

# Pelikan Model Club

www.percongrp.com/pelikan.htm



## DECEMBER 2004

### INSIDE THIS ISSUE:

<b>Humbrol Color Conversions</b>	<b>2</b>
<b>An Old Girl Finally Retires</b>	<b>8</b>
<b>Belgium Tanks Museum</b>	<b>9</b>
<b>Food for thought on Pearl Harbor day</b>	<b>10</b>

### Reminders:

- Holiday dinner December 11th at Kally K's get your money and menu choice to Ed Mayday
- Pelikan Master Modeler Award contest this meeting
- John Crown Spirit Award vote this meeting
- Send your favorite modeling links to me so we can compile them for the web site links page

### THE CLUB

I wanted to take some time in this issue to recognize all of you - the members of the Pelikan Model Club. As you know, we are the oldest club in Florida and as I move into my second term as president, I realize why. It is because so many of you have stuck with it through good and bad times and because so many of you come to the meetings to hang out with a bunch of great people who are all dedicated to the hobby. The only reason to have a club is to enjoy the company of friends and have a great time sharing our common interest in building models.

I have received many compliments about the Pelikan '04 show and have talked with the presidents of other Region 11 clubs who envy the attendance we have at our meetings. I think our high attendance is because so many different people all pitch in to make things happen. Whether you bring in a model, run the raffle (thanks Larry!), contribute to the newsletter, volunteer your time at the show, or do any of the things that keep the club going and make it fun, you are making this club great. It is truly a group effort to keep the club going and you are a great group of people dedicated to making it happen.

While friends in other clubs have told about the difficulties they face in keeping their clubs together, I can't help but feel lucky to be a part of the Pelikan Club. So thanks to all of you and just to keep things fun and exciting, here are some things that we will be doing over the next few months. First, this month, we have the Pelikan Master and John Crown Spirit awards (there is also a surprise award that will be given at the December meeting). Of course on December 11th we have our holiday dinner where we announce the award winners. In January, Mike Stanley has suggested that we all bring in our oldest tool, kit, or something that reminds us of when we first started modeling. This should be great fun. In February, we will have a swap meet. That should keep us going for a while and as always, thanks for the ideas, and keep them coming!

## HUMBROL COLOR CONVERSION TABLES FROM LARRY WILLIAMS

### RLM Colour Conversion Table

<b>Designation</b>	<b>Testors</b>	<b>Gunze</b>	<b>Polly Scale</b>
02 Grau	2071	H70	505075
04 Gelb	2072	-	505017
21 Weiß	-	-	505011
23 Rot	2073	-	505020
24 Dunkelblau	2074	-	505023
25 Grün	-	-	505026
61 Dunkelbraun	2075	H406	-
62 Grün	2076	H303	505302
63 Lichtgrau	2077	H308	505304
64 Hellblau	-	-	505306
65 Hellblau	2078	H67	505051
66 Schwarzgrau	2079	-	505014
69 Light Tan	-	-	505312
70 Schwarzgrün	2080	H65	505055
71 Dunkelgrün	2081	H64	505056
72 Grün	2082	-	505314
73 Grün	2083	-	505316
74 Graugrün	2084	H68	505059
75 Grauviolett	2085	H69	505060
76 Lichtblau	2086	-	505061
78 Hellblau	2087	-	505318
79 Sandgelb	2088	H66	505320
80 Olivgrün	2089	-	505322
81 Braunviolett	2090	-	505070
82 Dunkelgrün	2091	-	505071
83 Lichtgrün	2092	-	505072

HUMBROL COLOR CONVERSION TABLES  
CONTINUED

**Testors Conversion Table**

Testors Ref. No.	Humbrol Ref. No.	Testors Ref. No.	Humbrol Ref. No.	Testors Ref. No.	Humbrol Ref. No.	Testors Ref. No.	Humbrol Ref. No.
1501	20	1704	187	1721	145	1745	22
1502	51	1705	153	1723	125	1747	21
1503	19	1706	63	1725	126	1749	33
1508	47	1707	191	1728	127	1764	149
1511	15	1708	154	1730	129	1768	34
1514	69	1709	148	1732	147	1781	56
1524	2	1710	116	1733	28	2702	52
1527	18	1711	155	1735	63	2709	41
1540	10	1712	105	1736	62	2713	201
1551	12	1713	117	1740	140	2715	14
1569	24	1714	150	1741	128	2734	11
1582	54	1716	120	1742	118		
1701	186	1720	144	1744	16		

HUMBROL COLOR CONVERSION TABLES  
CONTINUED

**Tamiya Conversion Table**

Tamiya Ref. No.	Humbrol Ref. No.	Tamiya Ref. No.	Humbrol Ref. No.	Tamiya Ref. No.	Humbrol Ref. No.	Tamiya Ref. No.	Humbrol Ref. No.
x1	21	x15	38	xf13	75	xf53	128*
x2	22	x16	68	xf15	61	xf54	140
x3	15	x17	200	xf16	11*	xf56	56
x5	3	x18	21	xf18	96	xf58	30
x6	18	x22	35	xf19	167*	xf59	93
x7	19	xf1	33	xf22	111	xf60	83
x8	69	xf2	34	xf24	123*	xf62	66
x9	10	xf3	99	xf25	31	xf63	67
x10	53*	xf5	105	xf26	30	xf64	160
x11	11	xf6	12*	xf27	91	xf65	116
x12	16	xf7	153	xf49	72		
x13	52	xf8	25	xf50	112		
x14	48	xf10	98	xf52	29		

\* These colors require a coat of the appropriate Humbrol Varnish to match the finish of the equivalent Tamiya color.

HUMBROL COLOR CONVERSION TABLES  
CONTINUED

**Revell Conversion Table**

Revell Ref. No.	Humbrol Ref. No.	Revell Ref. No.	Humbrol Ref. No.	Revell Ref. No.	Humbrol Ref. No.	Revell Ref. No.	Humbrol Ref. No.
1	35	45	102	79	144	99	56
2	49	47	106	80	09	301	130
4	22	48	88	81	10	302	85
5	34	51	48	85	82	314	71
7	21	52	14	86	26	330	60*
8	33	55	65	87	29	360	80*
9	85	56	25	88	63	361	105*
12	69	57	87	90	11	363	195
15	154	61	02	91	191	364	101*
16	94	62	03	93	12	371	196
30	18	66	66	94	16	374	128
31	19	67	116	95	55	378	79*
32	20	71	112*	96	51	381	186*
35	148	77	79	97	50	382	62*
36	60	78	67	98	52		

\* These colors require a coat of the appropriate Humbrol Varnish to match the finish of the equivalent Revell color.

HUMBROL COLOR CONVERSION TABLES  
CONTINUED

**Gunze Conversion Table**

G.S. Ref. No.	Humbrol Ref. No.	G.S. Ref. No.	Humbrol Ref. No.	G.S. Ref. No.	Humbrol Ref. No.	G.S. Ref. No.	Humbrol Ref.
1	22	25	48*	73	30*	310	119*
2	21	26	2*	74	33*	311	28*
3	19	27	94*	75	27*	312	120*
4	69	28	201	76	53	313	121*
5	15	30	35	78	66*	316	22
6	3	31	90*	79	93*	317	140
7	10	32	67*	81	26*	318	148*
8	11	37	186*	87	51	320	30*
9	16	39	68*	88	52	325	129
10	12	42	144*	89	50	327	153*
11	34	45	20*	98	209	330	163
12	33	44	61*	301	32*	331	164
13	60 or 73*	45	47*	302	149*	332	166
14	18*	50	38	303	117*	334	167
15	14*	52	155	304	155*	335	165
16	38*	53	128*	305	125	337	145*
19	200*	57	167	306	126	338	147*
20	48*	68	27*	307	128	340	105*
22	5*	71	84*	308	127	343	33
23	19*	72	29*	309	116*	344	113

\* These colors require a coat of the appropriate Humbrol Varnish to match the finish of the equivalent Gunze Sangyo color.

HUMBROL COLOR CONVERSION TABLES  
CONTINUED

**Federal Standard Conversion Table**

F.S. Ref. No.	Humbrol Ref. No.	F.S. Ref. No.	Humbrol Ref. No.	F.S. Ref. No.	Humbrol Ref. No.	F.S. Ref. No.	Humbrol Ref. No.
17038	21	27875	130	33613	148	34227	120
17178	191	30117	186	34079	116	35164	144
17875	22	30219	118	34087	155	36231	140
26270	126	30277	187	34092	149	36622	28
26320	128	31136	153	34097	105	37038	33
26440	129	33531	121	34102	117	37875	34
27038	85	33538	154	34127	150		

**RAL Conversion Table**

R.A.L. Ref. No.	Humbrol Ref. No.	R.A.L. Ref. No.	Humbrol Ref. No.	R.A.L. Ref. No.	Humbrol Ref. No.
2004	18	6020	195	9005	85
3000	19	7000	145	9010	22
3004	20	7012	79	9010	130
3026	209	7031	27	9011	33
6003	117	7035	196		

**British Standard Conversion Table**

B.S. Ref. No.	Humbrol Ref. No.	B.S. Ref. No.	Humbrol Ref. No.	B.S. Ref. No.	Humbrol Ref. No.	B.S. Ref. No.	Humbrol Ref. No.
BSO/002	69	BS450	29	BS638	164	BS642	33
BS105	104	BS627	166	BS640	123	BS3042	71
BS175	109	BS637	165	BS641	163	4800/18B2 1	167

## AN OLD GIRL FINALLY RETIRES

FROM HANK KRAMER



Questions abounded at the post flight media briefing. The press wanted to know how fast the X-43 had gone, how high, how long it would be until we could fly on a scramjet powered airplane. These people had no idea what they had just witnessed. While the mainstream media chattered about the X-43, a few aviation photographers sat quietly in the corner reflecting on the day. X-43A had the media spotlight, but we knew the true story belonged to the supporting cast.

For the launch platform, NASA 0008, the B-52B testbed that has been a fixture at Edwards since the 1950s, it would be her last mission. "Balls Eight" first flew in 1955 and served virtually all her days in the flight test community. She was the launch platform for the X-15 and the lifting bodies. Her starboard side is plastered with mission markings for HiMat, Pegasus, X-38, X- this, X-that...! She may well be the single most famous airframe since the "Spirit of St. Louis" and the "Enola Gay".

After nearly two decades with the Air Force, she was transferred to NASA where she has served faithfully. Though she still has the lowest airframe hours of any B-52 in service, parts for the old B model are hard to come by. B-52H models were filling the boneyards and NASA decided to make a change. Her final mission was a huge success.

After all the questions were answered, the NASA public affairs officer was about to end the press conference when he was interrupted by one of the NASA panelists that had been assembled to answer reporters questions. The panelist said there was one more thing he wanted to say. He told the room that they had just witnessed a great airplane, 0008, fly her last mission.

The room was quiet, not because everyone felt that sweet sorrow I did, but because they didn't understand that a huge era in aviation history had ended before their eyes. So I broke the silence with a slow clap of my hands, and then the others who understood began to clap, and slowly the whole room caught on and "Balls Eight got a well deserved round of applause.

As I left, the sun was setting on the X-15, long ago stuck on a pole relegated to the job of "Gate Guard". The sun had set on 0008 as well, and she will soon join her old partner on guard duty.

Dave Cibley DBC

## BELGIUM TANK MUSEUM FROM DAVE FENWICK

Belgium National Military Museum Oct 1999

OK, now we're back to the museum tour.

After my Netherlands visit, I headed south to Brussels, Belgium to the Royal Museum of the Army and Military History. I had been there once before with my kids but did not get to see all as part of it was closed due to the winter season. This report will be mixed between the two visits.

Inside. The greatest display of medieval weapons and armor and Napoleon era stuff that I could imagine. But let's get to the important stuff.

German 75mm howitzer (look, there's my daughter again) PaK 40 75mm anti tank gun	PaK 36 37mm anti-tank gun 105mm howitzer Small arms and other equipment
Outdoors	
Sherman Firefly	IS-III
M-4 Jumbo with T-23 turret	ISU-152
M-4A3 Sherman	T-34/85
French UE observation tractor modified and used by the Germans with a armor shield and MG-34 machine gun	M-32 ARV on M4A3E8
Some kind of little armored car	Churchill Mk VI
Staghound armored car (UK)	Valentine
M-16 quad .50 cal on M-3 halftrack	Cromwell
Some kind of British armored car	Another T-34/85
M-3 Grant	M-47
M-22 Locust airborne tank	M-41
Jeep	Ferret armored car
Jeep	Jagdpanzer Kannone
Jeep	W German tank (?)
T-72	Pzkw Mk IV ausf J
	Hetzer (Probable G13)
	Sdkfz 7/2 with 37mm AA

Next month: the aircraft collection.

## FOOD FOR THOUGHT ON PEARL HARBOR DAY

FROM LARRY WILLIAMS

This comes from a friend of Larry's in Ipswich, England.

I believe you will find the following of considerable interest. Appearing in our today's ' Daily Mail ' was a Q. raised by a reader which drew a response from a Mr R. Bywater vis :

### **Q : Did Britain have prior knowledge of the Japanese attack on Pearl Harbor but did not inform the U.S. ?**

" Just about everybody had prior warning of the Japanese attack, including U.S. President Roosevelt. It had been predicted many years before by an Englishman, Hector C. Bywater, a world renowned expert on naval affairs. In the years after World War 1, despite its growing ambitions, Japan was thought to be too far away to trouble the U.S.. on the grounds that warships would be so far weighed down by fuel for the return journey that lightly laden opponents in home waters could easily beat them off.

Bywater realized this was a fallacy and published his views in two books in the early Twenties : Sea Power in The Pacific : A study Of The American- Japanese Naval Problem and the novel The Great Pacific War. He described not only how the Japanese might attack the American fleet and retreat behind a screen of captured islands, but also how the U.S. could retaliate by island hopping to Japan.

In the following years, Bywater found himself in discussion with Japan's Admiral Yamamoto, who subsequently updated the strategy and put it into practice. Bywater also became engaged in a long running public debate about the subject in the pages of Baltimore Sun, his opponent being Franklin D. Roosevelt himself.

Bywater died suddenly at his flat in Richmond ( London ) in 1940. Alcohol poisoning and a heart attack were blamed, but the post-mortem and inquest were cursory and the body quickly cremated.

This took place only days after his main informant in Japan died under interrogation, at a time when the Japanese were planning the Pearl Harbor attack.

**Roger Bywater ( no relation ),  
Bollington, Cheshire. "**

**For contributions  
to the newsletter,  
questions, or  
comments,  
contact Robert  
Raver**

**Email:  
rraver@tampabay.  
rr.com**