

# Pelikan Model Club

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## JULY 2004

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### Reminders:

- Bring kits and supplies to the meeting for our troops in Bosnia

## SHOWS CLOSE TO HOME

There have been a couple of announcements about shows that are coming up, so I thought I would relay the following:

The JaxCon show in Jacksonville will now start on Friday evening and run through Saturday evening. Vendors will begin setting up around 5:00 PM Friday, September 17th and the show will end around 5:00 on Saturday September 18th. This should be a bit better for those who have a long drive to get there. At least there will be more time to rummage through the vendor tables.

On another show note, the Orlando club will be hosting the regional for 2005. The last show in Orlando was excellent, so this should be another great show. There is so much to do in Orlando and having a show there is always a good excuse to take some extra time and enjoy one of the many attractions while you are there. It should be a blast!

Of course, our show is in October and the national show for 2005 is going to be in Atlanta. It looks like we have great stuff going on all the way through next year. For those who like to compete, it is time to get going on those projects that have been waiting for further motivation. What more motivation could you ask for? For those who like to surf the vendor tables, it is time to start saving your pennies. No matter what you like to do at shows, there are some good ones coming up close to home - so get ready!

## IPMS DUES INCREASE

For those who may not have already heard, the membership dues for IPMS are going to increase. The new dues are:

Adult- 1 Year-\$25 2 Year- \$49 3 year- \$73  
Junior (under \$17)- \$12

The increase is due to rising costs and falling membership. Work is being done to add more content and functionality to the IPMS Web site and the Make and Take program looks like it is improving. Details about these items can be found in the June IPMS update that was forwarded by Ed Brut. If you are an IPMS member and did not get the update, let me know so we can get you on the list for distribution of IPMS mailings.

## COL. ROBERT MORGAN OBITUARY FROM WALT LAMB

### *Col. Robert Morgan, 85, World War II Pilot of Memphis Belle*

By PATRICK HEALY

Col. Robert Morgan, who piloted a B-17 bomber that soared into history and Hollywood movies as an icon of World War II, died Saturday night in Asheville, N.C., after breaking his neck in a fall, said his wife, Linda. He was 85 and lived in Asheville.

For six months over battle-torn Europe, Colonel Morgan sat at the controls of the Memphis Belle, a 10-man four-engine plane that became known as the first American bomber to complete 25 bombing runs over Europe and return to the United States without losing a single crew member. The Memphis Belle was a rare success story in the early air campaign over Europe, when a quarter to a third of bombers were being shot down.

Colonel Morgan's role as pilot made him a magnet for people's questions and interest and steered the rest of his life.

He flew the Memphis Belle, whose name recalled his girlfriend in Tennessee, from Nov. 7, 1942, to May 17, 1943. Plane and crew were featured in a 43-minute Technicolor documentary directed by William Wyler.

After the tour of 25 bombing runs was up, the Army sent the plane to



Col. Robert Morgan in 1997.

the United States to fly to cities and air bases to sell war bonds and drum up other support for the war effort.

The claim that the plane was the first to complete 25 missions appears murkier today, said Peter Cash, who has studied the history of the Mem-

phis Belle.

"Other aircraft may very well have reached that milestone a day or two or three before the Memphis Belle," Mr. Cash said. But the bomber nicknamed for a faraway girlfriend had a certain memorableness.

"A buxom lass in a skimpy bathing suit looked a lot better than an aircraft in another group, Hell's Angels," Mr. Cash said. "So I think that's why the decision was made to go with Memphis Belle."

The plane and its 25th mission were later spun into the 1990 movie "Memphis Belle," which was co-produced by Mr. Wyler's daughter, Catherine. Ms. Morgan said the sentimental film was largely derided as over-dramatic pap by the surviving crew members.

Colonel Morgan was born on July 13, 1918, in Asheville. He attended the University of Pennsylvania, but in 1940, sensing that the United States would plunge into the war in Europe, he quit college to join the Army Air Corps, his wife said.

He trained in South Carolina, Georgia, Louisiana and Florida, but he met the Boeing B-17 that would become the Memphis Belle, as well as his crew, at a base in Walla Walla,

Wash., a crew member, Bob Hanson, said.

The crew flew to England in September 1942 and shot down at least eight fighters and dropped 60 tons of bombs in 25 runs, according to a history compiled by Colonel Morgan and his wife.

Before every flight, Ms. Morgan said, the 10 crew members huddled outside the plane and said, "Guys, if only one airplane comes back today, it's going to be us."

In addition to his wife, Colonel Morgan is survived by his sons, Robert Jr. and Harry; his daughters, Peggy Partin and Sandra Oeschlager; and a stepson, Jeff Hurst.

Colonel Morgan returned to Asheville after the war and went into real estate, car sales and furniture production. He flew continually, and in his later life, he began touring air shows and schools, promoting his time in the B-17. In his 70's and 80's, Colonel Morgan still flew B-17's at air shows.

"I said, 'Stick with me, Morgan, and I'll make you a star,'" Ms. Morgan said. "This year we had 24 air shows booked. He could still wow the crowd."

# OTT-LITE REVIEW

BY ROBERT RAVER

Not long ago the florescent magnifier lamp I had clamped to my work bench finally broke beyond repair. I was kind of relieved because, while florescent bulbs offer a good amount of light with low heat, they are not a very true light and distort colors. In my quest to update my lighting situation, I have spent some money, made some mistakes, and learned some lessons. Since good lighting is such a critical thing for us model builders, I thought I would share my experiences with you and maybe save you some time, money, and inconvenience.

My quest started with mounting a Halogen track light system to the bottom of the hutch that sits on my work bench (really it is just an old computer desk). This produced a brilliant light, but enough heat to fry an egg on my work surface. Maybe this would be OK in Alaska, but in Florida, there is no way you could work under this kind of heat for long. So back to the drawing board.

I visited a couple of lighting shops until at a place called Keystone Lighting and Fans ( there is one in Odessa and one in St. Pete), I was introduced to Xeon light fixtures. Xeon lights provide a much truer light than florescent with out the heat of Halogen. The unit I purchased is made for mounting under cabinets, which was perfect for replacing my failed Halogen track light experiment. I worked with this light for a few weeks and found it to be much better than the florescent I had previously. The only issue I had with it is that it was stationary and there was always a shadow at some working angle that I could not eliminate. This fixture cost about \$85 and I think it is well worth it. The low wattage bulbs should last a long time and it does a good job of putting light over your entire work surface.

Still missing a light that I could position where I needed, I took a trip to Office Depot. I had seen lights advertised in catalogs that have low heat and offer a light that is like actual sunlight. At Office Depot I found a line of lights made by OTT-LITE Technology. The unit I purchased has a 13 watt bulb and has a flexible arm that clamps onto the work surface. There are many different desk lamps and task lights to choose from, but what sets these lights apart is the bulb. This low wattage bulb puts out almost no heat and gives off a light that is truer to sunlight than any I have ever seen. At \$70, I am very pleased with this light and would recommend that anyone who is struggling with getting good and true light on their work surface should check these lights out. The company is actually in Tampa and their Web address is [www.ott-lite.com](http://www.ott-lite.com).

Good light is essential to model building. Until I was forced to upgrade my lighting situation, I really did not understand the incredible difference good light makes. The combination of a good fixed light over the work surface and a light that can be positioned makes for much less eye strain. I think the OTT-LITE is the best light I have ever used, and combined with the Xeon fixture, I now have great lighting in my work environment. Maybe I will even save some money by not needing increasingly stronger prescriptions for glasses and contact lenses!

# SPACE SHIP ONE

FROM HANK KRAMER

Space Ship One has made history as the first private venture craft to leave earth's atmosphere. Hank has found a great article written by an eye witness to the flight. The article contains many great pictures and a link to some images you can copy, such as the picture of Space Ship One below. This is truly an historic event in aviation and space exploration. I encourage you to check out the entire article at <http://www.richard-seaman.com/Aircraft/AirShows/SpaceShipOne2004/>.



## ROBERT'S MUSEAM REVIEW

### Museum of Science and Industry Chicago, IL

This is not going to be a detailed review and listing of all there is to see at the Museum of Science and Industry in Chicago, IL, but I had the chance to visit the museum last weekend and thought I would share a bit about what is going on there.

I know many folks in the club have been to the museum at some time or other and the old favorites like the Stuka and Spitfire are still there. These two machines hang from the ceiling of the building like they are locked in battle over Britain to this day. Another truly spectacular aviation exhibit is the Boeing 727 that is attached to the balcony of the third floor and is suspended over the main floor. You can not only walk through this aircraft, you can witness and entire take off and landing cycle. The flaps, slats, and landing gear all work as the lights come on and a cockpit conversation between the pilots and tower is played. It is really something to stand under a 727 as the gear goes up and down.

There are many other interesting exhibits, such as the biggest model rail road I have ever seen, but I know that many people are curious as to what is going on with the U505. The captured German U boat from WWII has sat outside the museum since the 1950s (I think that is when they first got it there). It used to be that you walked through the boat but could not really see much of the outside of it accept by looking through the windows at it. The exhibit was closed last Sunday and will not reopen until May of 2005. The reason for this is that the U505 is coming inside. Yes, they are brining the boat inside and completely restoring it in the process. On display at the museum was a diorama in 1/72 (it looked like 1/72 to me) of what the new exhibit will be like and it is going to be awesome!

The boat will be displayed in an exhibit that resembles a dry dock here you will be able to walk all around it both at ground level and from a balcony above that surrounds the entire boat. You will still be able to walk through it and it looks like they will have the conning tower replicated out side of the boat so you will be able to go into it separately. All of the other artifacts, like the torpedo, the personal crew items, etc. will also be displayed in the exhibit. It looks like it will be spectacular and since the restored boat will now be inside, it should stay that way for generations to come.

The Science and Industry Museum in Chicago is one of my favorite museums and with the totally new U505 display, it will definitely be worth another trip some time in the near future.

## COOL LINKS

We have another cool link to check out on the Internet. Hank Kramer has forwarded a link to a site that has pictures and video clips of a giant B52 RC plane. This thing is really huge and has eight jet engines just like the real thing, only in miniature. Some people have serious money to blow on toys. This one is worth checking out.

[http://www.mcgirt.net/RC/VIDEOS/Giant\\_B52/](http://www.mcgirt.net/RC/VIDEOS/Giant_B52/)

## SHOW STUFF

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

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There are a few new things to report on our progress for the show. These items are as follows:

Brad has found some nice items for the raffle by watching the sales at VLS. Brad and I will continue to work on finding these bargains so we will have great raffle at the show. When we get closer to the actual show, we will look for the very latest armor, aircraft, and other (ship, figure, ect.) kits and accessories so we can put together special raffle packages.

Charlie has confirmed that Dudley's trophies (he is guy we have used for our previous shows) can deliver the trophies we need for about half the price of the next best bid. Dudley is close to \$1000, while the next best bid we had was close to \$2000. This is obviously great news.

Ed Brut, Alan Friedland, Joe Bivona, George Hecht, and Charlie Hess have visited the Tampa Bay Ship Model Society and they have agreed to sponsor three ship categories at the show and a best ship model award. We can now look forward to seeing the work of some of the very best ship modelers in our area thanks to these guys. This should help to make our show even more spectacular.

I have received attendee lists from the Space Coast Club. They have had some issues with the registration program, but I do have the list, so we now have the opportunity to create a registration system like the one used at Titusville. Titusville's registration was very nicely done, so it may be worth the effort to come up with something similar.