of-the-art jet fighter!

And here I was, wallowing around in my T-bird not all that far from “Coffin Corner” (where “the needles cross” as limiting Mach speed and stall speed converge), and threatening to fall out of the sky …and this blur goes by me VERTICALLY?

So, that’s the story of my long-ago days at McDonnell, and my limited experience with the “One-Oh-Wonder” and what came to be known as “The Rhino”.

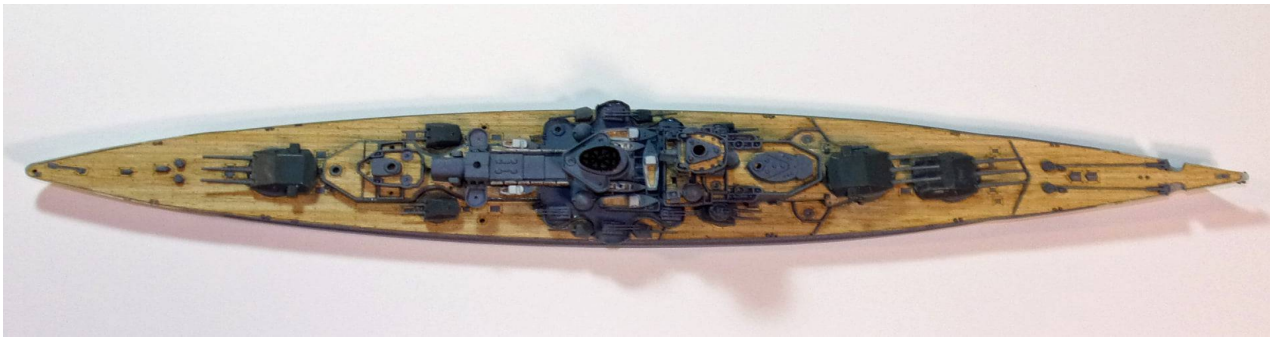
Those were exciting times!

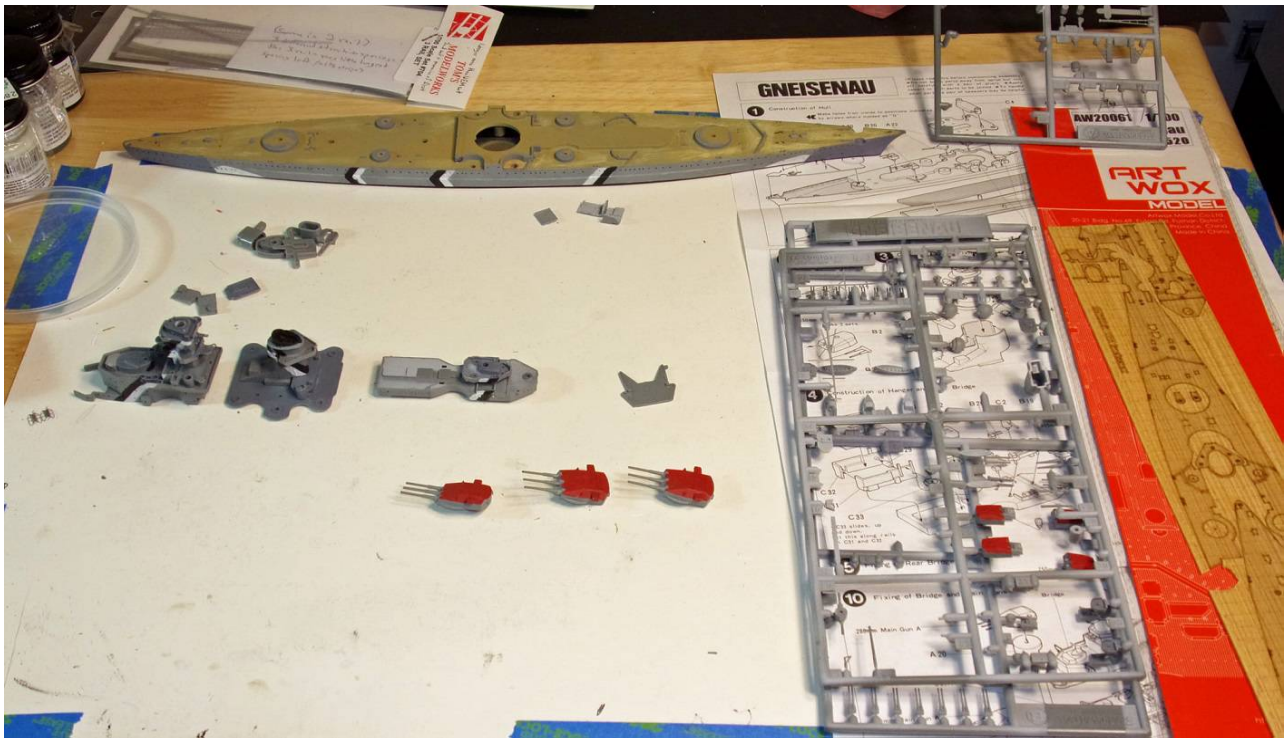
Members Builds and Works in Progress during Self Isolation

Darby Erd – Hasegawa – 1/72 scale Fw 190 A-7.

Here's photos of the finished Fw 190 A-7 of Oskar-Heinz Bär from the old Hasegawa kit that Lucio gave me. I did the scheme from the old Profile Publications number 3, which I always liked. The decals were from an old Microscale sheet I've had for many years probably from the 70s. Back then you did not get the national markings on the same sheet plus there was no diagram. You had to find pictures of the scheme on your own (no internet). The decals worked great despite their age though I did paint them with liquid decal film to play it safe.

Also, some people are saying the red under the cowling was really yellow plus Heinz Bar removed the outboard wing guns at some point. I just stuck with the scheme in the Profile which I did not want to change. I had to widen the rudder so that the victory marking decal would fit. Also, the loop antenna, straight antenna and lowered step underneath are guitar string wire. Added cockpit details. This was an iconic build for me.



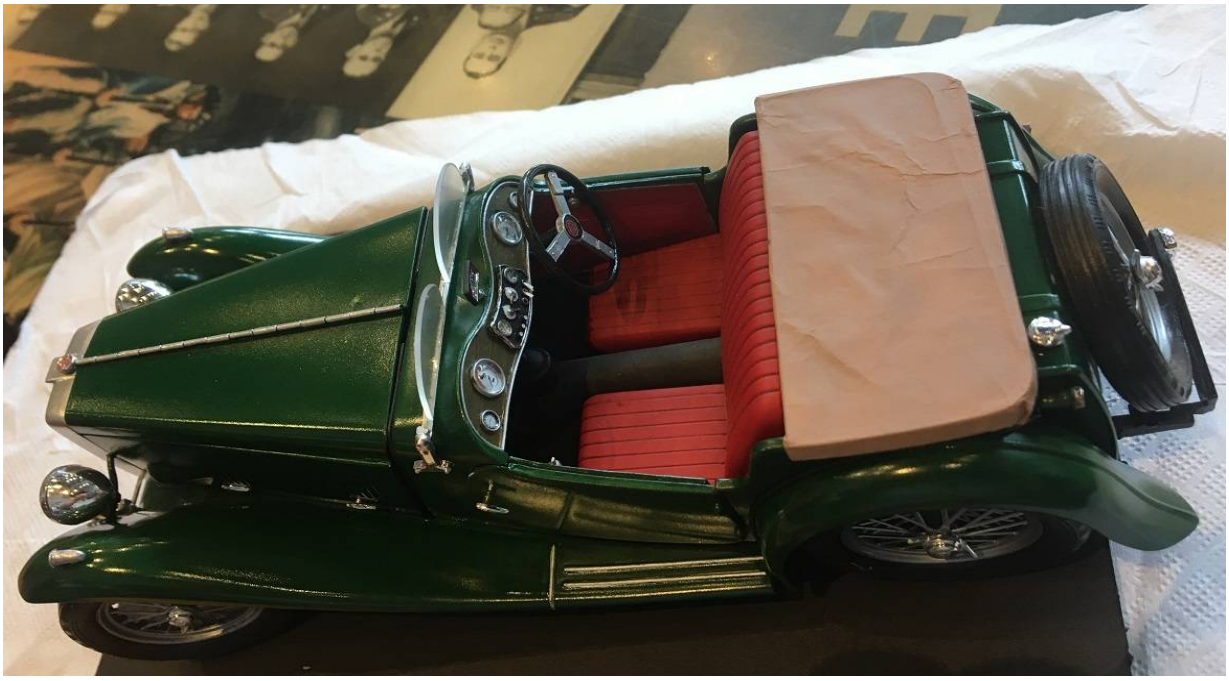


David Koopman – Tamiya – 1/700 DKM Scharnhorst (WIP).


WHITE-FRUEHAUF
GAS
TRUCK
TWO LIFE LIKE FIGURES
SCALED ENGINE
MOVABLE CAB
DETAILED CHASSIS
ATLANTIS
Sinclair
SINCLAIR
Sinclair
Sinclair
DINO
GASOLINE
1 PLASTIC KIT / 1 KIT EN PLASTIQUE / 1 KIT PLÁSTICO
SCALED FROM OFFICIAL PRINTS


Sinclair

Donnie Greenway – Atlantis – 1/48 scale White – Fruehauf Gas Truck.



Tom Wingate – Minicraft – 1/16 scale MG TC.

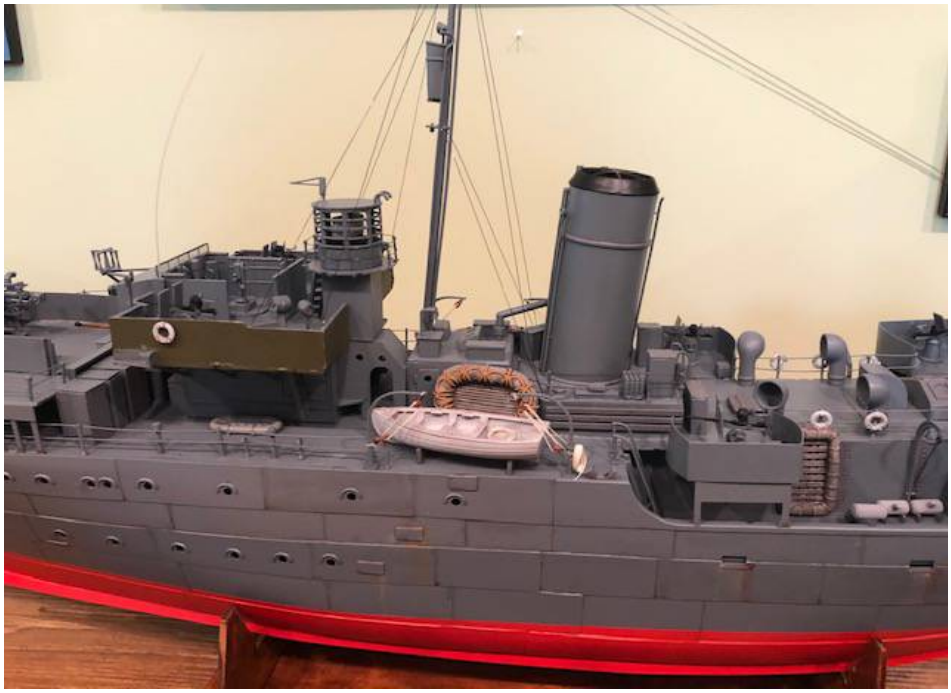
Rick Broome – Jimmy Flintstone – Wally Gator boat (WIP).

Zachary Chapman – Hasegawa – 1/48 scale F-16CJ with Speed Hunter Graphic decals (WIP)

Mike Martucci – Revell of Germany – 1/24 scale Citroen 2cv.

Mike Martucci – Aoshima – 1/24 scale London Taxi cab.

Mike Martucci – AMT – 1/25 scale Sunbeam Alpine.



Michael Carra – Revell – 1/72 scale Flower class corvette, lot of reworking to convert to PG-95 USS Pert.


110

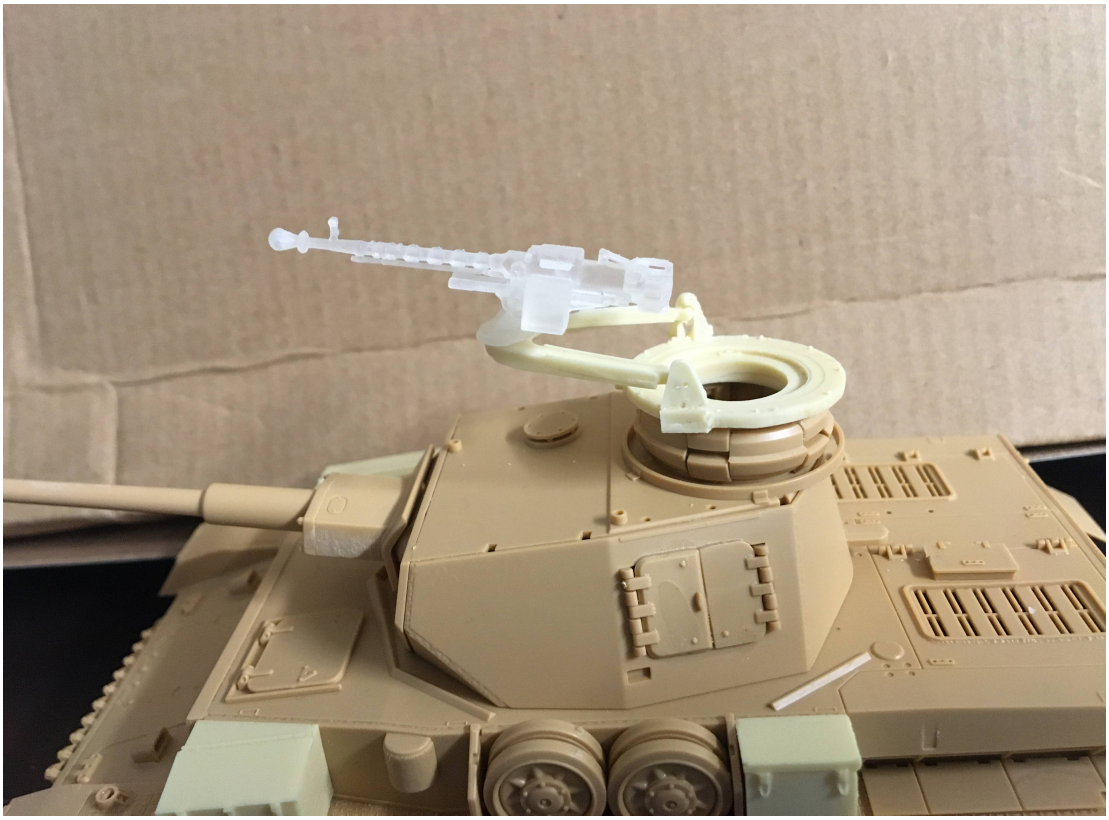
Michael Carra – Revell – 1/72 scale PT-110 converted from the old boxing PT-109.


PT-109


PT-109

Michael Carra – Revell – 1/72 scale PT-109 2017 Boxing.

Michael Carra – Revell – 1/72 scale S-100 German S-Boote (WIP).



John Currie – Tamiya – 1/35 scale Panzer IV Ausf J, MR Models Syrian conversion with 3D printed 12.7mm DshK (WIP).

Well thats all folks

John