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### Reminders:

- Submit ideas for Theme of the Month
- Model Fest 2004 March 27 and 28 in Titusville
- WWK Contest March 31 in Venice
- Macdill Air Show April 3 and 4

## WE HAVE A WEB SITE!

It seems like forever that we have been saying "We need a club Web site". Well, thanks to the outstanding work of Mike Stanley, we now have one. If you have not already book marked the site in your browser the address is:

**<http://www.percongrp.com/pelikan.htm>**

In just a few weeks Mike has collected many photos of models and created a wonderful gallery of Pelikan members work. Club information, meeting information, Pelicon '04 information and more are all available on the site.

This site brings us many opportunities that we have never had before. One way in which we will use the site is as a place for people to get information about events like our upcoming Region 11 show. We will be putting registration forms, vendor signup forms, trophies sponsor ship forms, and hotel information up on the site. Once we have all of these documents ready to go (hopefully before the Titusville show) people will be able to get information ahead of time which should help with registration and questions about the show.

Over time, we will be posting more content on the site and it will become a great tool for our existing members, potential new members, and just the general public. Please let Mike know if you have pictures of your work that can be posted on the site. The gallery is already great and it is going to get even better.

Once again, thanks Mike, this is awesome!

## WWII STATISTICS FOR MEN "O" WAR

FROM ROBERT MARQUINEZ

1. The first German serviceman killed in WW2 was killed by the Japanese (China, 1937), the first American serviceman killed was killed by the Russians (Finland 1940), the highest ranking American killed was Lt. Gen. Lesley McNair, killed by the US Army Air Corps.. . . . So much for allies.
2. The youngest US serviceman was 12 year old Calvin Graham, USN. He was wounded and given a Dishonorable Discharge for lying about his age. (His benefits were later restored by act of Congress).
3. At the time of Pearl Harbor the top US Navy command was Called CINCU (pronounced "sink us"), the shoulder patch of the US Army's 45th Infantry division was the Swastika, and Hitler's private train was named "Amerika." All three were soon changed for PR purposes.
4. More US servicemen died in the Air Corps than the Marine Corps. While completing the required 25 missions your chance of being killed was 71%.
5. Generally speaking there was no such thing as an average fighter pilot. You were either an ace or a target. For instance Japanese ace Hiro Yoshi Nishizawa shot down over 80 planes. He died while a passenger on a cargo plane.
6. It was a common practice on fighter planes to load every 5th round with a tracer round to aid in aiming. This was a mistake. Tracers had different ballistics so (at long range) if your tracers were hitting the target 80% of your rounds were missing. Worse yet tracers instantly told your enemy he was under fire and from which direction. Worst of all was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo. This was definitely not something you wanted to tell the enemy. Units that stopped using tracers saw their success rate nearly double and their loss rate go down.
7. When allied armies reached the Rhine the first thing men did was pee in it. This was pretty universal from the lowest private to Winston Churchill (who made a big show of it and Gen. Patton (who had himself photographed in the act).
8. German Me-264 bombers were capable of bombing New York City but it wasn't worth the effort. (?)
9. German submarine U-120 was sunk by a malfunctioning toilet.
10. Among the first "Germans" captured at Normandy were several Koreans. They had been forced to fight for the Japanese Army until they were captured by the Russians and forced to fight for the Russian Army until they were captured by the Germans and forced to fight for the German Army until they were captured by the US Army.
11. Following a massive naval bombardment 35,000 US and Canadian troops stormed ashore at Kiska, in the Aleutian Islands. 21 troops were killed in the firefight. It would have been worse if there had been any Japanese on the island.

## HORSE POWER AND ACCELERATION

FROM HANK KRAMER

For you HORSEPOWER FANS (and you know who you are....). A Definition of Acceleration.

One Top Fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows of NASCARS at the Daytona 500. Under full throttle, a dragster engine consumes 1-1/2 gallons of nitromethane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced. A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster's supercharger. With 3,000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle. At the stoichiometric (stoichiometry: methodology and technology by which quantities of reactants and products in chemical reactions are determined) 1.7:1 air/fuel mixture for nitromethane, the flame front temperature measures 7,050 degrees F. Nitromethane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases. Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder. Spark plug electrodes are totally consumed during a pass. After halfway, the engine is dieseling from compression, plus the glow of exhaust valves at 1,400 degrees F. The engine can only be shut down by cutting the fuel flow. If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half. In order to exceed 300 mph in 4.5 seconds, dragsters must accelerate an average of over 4G's. In order to reach 200 mph (well before half-track), the launch acceleration approaches 8G's. Dragsters reach over 300 miles per hour before you have completed reading this sentence. Top Fuel engines turn approximately 540 revolutions from light to light! Including the burnout, the engine must only survive 900 revolutions under load. The redline is actually quite high at 9,500 rpm. Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimated \$1,000 per second. The current Top Fuel dragster elapsed time record is 4.441 seconds for the quarter mile (10/05/03, Tony Schumacher). The top speed record is 333.00 mph. (533 km/h) as measured over the last 66' of the run (09/28/03 Doug Kalitta).

Putting all of this into perspective:

You are driving the "average" \$140,000 Lingenfelter "twin-turbo" powered Corvette Z06. Over a mile up the road, a Top Fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and past the dragster at an honest 200 mph. The 'tree' goes green for both of you at that moment. The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds, the dragster catches and passes you. He beats you to the finish line, a quarter mile way from where you just passed him. Think about it, from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1,320 foot long race course.

... and that my friend, is ACCELERATION!

## SURVIVOR A REAL STORY

BY BERNIE SHULTE

The popular TV show – The Survivor pretends to show how people can live under adverse conditions. However, don't forget that this is a TV show & not real life. .I would like to tell you a little about a real survivor “show”.

Let's turn the clock back nearly 60 years to early 1945 when it was obvious that our last major enemy in WW II was Japan – not Germany. I was an Army Air Force P-51 pilot that had been assigned to the 5<sup>th</sup> Air Force in the South Pacific. One of the problems that both the Army Air Force & Navy pilots had in common was that they were often shot down over small, unidentified isles in the South Pacific and had to fend for themselves until, if lucky, they were rescued. However, for the most part, they were ill prepared for this type of situation . Finally, both the Army & the Navy realized they would have to start training their pilots & aircrews to learn how to “Live off the land’ in these isolated areas. As result, they started a program to give pilots a taste of what it was like to be marooned on a small south pacific island & how to cope with meeting every day needs.

The Army Air Force had arranged with the British Government to have several of the small. uninhabited Bahama Islands set aside for this training. It was a one week survival course. We were flown close to a beach in an Army Air Force OA-10 Catalina, Oh yes- the Army Air Force also flew Catalinas, (As a matter of fact, Al Younghaus, who owned a model store where our Pelikan Model Club used to meet, was an OA-10 pilot in WW II) Each one of us was dropped off just offshore in an inflatable life raft with our parachute & seat pack. We were to “exist” there for one week living, “Off the land” However, there was a daily flyover of each area and, if we had major trouble, we could fire a flare pistol & the OA-10 would land and pick us up. Obviously, this was something that none of us wanted to do. We had no idea how large “our” island was nor if another “Survivor” may have been dropped off somewhere else on the island.

As I said, we had our parachute, a sidearm and our seat pack which was really a survivor kit. It contained water purification tablets, a fishing line, a small tripod folding heater that used heat tabs, a signaling mirror, a compass, a large folding knife, a folding flask for collecting water, a box of matches, manuals on survivor guidelines plus other items that I can not remember. One of the things that sticks in my memory was that we were told that we could eat anything that we saw monkeys eat. (Oh yes there were monkeys on these islands). Two of the manuals were titled, “Emergency Uses of the Parachute” and “Jungle and Desert Emergencies” and they were of a great help. What we **DID NOT HAVE** was any radio equipment We. were told the day, the time & the location where we would be picked up and it was our responsibility to be there at that time. We were reminded that this was” enemy” territory and that we should not show any outward evidence of our being there. There was usually a daily rain shower and this was one of the sources of our drinking water. We ate fruit, coconuts, caught fish and crabs and, watching the monkeys, ate the greens that they ate. Needless to say, I survived this test and it was one of the more interesting highlights in my military training and I thought that you might like to hear about it

Note - Bernie is going to bring some of the original articles from his survivor kit to share with us at the meeting. This should be very interesting!

## DAVE'S MUSEAM REVIEW

### LUXEMBOURG BELGIUM

This month, we are going to tour several small museums in the Luxembourg-Belgium area. Starting off, we stop at the Luxembourg National Army Museum in the wonderful small town of Diekirch. Diekirch lies along the Sare River. This area was taken back by the German 7th Army in mid-December, 1944, then retaken by the US 3rd Army after a serious struggle. The terrain in this area is very hilly, with many small streams flowing in the valleys. As I've driven through this area, I have only imagined the difficulties that both sides faced.

The museum's exhibits detail the events of the 1944-45 Battle of the Bulge and the liberation of Luxembourg from the Nazi scourge by US troops. Here is the URL of the museum. <http://luxembourg.co.uk/NMMH/> Great museum website. Here are some of the museums highlights:

155mm howitzer	4x.50 cal "quad gun" on mount M55
155mm gun Long Tom	105mm howitzer
203mm (8 inch) gun	Bofors 40mm AA gun
M4A1E8 Sherman	German
M-3 halftrack	RSO towing vehicle (late version)
1/2-ton 6x6 truck (look, there's my daughter again!)	I.FH-18 105mm howitzer
57mm anti-tank gun (my son in picture, rare!)	Hetzer(as usual, Swiss G-13)
Jeep	Several small 1/1 dioramas
3/4 ton weapons carrier	US stove with 1/4 ton trailer
2 1/2 ton truck with comms van	German 80mm mortar
M-4 high speed towing tractor	German 75mm PaK 40 anti-tank gun
750 gallon water trailer	
1/2 ton command vehicle	

Several model display cases, cool, but they were all in 1/35...darn!

OK, next we travel to Bastogne. On the outskirts of Bastogne are ten Sherman turrets, marking the lines of defense of the city. My daughter, unfortunately, had her finger crushed by one of the turret port covers. In the U.S., this would have been welded shut. Trust me, Europe is not child friendly!

In the middle of Bastogne is a Sherman, M4A3, I think, with a shell hole through the turret. The population of Bastogne is very pro-US for the liberty the US forces ensured!

Two kilometers away is the Bastogne Historical Museum. Highlights are a M-10 Wolverine, M4A3 Sherman, and a Hetzer. The museum is centered around a great display of the Battle of the Bulge in a lighted, map display in an arena. Several 1/1 dioramas surround the central area.

Earlier, I said Europe is not child friendly. The Belgiques protect these tanks with a string of barbed wire around the hull. I was there once with a troop of Cub Scouts. Wouldn't you know it, three of the "scouts" pulled the barbed wire out and stood between the wire and the tank.

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## DAVE'S MUSEAM REVIEW CONTINUED

Any move could have meant a serious cut on their throats. I was right there, grabbed the wire, yelled at these stupid recruits (in a good basic training manner) and held it off while they "escaped". It's a damn good thing my son wasn't one of those.....!

Across from the museum is the Mardasson. This giant monument in the form of a five-pointed star was erected in honor and remembrance of the **76,890** American soldiers who died, were wounded or disappeared during the battle of the Ardennes.

Next is the town of Hoffoulize. This is where the northern and southern attacks of the Allied forces to chop off the Bulge came together. The town was destroyed. Residents have since claimed that U.S. bombing attacks resulted in unnecessary destruction. This event, and with this area being predominantly "German" before the war, has led the local population to not be so friendly to the Americans. In the center of town is a Panther aufs G, prominently displayed! It's a kind of a statement against the US, so I was told. There is another Panther G near Manhay, but I was not aware of this when I was in the area.

Last, we visit the town of Clervaux. Right in the middle of the German 7<sup>th</sup> Army advance, heavily wooded, how could they expect an army to move through this area? Clervaux is in a fully surrounded small valley, similar to a volcanic crater. The town is in the middle of the valley, castle in the middle of the town. Highlight pieces include a M4A1E3 Sherman, 75mm PaK 40, and 88mm Flak 41 gun. Nice little museum inside.

OK, finally we have to include the museum at La Glieze. Small museum, pretty cool, but of course the best part is the Tiger II just outside. This is one of the seven Tiger II abandoned by Kampfgruppe Piper in this area. This one survived in a farmer's field and was eventually was towed to the town center for display. One of eight Tiger II remaining. Others at:

Bovington UK  
Munster Germany  
La Glerze Belguim  
Thun Swiss

Shrivenham UK  
Samur France  
Ft Knox US  
Kubinka Russia

I've got to get all of these photos together before Tuesday. Wonder if I can find them all!

## SHOW STUFF

This is just a reminder to all those who wish to help out with our upcoming Region 11 show in October, we will be having a break out session at the meeting to go over show activities and get input from show committee. Some task assignments may be decided and an update on what we have so far will be provided. There is a lot to do. We will need folks to help with setup, registration, raffle, security, judging, take down, and a bunch of other stuff that I am sure to have left out. We will work more on task assignments closer to the show, but now is a good time to get ideas and keep the people who are going to work on the show informed of our progress. Thanks in advance for all the work the volunteers will be doing. We always have a good show and the folks who volunteer their time are the ones who make it happen.

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

**Email: [rraver@tampabay.rr.com](mailto:rraver@tampabay.rr.com)**

## FROM THE EDITOR

ROBERT RAVER

I want to take a moment here to bring you my perspective on things. There is a lot going on with the club and since this is a show year it will be even busier than usual. I think all this activity is a great thing, but it can lead to some tension as we try to get everything in order so we can be ready when it is show time. I am certain we will have another great success with the show through no small effort by many of the club's members. We should just try to keep in mind that we are doing this to have fun. While it is true that we must strive to do things right, at the end of the day it is all for fun and enjoyment and there is nothing we are doing that will cause any great rift in the universe. I know there are folks who are quite passionate about our hobby (I think I am one of them), but lets make sure we don't get too wound up over things and loose sight of the simple fact that we are only trying to provide a positive experience for our fellow modelers and the general public.

I am really looking forward to a great year of shows and activities and I am looking forward to working with all of you in making these things happen. So my friends and fellow modelers, lets lend each other a hand, get your game on, and most of all, HAVE FUN!