

# Pelikan Model Club

[www.percongrp.com/pelikan.htm](http://www.percongrp.com/pelikan.htm)



## FEBRUARY 2005

### INSIDE THIS ISSUE:

<b>WWII Story</b>	<b>2</b>
<b>1/16th Scale Scratch Built Armor</b>	<b>4</b>
<b>USS San Francisco</b>	<b>5</b>
<b>Atlantic Wall Museum</b>	<b>6</b>

### Reminders:

- Swap meet this meeting, no show and tell and no raffle - just a buying frenzy.
- Wings Wheels and Keels show, Saturday March 12
- Modelpalooza 05, Orlando Saturday April 30 - and Sunday May 1  
[www.ipmsorlando.com](http://www.ipmsorlando.com)
- IPMS Nationals Atlanta July 20 -23  
[www.ipmsusa2005.org](http://www.ipmsusa2005.org)

### NEW STUFF

Since I mostly build Armor, this little bit is my thoughts about new Armor kits coming out. I am sure it applies to aircraft as well. I just had the chance last night to see several of the new Dragon Models kits that have just recently been released and all I can say is "WOW!". Dragon really has their finger on the pulse of the Armor builders. Many of the things we go to the aftermarket to buy in order to build the best possible model are already included in these models. Things like cleanly molded separate track links that just snap together, turned aluminum barrels, turned brass shells, photo etched detail for pioneer tools clamps, and a host of extra figures and equipment come right in the kit. What's even better is the kit prices have not increased.

This brings up the age old problem for guys with lots of kits on the shelf - the new kits are the same vehicles and are slightly better, but a nice kit of the vehicle is already on the shelf. This quandary is where one must decide whether it is worth it to buy the newer kit or just stick with what they already have. For many, the difference between, say an old Tamiya 251 and the new Dragon 251, is not that big of deal. The good news for these folks is that people like me, who are likely to get the new kits for that little extra detail, are going to have a fire sale on the older kits. For the fanatics that just have to have the very latest, it is essentially a matter of taking the loss and reclaiming the shelf space. For people who are content building a perfectly fine older kit, it is a hay day because they will be able to buy the older kits dirt cheap.

I write this because this is the month for our yearly swap meet and I anticipate that those who are looking for great deals on older kits will make out like bandits this year. It is really a win, win situation. Some people make room for the new kits and some add great new projects to their collection at a great price. No matter which side of the fence you are on, this month's swap meet is likely to be the same feeding frenzy we have all come to love and I look forward to seeing you all there on Tuesday.

## WWII STORY

FROM HANK KRAMER

One of the most unique fighter interceptions of WW2 took place over Okinawa.

Marine Division Leader Ken Reusser (Ruby 6) was on patrol with Bob Klingman and a couple of other 'Checkerboarders' (the noses of their Corsairs were marked with a blue and white checkerboard design). The flight was climbing to altitude . . . about to proceed on a routine patrol, when Air Defense Control (Handyman) called them up: " Ruby 6, this is Handyman. Over."

"Handyman, Ruby 6. Go ahead."

" Ruby 6. We have a 'bogey' approaching on course one eight zero at Angels 25. Climb to angels 25 . . . steer 270 . . . BUSTER (at full throttle)! OVER! "

"Handyman . . . Roger. Course 270. Angels 25. Out."

The flight dropped their belly tanks, test fired their guns, put their props in full low pitch, and fire-walled their throttles. Klingman remembered, "We could see the vapor trails as the enemy aircraft made two complete circles over our harbor."

The Marines had a good idea about the purpose of the aircraft they were pursuing. Over the past few days, their squadron and others had taken turns trying to intercept a plane following a similar track. Intelligence believed it was a Japanese aircraft involved in photo reconnaissance of the Navy's ships, for the purpose of planning future kamikaze attacks.

Previous intercepts had failed because the intruder was able to climb away as it was retreating for home. And with an initial altitude advantage, the Japanese reconnaissance aircraft easily outran them. This time, the pursuing Marine pilots would attempt to intercept the "bogey" over a greater distance, while proceeding at their Corsair's optimum climb speed.

Reusser: " We were turning inside (of his turn) to try and catch up, but we were so far below that we had little chance of reaching him. So, I just pulled the nose up and held my trigger down . . . with no aim and no accuracy. Just trying to toss some rounds up there. I saw a couple of 'flashes' (possible hits), but I didn't think anything of it at the time. The 'bogey' then leveled off headed back toward Japan." The division kept climbing and remained on the "bogey's" tail even though it didn't seem possible to catch him.

Checkerboarder Jim Cox's plane kept dropping back until he was roughly a 1,000 feet below the others; he wasn't able to coax another knot of speed out of his battle-weary Corsair. Reusser ordered Cox and the other pilot to return and orbit near their base, while he and Klingman continued in their pursuit.

At Angels 38 (38,000 feet), he and Klingman reached their Corsairs' service ceiling, but the "bogey" was still about a mile ahead. At this point, due to the thin air and reduced power from their engines, their elevator and aileron adjustments amounted to gentle and small changes.

**Continued on page 3**

## WWII STORY CONTINUED

Klingman: "As we got closer, Ken was firing, while the "bogey's" rear gunner was firing back at us. I was taking a few small bullet holes. My plane had no gun heaters and my guns were frozen and inoperative. But I was still pretty eager to get a Jap plane, and because my plane was newer and a bit faster . . . I went on ahead."

"I closed on the bogey (a Kawasaki "Nick" twin-engined aircraft) until I was 20 or 30 feet behind him. I couldn't get any closer due to his prop wash. But it held me back - and kept me from running into him. I slowly climbed above, then nosed over and ran into his tail with my prop. I only had enough extra speed to chew off some of his rudder and elevator before being blown away by the Nick's prop wash. He was still flying, so I climbed above him for a second run. I nosed down again but pulled out too soon and I only got some of his rudder - and part of the top of the rear canopy. I remember seeing the rear seat gunner frantically looking around . . . and trying to use his machine gun."

"I climbed above for my third run then I chopped the right side of his elevator. That hit did most of the damage to my plane and we both went into spins. After losing only about 1,000 feet, I recovered. The enemy plane continued in the spin . . . both its wings coming off at about 15,000 feet."

Reusser: "The Japanese gunner had pounded with his fist on his machine gun to free it up. But it was frozen . . . as were mine. When Bob came down on the Japanese aircraft's canopy with his prop . . . it tore the machine gun away from its mount and probably hit the gunner." By then, Reusser's own aircraft had been hit numerous times with bullets from the Nick's rear gunner.

Klingman didn't have a "shoot down" . . . but he definitely had a "knock-down." Now they swapped their recent experience for another set of problems. They were many miles from home . . . with one airplane now shaking so hard that its control stick was leaping around the cockpit. Later, when they got closer to their airstrip and passing through 10,000 feet, Klingman ran out of gasoline. Others radioed him to use his parachute, but Klingman thought he had a fair chance to glide toward their strip, then "dead stick" (land with no engine power) it in.

Alerted by radio, other pilots and crew members stood quietly next to the runway and watched Klingman finesse his wounded Corsair toward them.

With no engine roar . . . and propeller windmilling silently . . . Klingman approached them in a "no-go-around" glide. Almost prayerfully the observers were talking out loud to themselves:

"Don't try to stretch the glide, but don't be short either!"

**Continued on page 4**

## WWII STORY CONTINUED

At the last second, Klingman raised the Corsair's nose. His plane pounded down on the dirt over-run - bouncing a handful of yards onto the airstrip. The pilots and flight crews were astonished as they ran over to examine the aircraft's condition. All three blades of Klingman's propellers were bullet-pierced, with six inches missing from each of their tips, and the ends of each blade bent forward. The Corsair's wings were pierced with large holes. And chunks of the Nick were found lying deep within its cowling.

After surprisingly moderate repairs and a new propeller, the Corsair was returned to combat status. And for removing the threat of the previously invulnerable enemy reconnaissance both Bob Klingman and Ken Reusser earned Navy Crosses.

Abridged from the Leatherneck, May 1995, Ray Schanamann VMF 312

## 1/16 SCRATCH BUILT ARMOR FROM ROBERT MARQUINEZ

Robert's been surfing and has found a site that a modeler named Talal Chouman has put together to display his work. What is truly amazing about this site is that all of Talal's models are scratch built in 1/16 scale. His work is mostly modern and features both static and RC models. There are many construction shots so you can see the unbelievable detail built into these models. Whether you are an Armor fan or not, this is worth checking out.

The like to the site is: <http://www.talalchouman.com>

## USS SAN FRANCISCO

FROM HANK KRAMER

What happens when a submarine hits a mountain underwater? Take a look. I guess I was thinking that submarines had sonar so they could find other ships, but maybe it does not work on mountains!

Thanks to Hank for the pictures. Seeing this around tax time makes you feel real good about how your tax dollars are being spent. Does the Navy have insurance?

Check out the whole story at <http://navysite.de/ssn/ssn711.htm>.



## ATLANTIC WALL MUSEUM

FROM DAVE FENWICK

Atlantic Wall Museum

<http://www.geocities.com/Pentagon/7087/uk045.htm>

In the last museum review, I said I would cover the Belgium Air Force Museum, but I can't find my photographs of the aircraft so I won't be doing that. But we'll move on.

Sometime during my museums and battlefield travels of late October, 199, someone told me of a pretty good Canadian museum south of Brussels, Belgium. After visiting the Belgium Military Museum, I headed south for what was supposed to be 1 hour drive, but turned into 3 hours due to a major truck accident on the highway. I was sure hoping the museum was worth the effort.

I finally got to the town of, darn, can't remember the name... This was a site of some pretty fierce small unit actions between Canadian and German infantry units in Sept 1944. I located the museum by noticing an M-10 tank destroyer across the road. I was immediately disappointed that there were no vehicles on the grounds. Upon entering the building, I was again disappointed by the lack of displays and items, but much to my surprise, there was a bar! Ok, I got a beer and settled down to enjoy what the museum did have to offer. The usual uniforms, small arms, a few models. The only vehicles inside were a jeep, a Bren carrier with 6lb AT gun, and a couple of staff cars. While I was disappointed in the museum itself, at least it had a bar! It was the only museum that I visited that I could enjoy a beer. That in itself makes this museum one of my favorites!

In Sept 1999 I was able to visit the Pas de Calais coast and tour the extensive remaining German Atlantic wall fortifications. That's a whole other story, so now I will concentrate on the Atlantic Wall Museum itself located in Audignen France. The museum is located in turret #2 (huge concrete casemate) of the Battery Todt, which once housed a 380mm coastal defense gun. This turret survived the war relatively intact. What a perfect place for a museum. In the various ammunition and equipment rooms, displays included the usual uniforms, small arms, equipment, 1 380mm shell casing and a MODEL DISPLAY! YES!. Quite a few 1/35 tanks of all sorts...but the MOSTEST BESTEST was a 1/76 model diorama of Battery Todt itself. Magnificent, scratch built casemate, about two feet wide by two feet long...MY kinda model! Some standard German trucks and cars and tress to completed the scene.

The gun of the turret and all of the metal had long since been removed by scarp dealers, but when I was there, the museum and volunteers were recreating the gun in fiberglass. The mounting was under construction. I do not know if the project was ever finished. I have looked on their website but I cannot find any details.

**Continued on page 7**

## ATLANTIC WALL MUSEUM CONTINUED

Outside around the casemate was the vehicle display area. Quite an assortment, most of which were in rough condition. Other than the casemate itself, the most impressive piece was a German K5E 280mm railway gun. The gun and its cousin Anzio Annie at Aberdeen MD are the only German railway guns in existence, and I have been able to climb on both of them. This gun was recovered from an industrial rail yard in southern France in 1989. Another neat item in the display was a Matilda tank carcass which was recovered off the beach of Dunkirk where it met its fate in 1942

Searchlight  
Generator trailer  
150mm gun  
85mm AA gun  
Sdkfz 251C/1  
50mm PaK38 AT gun  
75mm PaK40 AT gun  
20mm quad AA gun trailer  
British truck  
US M3 halftrack  
US 105mm howitzer  
US 2/12 ton truck  
US aircraft bomb loader truck

Another small museum nearby had a US 105mm howitzer and a US M16 quad .50cal AA halftrack.

**For contributions  
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