



INTERNATIONAL PLASTIC MODELERS SOCIETY, USA

THE CORSAIR NEWSLETTER

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Craig Hewitt Chapter - IPMS/USA

Meeting Times:

The club meets at 7:00pm on the last Monday of each month at the Cutter Aviation facility at the south side of Sky Harbor Airport. Check the club calendar on the website for any changes. (<http://www.ipms-phx.org>)

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PRESIDENT'S MESSAGE

The 2004 IPMS/USA National Convention is just a little over 4 months away. Dick Christ is doing an excellent job organizing the event, and all indications are that this will be a very well attended convention. If you have not been involved with the national but would like to help, we need you! Please contact Dick or come to our next meeting.

I encourage all club members to enter the contest. A common misconception is that the model must be "perfect" to enter a national. This is simply not true. All of the models I judge last year at Oklahoma City had flaws, so you might be surprised to find a model that you thought wasn't good enough because of a flaw or two might win an award. Even if it doesn't earn brass, hundreds of people get the pleasure of viewing your work. The more interesting subjects on the table the better for the spectators.

Our club is going to have a group entry this year, Project Warthog. Take any scale A-10 Warthog kit and let your imagination run wild! Try to use at least half the kit to create any fantasy vehicle. Or even build a "proper" A-10 if you wish. Creativity is definitely more important than filling every seam. The club has several kits for sale at the meetings for \$10.00 if you need one.

Time is ticking, and August will be here before you know it! Get cracking on those National projects, and let's have a good club showing at the event.

Happy Modeling,

Larry Grapentine

WHAT YOU MISSED

Nearly 50 modelers attended the March meeting. The room was filled to capacity, and we absolutely must find a bigger room by the May meeting. If you know of a church or hall that rents out meeting rooms within a few miles of the current site, please contact the president.

Jim Baker did a demonstration on how to paint stripes, which was very interesting and informative.

The April contest will be "Non-Standard Markings", which could be a captured aircraft or vehicle or an odd color scheme.

The June contest and 2004 IPMS National Contest group entry will be "Project Warthog". Take any A-10 Warthog kit, and bash it into anything you can dream up! Try to use at least half a hog! The club has several 1/48 and 1/72 A-10 kits for sale for the bargain price of \$10. Get yours at the next meeting!

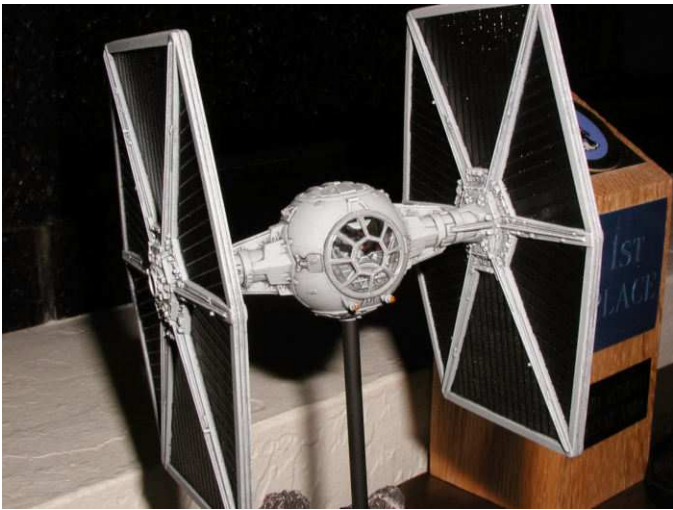
Here are some of the models that were brought to the March meeting:



Craig Pierce's Pegaso 54mm Roman Gladiator.



Revell 1/72 F4U-5 Marines (Korea) by Brian Baker.



JimDiGiacomo's FineMolds 1/72 TIE Fighter.



HerbZinn's Academy 1/72 A6M5 Zero "Aged Samurai".



Italeri 1/35 M4 Sherman by Mark Cusenbary.



MPM 1/72 Spitfire Mk IX by Chuck Ludwig.

The raffle generated \$60 for the club. Visitors and new members at the meeting included Chris Nado, Dan Stuart, Craig Peters and Al Roesler.

KIT REVIEWS

Nichimo Ki-43-I Oscar 1/48th
By Erik Lind

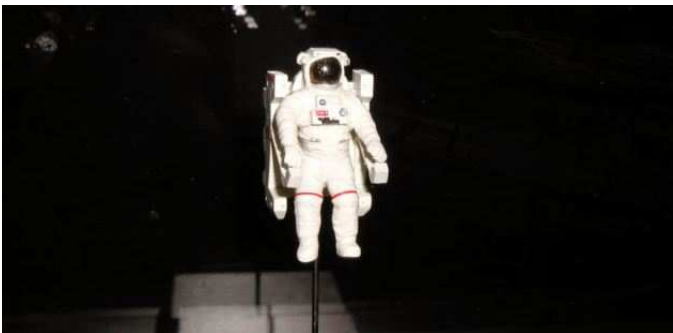
I bought this kit in Farmington, NM last autumn for \$5.00. A friend of mine recommended it so I spent my hard-earned bucks on it. If I didn't like it, I could always give it away.

I opened the box and was greeted by a single sheet of yellow, very bright and very old decals, very nice. I thought about using those. The kit came with a small tube of cement. Good with cement. Didn't open the cement, might cause some kind of environmental disaster since it's ancient stuff and out anyway. I disposed of it. I always buy kits with some kind of probably was dried.

The kit comes on two light gray plastic sprues and parts. Taking a closer look at the plastic, I saw that the whole plane has nicely engraved panel lines, rivets and none of it was out of scale or out of proportion. I was impressed.

I started the build by asking my Japanese aircraft expert about any exciting markings, and he found one in some kind of Japanese book with lots of pics and color plates. I don't read Japanese so I had to trust him that it was a Japanese plane and in Japanese markings. If not, I know where his models live.

Starting with the cockpit, I cut the parts from the sprues and started to glue. There are a LOT of nice small details that go into the cockpit. I am really impressed by the amount of detail in this old kit, it beats most modern kits by far. With all the stuff glued and dried, I went to jaircraft.com and looked up Nakajima interior color which was recommended to be the correct paint for these by another Japanese.



1/72 Astronaut with MMU by Mike Mackowski.



Kevin Patrick's Hobbycraft 1/72 CF105 Arrow.

aircraft expert, this one I actually trust. Found I put on my white lab coat, told Gort to take a day laboratory to mix color. First mix turned out to be RLM02. Oh well, note even Nakajima had color blind to the other mix. Match was not close to the reference, but it was midnight, the thunderstorm was overhead, so I loaded my airbrush and went to work. It's alive, or at least that can be called green if you stretch it a whole lot.

I put future on the paint to seal it and washed the and added highlights in silver. Look good, patted myself on the back, cockpit, dry brushed

I turned my attention to the engine. Another gem are front and back row, with nicely molded rockers and wiring harness. The front cooler/radiator is very nice and the exhaust system comes in two parts with separate exhaust stubs. The whole thing was painted with Testors Metalizer which makes a good representation of metal. The engine was then glued to the engine bearers that were glued to the firewall. It looked absolutely fabulous.

Glued the cockpit to the firewall, dropped the fire wall, recovered the broken off engine, also recovered the broken off exhaust stubs. Glued the whole assembly into fuselage and dropped the engine, recovered mentioned engine. Glued engine to firewall and it didn't want to fit because of the exhaust stubs, dropped engine, recovered engine. Glued firewall to fuselage, glued cockpit to fuselage, dropped engine, recovered engine. Glued fuselage together without dropping engine since it was already lying on the floor.

Glued lower wing to fuselage and then upper wings to fuselage, dropped engine just for fun. Glued elevators to fuselage and found that the tail was warped to the left, or so it looked but I was wrong. Recovered engine and glued engine to mounts. Glued cowling to fuselage. Engine still mounted. Left out exhaust stubs since I didn't want to drop engine again. Engine now mounted, not droppable. Phew.

Got some minor filling at the wing root, but mostly it went together like a dream. Sanded these seams and shot the first color, white since it has three stripes on the rudder and a white fuselage stripe. Then shot the red on top, masked the rudder stripes, the fuselage stripe then put the green on. The Polly Scale I have is IJA Green but looks a bit too brownish, but it matches the interior better than IJA underside gray, didn't know what color I should use for the underside. I don't have IJA underside gray, only Navy gray so Navy gray it is, and it matches the top color and interior color better than Army gray.

Glued the sight on the fuselage and glued the canopy in place. Masked the canopy. Put 4 Hinomaru's from Aeromaster on the model after the future had dried. Soaked the decals with solvents and left them alone over night. They were happy to conform to the model, despite its intricate rivet and panel details. Time to wash the model with acrylic wash. Applied generous amounts of black wash all over the model and wiped it clean after it had barely dried. The rivet detail and panel lines really stand out now. Put a flat coat on top of fit to seal landing gear, prop, etc. Removed the masking from the canopy and I can hardly see any of the interior, the only thing I can see is the missing headrest that I know about it, I won't tell.

In all, this is a very nice kit, often frowned at and overlooked at swap meets and eBay. It gives you a whole lot of model for the money, and the fit is almost Tamiya standard, and this is a very old kit. Once you get some good decals for it, it's worth adding to your collection, I sure am going to.



**Dragon 1/35M-1A1HA Abrams
By Mike Pabis**

Dragon first produced this model in the early 90's. It has recently been re-released by their subsidiary, Shanghai Dragon. The Abrams kit comes on eleven sprues plus the chassis. All pieces are molded in gray plastic. Decals are included for both the Marine (desert scheme) and Army (1st Armored Division in Kosovo) versions. The age of the kit apparently affected some of the molds because some pieces have an extraordinary amount of flash, sinkholes or mold markings.

This is an interesting kit to build because it provides a limited interior while also providing some of the better Abrams exterior detail. If you are like me, it will take you some time to build, as there are numerous fixes such as sinkholes, mold lines and thick pieces of flash that need to be removed. While I am on my second tour of model building and consider myself to be a novice, this kit has the worst mold related problems of any kit I have ever seen. Each of the mentioned problems will cause anyone who builds the kit some frustration because it takes a lot of time to fix them.

The kit can be built as a USMC or Army version. The model also comes with the Marine's different smoke grenade launchers in addition to the more conventional ones. The Marine's grenade launchers look like a vertical rectangle with two columns of grenade tubes as compared to the traditional rounded triangle look of the older Abrams tanks. One note, Army tanks in Operation Iraqi Freedom did use the traditional smoke grenade launchers during the fighting, so the kit can be built to either an Army or USMC version for Operation Iraqi Freedom. Also included are two CIP panels, the Venetian blind looking things that everyone saw on vehicles during the war. These are redesigned to provide a different infrared signature when viewed by pilots through their night vision equipment. Among the other items included in the kit are an APU and a snorkel version for those who choose a Marine version.

Unfortunately, I don't have access to a digital camera, so I couldn't provide any photos of construction or of the finished product.

Hull

The bottom portion of the hull comes together fairly easily. There are few parts involved in assembling the hull and most of those deal with the details on the rear and front. I began by attaching the aft piece of the hull to the chassis section so that I could accurately align the top portion of the hull later. It would also be possible to do the reverse, assemble the aft to the top hull piece in order to accurately fit the piece to the chassis section. Either way would work.

Ignore the instructions when they tell you to add the wheels then the skirts at this stage. You will have to paint the wheels, links, the side portions of the hull and skirts before you make your final assembly. If you follow the instructions, you will have assembled the entire lower hull and won't be able to paint the wheels and track links.

When I first looked at the underside of the top piece of the hull, I immediately noticed something was missing. The underside of the piece is incomplete and shows a host of mold and production marks. To fix this, I used a tip from Ethan Dunsford recommended. After the

beingsaid, be careful when removing the marks or a lot of detail.

the guns will lose a

ahead and touched up whatever overspray wound up on the links and wheels. The smoke grenades were repainted black or light green.

Bustle Rack

Other than the aforementioned problems, this is the biggest hassle. Ask anyone who built the kit and they will certainly wonder why this was created in plastic. Want to save some time and frustration? Only use the bottom of the rear bustle rack (pieces F14 and F52). Assemble those pieces but leave off the bars. Get some brass rod (I used .032 brass rod) and use that instead. Only use the plastic pieces as guides for measuring. Each plastic piece has numerous thick attachment points and mold plugs that will drive you crazy if you try to use the kit pieces. I actually broke the pieces trying to remove them from the sprues. Use brass rod again when adding the side bars by the storage racks. Remember this when working on the bustle rack, when in doubt, use brass rod!

Gun Barrel and Mantlet

The barrel went together fairly smooth, although I did have to fill the lengthwise seam on the barrel. The mantlet that I used the gun took a few minutes to figure out. The sides fit inside the main housing and not flush. I had to figure out how to glue the pieces in without losing the detail near the attachment. What I wound up doing was to glue the pieces from the inside. The top piece needed to have some putty and sanding work done in order to make it flush.

There is a problem when attaching the gun mantlet to the receptacle within the turret. The female joint inside the mantlet does not line up properly with the male joint in the turret to allow the overall unit needs to be flush with the turret. After finding an article in a past Fine Scale Modeler, the author states that the female joint needed to be drilled out and the horizontal openings need to be enlarged to allow the mantlet to sit flush in the turret. It takes a little bit of work, but it was doable.

Track Links and Wheels

This was my first time working with individual track links, so I expected some frustration. The only major thing I dealt with was the sinkholes and thick pieces of flash on every track link. It took a little while to fix the 60+ pieces, but they look better. Each piece also had mold links running horizontally on every track link, so it took a little sanding together that taken care of. I did experience some small problems with individual tracks. When I cut them from the sprues, some had a tendency to bend in the middle. I chose to paint the links Tamiya Acrylic black and added some dry brushing highlights.

The wheels took a little work to get them ready. I spent a few hours removing the mold lines and sanding them smooth again. With that many wheels, it took me a week end to get it done. I painted the entire wheel Tamiya Acrylic black with a hint of Tamiya Acrylic gray. After it was dry, I used a compass cutter to cut out a mask that fit around the edge of the wheels, but left open the interior for painting. Next, I painted each wheel interior Testors Army/Marines Sand. Also, I decided to use the Abrams painting tips from the July 2003 Fine Scale Modeler in order to bring out more detail on the wheels.

Final Assembly and Painting

With the main sections (turret and hull) assembled, I was now ready to add the road wheels and links. The prepainted wheels were added to the hull. I then spent the next two hours getting the links in the correct position. The links were placed around the back wheel and glued in place. Next, I fit together the links without glue and started to install them. The most difficult areas were around the front wheel where there is a curve in the hull. After I had everything fit correctly, I went back and placed tiny drops of superglue on the loose or critical links. Looking at the instructions, it appears that they are not exact with the number of links needed for each side. I wound up sing more than the picture stated. Toward the end, I was going to run out of links. Fortunately, I wound up with three extra links. With the wheels and links in place, I added the side skirts and filled in some small gaps where the skirts meet the hull.

To paint the tank, I masked off the road wheels and links and painted the rest Testors Army/Marines Sand. After removing the tape, I went

All the remaining small pieces were attached and I gave it a coat of Testors Dullcoat. Originally, I was going to make it factory new, but eventually decided against that. I applied an oil wash over the model; dry brushed the highlights and applied the decals. Lastly, I used a technique for applying dust on an armor vehicle that I found on www.armorama.com. I used heavily thinned Tamiya Acrylic Buff and sprayed on a coat of "dust" to give it a more authentic desert feel.

Conclusion

Overall, I would have to say that this was a good kit to build. While it was very challenging in some areas and overly time consuming in others, the kit still was worth it. And for only \$17, it is a bargain. I probably spent over 100 hours on it over 3 months. A lot of the time was spent on correcting and fixing the sinkholes, mold lines and other problems that appeared on nearly every part. Construction went fairly well with the exception of the turret, hull and bustle rack.

Pros

- Non-slip coating
- Nice exterior detail
- A basic interior which really adds to the appearance

Cons

- The unending number of sinkholes, mold lines and other little nuances
- Instructions are unclear about the placement of the turret interior sides, wrong parts combinations and calling for parts which are not on the actual tank
- Bustle rack – enough said

WEB STUFF

Here are some more Iraqi Freedom links from Mike Pabis:

St. Louis Post Dispatch

<http://www.stltoday.com/news/specialreports/iraq#PhotoGalleries>

This is another site that focuses on Operation Iraqi Freedom. The newspaper sent a few reporters and cameramen over to cover the action. The galleries by Andrew Cutraro are the better ones on the page. Each gallery has a menu off to the side with more pictures in different categories. As it seems like every other media outlet did, this newspaper focused on the USMC for their reporter staff to follow the action with. Also on the site are many news related items from the newspaper. Some are quite well written.

Baltimore Sun

<http://www.baltimoresun.com/news/nationworld/iraq/bal-warphotos,0,159107.special?coll=bal-iraq-utility>

This is another newspaper site that offered extensive coverage of Operation Iraqi Freedom. Like most other sites, there is a day by day account of the major operations of the war. There are multiple galleries offered with at least 10 pictures in each. Apparently, the Sun had reporters embedded with the Marines so a lot of their coverage is geared toward that. This site offers a bunch of great photos to look at.

WANTED

Hawk Mister Mulligan 1/48 scale kit. Will pay up to \$20.00 for a complete, unbuilt kit. Contact Erik Lind at 480-615-2188 or email at erik@erik-lind.com if you have one you are willing to part with.

UPCOMING LOCAL EVENTS

April

- Mon-26th Monthly Club Meeting: 7:00 PM at Cutter Aviation. Contest – "Non-Standard Markings".

May

- Mon-24th Monthly Club Meeting: 7:00 PM at Cutter Aviation.

June

- Mon-28th Monthly Club Meeting: 7:00 PM at Cutter Aviation. Contest—"A-10 Warthog Madness".

July

- Mon-26th Monthly Club Meeting: 7:00 PM at Cutter Aviation. Demonstration—"Non-Standard Markings".

August

- Wed 4th–Sat 7th–IPMS/USANational Convention at Phoenix Civic Plaza.
- Mon-30th Monthly Club Meeting: 7:00 PM at Cutter Aviation.

UPCOMING Regional EVENTS

May

- Fri-14th–Sat 15th–2004 IPMS (Western) Regional Plastic Model Contest at the Imperial Palace Hotel, Las Vegas, Nevada
<http://www.ipmslasvegas.com>

MISCELLANEOUS

I have recently moved and do not have a computer at home anymore. If you want to e-mail me, you must use my work address listed on page one. My phone number has also changed and is listed on the first page. My new mailing address is:

Kevin Henthorn
5910 East Julep Street
Mesa, AZ 85205

Thank you for all the content you've sent me for the Corsair. Please keep sending it. I am in desperate need of it at the moment.

Thanks,

Kevin Henthorn

Grand Opening of Andy's Hobby Headquarters 15224 N. 59th Avenue, Phoenix AZ

Now think about this. How often does one get to be the first one through the turnstile?

I got that opportunity today when I rolled up to Andy's Hobby Headquarters on north 59th Avenue. I'd heard about Phoenix's newest model shop via the internet. The proprietor had done several email announcements on Hyperscale, even going so far as to ask for email addresses to send out the "official" opening information.

Opening was scheduled for 11 AM. I got there around 10:40 AM and had the door opened for me at that time. Inside was Andy Klein, his wife Denise and the glue of the operation, young son Cameron. Andy is on his second tour of Phoenix, and comes here after running a successful hobby shop in San Diego for 8 years.

Andy is a builder as several AFVs, a landing craft and German soldier figure graced his display case, along with a couple of Tamiya Con trophies.

I asked him, "Why would someone who lives in Tempe, trek cross-town to his store?" "Customer service," he replied. For an hour, Andy filled me in on how he is there to meet the needs of his patrons. He comes across a honest and applaud his determination.

Now his store isn't a "big box" operation, but it has a good selection of current hobby magazines, soft cover In-Action type books, PE and resin accessories, aircraft, AFV, ship and car kits. I was very impressed with his model paints racks. They were raised up to a height that one didn't have to kneel on the floor to see items.

I did leave Club and Nats Convention flyers and Andy promised to post them on his notice board. I also gave him a Nats vendor application!

Denise was still putting inventory on shelves while I was there. Andy also was apologetic on the inventory issue as several orders hadn't been delivered yet. Continuing proof why the model industry distributors system needs anti-trust laws applied to it.

I think Andy's Hobby HQ will help the underserved modeling community on the left side of the Phoenix Metro area.

P.S. He's running a 20% off on model kits for the next two weeks or so. After that, IPMS members get 10% discount.

THE ACORN DAYS by Denham S. Scott Reprinted from NAAR (North American Aviation Retirement Bulletin) -Summer 2001

How many of you know that in 1910 the mighty Martin Marietta Company got its start in an abandoned church in Santa Ana, CA? That's where the late Glenn L. Martin with his mother "Minta" Martin, and a mechanic named Roy Beal, built a fragile contraption with which Glen taught himself to fly.

It has often been told how the Douglas Company started operations in 1920 by renting the rear of a barbershop on Pico Boulevard in Los Angeles. The barbershop is still there. The Lockheed Company built its first Vegain 1927 in what is now the Victory Cleaners and Dryers at 1040 Sycamore Avenue in Hollywood. Claude Ryan wrote a 24-hour hold-a-reserve commission as a flyer, had his hair cut in San Diego oneday in 1922. The barber told him how the town aviator was in jail for smuggling Chinese across the border. Claude invested and stayed on in San Diego to rent the old airfield from the city at fifty dollars a month and replace the guy in the pokey. He agreed to fly North instead of South.

In 1928, the Curtiss Aeroplane and Motor Company, Transcontinental Air Transport (now TWA) and the Douglas Company chipped in enough money to start North American Aviation, a holding company. The present company bearing the Northrop name came into being in a small hotel in Hawthorne. The "hotel" was conveniently vacant and available because the police had raided it found that steady residents were a passel of money-minded gals who entertained transitory male guests.

After Glenn Martin built his airplane in the church, he moved to a vacant apricot cannery in Santa Ana and built two more. In 1912 he moved to 9th and Los Angeles Streets in downtown Los Angeles. Glenn Martin was then running a three-ring circus. Foremost, he was a showman who traveled the circuit of county fairs and air meets as an exhibitionist aviator; secondly, he was an airplane manufacturer. He met his payroll and bought his lumber, linen and baling wire from the proceeds of his precision exhibition flying. His mother, "Minta" and two men ran the factory when Glenn was risking his neck and gadding about the country. One of these was 22-year-old Donald Douglas who was the whole of his engineering department and the other was a Santa Monica boy named Larry Bell who ran the shop.

The third circus ring was a flying school. It had a land plane operation in Griffith Park and later at Bennett's Farm in Inglewood; and a hydroplane operation at a place that's now part of the Watts District. A stunt flyer named Floyd Smith ran it. One of his first pupils was Eric Springer, who later became an instructor and then Martin's test pilot, still later the test pilot for the early Douglas Company, and then a Division Manager.

Between Eric and Floyd, they taught a rich young man named Bill Boeing to fly. Having mastered the art; Boeing bought a Martin biplane, hired Ross Stem, Glenn's personal mechanic, and shipped the airplane to Seattle. Later, when it crashed into the lake and Boeing set about to repair it, he ordered some spare parts from Martin in Los Angeles.

Martin, remembering the proselytizing incident with Ross Stem, decided to take his sweet time and let Boeing stew. Bill Boeing said, "To Hell with him", and told Ross Stem to get busy and build one of their own. Boeing had a friend named Westerfelt and they decided to form a company and build two airplanes. These two "BW" airplanes bore a remarkable resemblance to the Martin airplane which, in turn,

had been copied from Glenn Curtiss. There seems to be a moral about customer relations and product support mixed up in this episode.

During WWI, a bunch of sharpies from Wall Street in New York got control of the Wright Company in Dayton and the Martin Company in Los Angeles. They merged the two companies into the Wright-Martin Company. They sent a young man named Chance Vought to be their Chief Engineer. Donald Douglas lost no time in quitting and went to work for the U.S. Signal Corp.

The Wright-Martin Company started building obsolete "Standard" biplanes and Hispano-Suiza engines, with the latter under a license agreement with the French Government. Martin told them what they could do with them, and took off for Cleveland, taking Larry Bell and Eric Springer with him. Having the backing of a baseball mogul to build a new factory, he was soon joined by Donald Douglas who went to work and came up with the design of the Martin Bomber. It came out too late to see service in WWI, but showed its superiority when General Billy Mitchell made everyone mad at him by sinking the captured German battle fleet. The death blow to the allegedly Dreadnaught "Osfriesland" was delivered by the Douglas designed Martin Bomber.

At Cleveland, a young fellow called "Dutch" Kindelberger joined the Martin Company as an engineer. Also a veteran Army pilot from WWI named Carl Squier became Sales Manager. His name was to become one of the most venerable names in Lockheed history. Back in 1920, Donald Douglas had saved \$600.00 and struck out on his own. He returned to Los Angeles, found a barber, David Davis, rented the rear of a barber's shop and some space in the loft of a carpenter's shop where they built a passenger airplane called "The Cloudster".

Claude Ryan bought this a couple years later, which made daily flights between San Diego and Los Angeles with it. This gives Ryan the distinction of being the owner and operator of the first Douglas Commercial Transport, and certainly a claim to be among the original airline passenger operators.

In 1922, Donald Douglas was awarded a contract to build three torpedoplanes for the U.S. Navy. Douglas lived in Santa Monica, but worked in Los Angeles. Way out in the wilderness is what is now 25th Street and Wilshire Boulevard in Santa Monica, there was an abandoned barn-like movie studio. One day Douglas stopped his roadster and prowled around to investigate. The studio became the first real home of the Douglas Aircraft Company.

With the \$120,000 Navy contract, Donald Douglas needed and could afford one or two engineers. He hired my brother Gordon Scott newly over from serving an apprenticeship to the Martinside and the Fairey Aviation Companies in England. Gordon was well schooled in the little known science of Aviation by 1923.

My first association with some of the early pioneers occurred when I visited my brother Gordon at the barn at 25th Street. I found him outside on a ladder washing windows. They were dirty and he was the youngest engineer. There were no janitorial services at the Douglas Company in those days.

Gordon introduced me to Art Mankey, his boss and Chief Draftsman, and four of his fellow engineers. There was a head guy called Jack Northrop, a chap named Jerry Vultee, and a fellow named Dick Von Hake who was a reserve Army flyer. Jack Northrop came from Santa Barbara where he had worked during WWI for the Lockheed Aircraft Manufacturing Company. The fourth member of the Engineering Group was Ed Heinemann. They were all working on the redesign of the Douglas World Cruisers. Shortly afterwards, Jack Northrop left the Douglas Company in 1926. Working at home, he designed a wonderfully advanced streamlined airplane. He tied back with Allan Loughead who found a rich man, F.E. Keeler, willing to finance a new Lockheed Aircraft Company.

They rented a small shop in Hollywood and built the Lockheed "Vega". It was sensational with its clean lines and high performance.

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Vega was built,

William Randolph Hearst, publisher of the Hearst newspaper chain, bought it and entered it in the Dole Race from the Mainland to Honolulu, which was scheduled for 12 August 1927.

In June 1927, my brother Gordon left the Douglas Company to become Jack Northrop's assistant at Lockheed. He also managed to get himself hired as the navigator on the "Golden Eagle", the name chosen by Mr. Hearst for the Vega which hopefully would be the first airplane to span the Pacific.

The race was a disaster! Ten lives were lost. The "Golden Eagle" and its crew vanished off the face of the earth.

With its only airplane lost under mysterious circumstances, a black cloud hung heavily over the little shop in Hollywood. However, Captain George H. Wilkins, later to become Sir Hubert Wilkins, took the Number Two airplane and made a successful polar flight from Nome, Alaska to Spitzbergen, Norway. After that a string of successful flights were put the name of Lockheed very much in the forefront of aviation.

At Lockheed, Jack Northrop replaced the lost Gordon Scott with Jerry Vultee.

In 1928, Jack quit the Lockheed Company to start a new company in Glendale called Avion. Jerry Vultee then moved up to become Chief Engineer at Lockheed. He hired Dick van Hake from the Douglas Company to be his assistant. A young man named Clifford Garrett joined the Lockheed Company as the driver of their pick-up truck.

I went to work at Lockheed shortly after the "Golden Eagle" was lost. I became the 26th Lockheed employee. The Vegas were made almost entirely of wood and became a half-assed carpenter, generally known as a "wood butcher".

In 1929, Jerry Vultee quit the Lockheed Company to start the Airplane Development Company, which became the Vultee Aircraft Company, a division of E.L. Cord, the automobile manufacturer. He later merged with Reuben Fleet's Consolidated Aircraft Company to become Convair. When Vultee left Lockheed, Dick van Hake became the Chief Engineer.

In the meantime, Glenn Martin closed his Cleveland plant and moved to Baltimore. His production man, Larry Bell, moved to Buffalo to found the Bell Aircraft Company. Carl Squier left Martin to tie in with the Detroit Aircraft Company which had acquired the Lockheed Aircraft Company and seven others. They hoped to become the "General Motors" of the aircraft business! They appointed Carl Squier as General Manager of the Lockheed plant, which moved to Burbank in 1928.

At this time, General Motors had acquired North American Aviation, which consisted of several aircraft companies in the East. Ernie Breech, formerly with Bendix but now with General Motors, hired "Dutch" Kindelberger away from Douglas to head up the aircraft manufacturing units. "Dutch" took Lee Atwood and Stanton Smithson with him. The companies involved were Fokker Aircraft, Pitcairn Aviation (later Eastern Airlines), Sperry Gyroscope and Berliner-Joyce. Kindelberger merged Fokker and Berliner-Joyce into a single company and moved the entire operation to Inglewood, California.

Thus, a handful of young men played roles which profoundly affected all of our lives and the lives of millions of other Americans. They changed Southern California from a wasteland with a few orange groves, apricot and avocado orchards and the celluloid industry of Hollywood to a highly sophisticated industrial complex with millions of prosperous inhabitants. This technological explosion had some very humble and human beginnings. The "Acorns" took root in some strange places: a church, a cannery, a barbershop, but from them mighty Oaks have indeed come to fruition.

From a speech given by Mr. Denham S. Scott to the IA on March 1, 1968

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