

Pelikan Model Club

www.percongrp.com/pelikan.htm



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Reminders:

- Jax-Con 2005 October 8th & 9th
- Turn in your choices for the Holiday dinner

A NEW TREAD HEAD IS BORN

On August 13 at 7:13 AM, Spencer James Raver was born. He weighed in at 8.5 pounds and made his poor mother go through more than 24 hours of labor with about 3 hours being quite intense. This being our first child, I am very excited and also a bit nervous. It is scary to think of myself as a father, but we have waited for this for a long time and we are both pleased, even if we are more tired than we have ever been.

With the arrival of my son, I have been thinking a bit about what the future of modeling for him may be, if he wants to take after his dad and try model building. It seems to me there is some advantage to being a young modeler because several model companies have marketed easy to build kits where most of the work is already done. I also wonder if this takes something away from the art of model building. My grandfather built models from paper and blocks of wood. My father built models from plastic kits that were primitive by today's standards. I build models from precise plastic kits with after market everything. I wonder what modeling will be like when my son is my age, 35 years from now.

I envision a bench top fabrication machine that is hooked up to a computer. You could download plans and send them to your fabrication machine, which produces any part imaginable in seconds. Instead of kits, you just download plans, pour in some plastic pellets, and press a button. In minutes your perfect pieces are ready for assembly. Everything fits perfectly with no sanding or filling and even the smallest and thinnest parts are easily produced without the need for PE, separate tracks, aluminum barrels, etc.

I wonder if I will think the skill and art is gone from the hobby and go into that old dissertation ... "Back in my day, we didn't have all this fancy stuff and had to make our models from kits, PE, ..."

HOLIDAY DINNER UPDATE

I have only received holiday dinner choices from about 3 people so far. The top picks right now are Chicken Parmigiana, Pasta Bolognese, and Sausage & Peppers. Joe Bivona found the Web site for Angellino's and it is as follows:

<http://angellinos.com/palmharbormenu.htm>

You may want to check out the site for more information about the menu choices. Ed Mayday will need to have everyone's payment by the end of October, as we must pay at least one month before our reservation. The cost is \$22 per person. Please get you selections to me and you money to Ed Mayday.

2007 REGION 11 REGIONAL IN PUERTO RICO

The guys in Puerto Rico are considering a bid to host the 2007 Region 11 Regional in San Juan. They have asked the Region 11 clubs to consider this and would like to know how many people would be interested in attending a show there. There are obvious logistical and cost issues associated with going to Puerto Rico, so Gil Hodges has asked for a response from each of the clubs with an estimate of how many people would like to attend a show held in Puerto Rico. It might be an interesting family vacation, so consider it and we will discuss it at the meeting on Tuesday.

OFFICIAL ATLANTA RESULTS STILL NOT CERTAIN

For those who are still wondering why there has been no official announcement of the results from the National in Atlanta, the word is that they are still working on it. No details were given as to why it is taking so long to figure out the actual results, which is obviously causing some concern. Apparently, there has been some discussion on the forums that was very negative. I guess we just have to wait to see what the results are and hope that the folks who earned an award actually went home with it. The problems that were encountered in Atlanta were unfortunate, so lets hope the official results will put this issues to rest instead of making a bad situation worse. IPMS has announced that they are working on minimum standards for National show record keeping to ensure this does not happen again. They are working on a solution that will be flexible enough for the host club to be creative in their approach, but also mandate a base system that will ensure the results are not lost.

ORION MINIATURES LTD.

The following is a message Mike Stanley received from Orion Miniatures Ltd. In Toronto Canada. They are looking for some feedback on upcoming product releases. Their e-mail address is orionminiatures@canada.com.

Greetings!

I have just seen your site and it's great!

My name is Derry Fitzgerald and I am the owner of Orion Miniatures Ltd., here in Toronto Canada.

I would like your feedback from your club members about a series of releases I have planned for this fall and winter. All of these are in 1/48 scale, cast in resin.

They are:

Lockheed "Air Express" (Gilmore Red Lion)
Lockheed Orion 9D (Varney Speed Lanes)
Northrop Gamma 2D (Frank Hawks' Texaco Sky Chief)
Northrop Delta Mk II (US Coast Guard, RCAF)

I'm in the proces of cutting the molds for the Lockheeds now. So these should be ready for XMAS.

If there are other releases you can think of for interesting subjects, please let me know. I am also planning a civil and a "Racing Series" as well.

It's nice to see kits done to the high standards as reflected on your site and as a lot of these are Golden Age in interest, I'd like to hear your thought.

Thank-you for your time and letting me introduce myself.

I look forward to hearing from you.

Regards,

D.F.

SHUTTLE FOAM LOSS LINKED TO EPA REGULATIONS

FROM HANK KRAMER

Hank forwarded this article from Zacks, which provides some interesting insight on the foam loss problem on the Space Shuttle.

As recently as last month, NASA had been warned that foam insulation on the space shuttle's external fuel tank could sheer off as it did in the 2003 Columbia disaster - a problem that has plagued space shuttle flights since NASA switched to a non-Freon-based type of foam insulation to comply with Clinton administration Environmental Protection Agency regulations.

"Despite exhaustive work and considerable progress over the past 2-1/2 years, NASA has been unable to eliminate the possibility of dangerous pieces of foam and ice from breaking off the external fuel tank and striking the shuttle at liftoff," the agency's Return-to-Flight Task Force said just last month, according to The Associated Press.

But instead of returning the much safer, politically incorrect, Freon-based foam for Discovery's launch, the space agency tinkered with the application process, changing "the way the foam was applied to reduce the size and number of air pockets," according to Newsday.

"NASA chose to stick with non-Freon-based foam insulation on the booster rockets, despite evidence that this type of foam causes up to 11 times as much damage to thermal tiles as the older, Freon-based foam," warned space expert Robert Garmong just nine months ago.

In fact, though NASA never acknowledged that its environmentally friendly, more brittle foam had anything to do with the foam sheering problem, the link had been well documented within weeks of the Columbia disaster.

In February 2003, for instance, the Philadelphia Inquirer reported:

"NASA engineers have known for at least five years that insulating foam could peel off the space shuttle's external fuel tanks and damage the vital heat-protecting tiles that the space agency says were the likely 'root cause' of Saturday's shuttle disaster."

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SHUTTLE FOAM LOSS CONTINUED

In a 1997 report, NASA mechanical systems engineer Greg Katnik "noted that the 1997 mission, STS-87, was the first to use a new method of 'foaming' the tanks, one designed to address NASA's goal of using environmentally friendly products. The shift came as the U.S. Environmental Protection Agency was ordering many industries to phase out the use of Freon, an aerosol propellant linked to ozone depletion and global warming," the Inquirer said.

Before the environmentally friendly new insulation was used, about 40 of the spacecraft's 26,000 ceramic tiles would sustain damage in missions. However, Katnik reported that NASA engineers found 308 "hits" to Columbia after a 1997 flight.

A "massive material loss on the side of the external tank" caused much of the damage, Katnik wrote in an article in Space Team Online.

He called the damage "significant." One hundred thirty-two hits were bigger than 1 inch in diameter, and some slashes were as long as 15 inches.

"As recently as last September [2002], a retired engineering manager for Lockheed Martin, the contractor that assembles the tanks, told a conference in New Orleans that developing a new foam to meet environmental standards had 'been much more difficult than anticipated,'" the Inquirer said.

The engineer, who helped design the thermal protection system, said that switching from the Freon foam "resulted in unanticipated program impacts, such as foam loss during flight."

**For contributions
to the
newsletter,
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comments,
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AMTECH MODELS ANNOUNCEMENT
FROM LARRY WILLIAMS

AMtech Models has announced the release of a 1/48 scale P40K-5/ Kittyhawk III "round tail". Larry Williams forwarded a nice PDF advertisement for the new release complete with color photos and review of the kit. If you would like to see this, please let me or Larry know and we will forward the article to you.

WHY THE ENGLISH WEAR RED COATS
FROM ED BRUT

Why the English Wear Red Coats

A long time ago, Britain and France were at war. During one battle, the French captured an English Major. Taking the Major to their headquarters, the French General began to question him.

The French General asked, "Why do you English officers all wear red coats? Don't you realize the red material makes you easier targets for us to shoot at?"

In his understated English way, the Major informed the General that the reason English Officers wear red coats is so that, if they are shot, the blood won't show, and the men they are leading won't panic.

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And that is why, from that day forward, all French Army Officers wear brown pants.

:) Ed