



The Scribed Line

Newsletter for the



Oregon Historical Modelers Society (OHMS)

June 2010

Volume 2010/Issue 06

Message from the Editor

Newsletter production from you know where—Or how to recover from gross stupidity -- NOT

By Larry Randel

As I write this newsletter late on Thursday night (June 10) before the next meeting I just have to relate the challenges that have befallen this newsletter.

The worst problem happened yesterday. I had the newsletter 80 percent finished and just needed to do some final polishing. As I opened my flash drive I decided to do some file clean up and delete the May files out of the June directory. You can guess what happened. I selected the June files by accident and proceeded to delete them. OK they should have just gone to the Recycle folder right? Wrong, because files deleted from a flash drive do not go to the Recycle folder—they are just plain gone.

OK not to worry, I know there are file recovery programs out there to recovery wrongly deleted files. I opened Google and found several different recovery programs. The first would not download completely. The second downloaded and scanned the flash drive for deleted files, but what it found it put in a separate folder with just the program's code names for the files. To actually open the recovered files required paying \$ 29.99 for the program. The free evaluation copy didn't allow you to open the files or even know what it actually found. There was 25 minutes I would never get back between the download and then the useless scan.

Next program downloaded, but reported it could not scan the flash drive. On to the fourth program, that downloaded and was actually had useful features even as a free program. Upon completing the half hour scan, it found the files I wanted and even reported they were more or less usable. However, when trying to open the files, Word gave a flurry of error gongs to click through and eventually opened a nonsense file that appeared to be a cross between Mandarin Chinese and Klingon. Upon thjat last failure and an hour and a half of frustration, I threw in the towel for the night. Today I was busy all day at work and in the evening we had a departmental party followed by taking my daughter to the airport so she could go to New York to be a camp counselor for the summer. So I start over from scratch at 11 pm to recover what I had 80% done before.

Well it is not exactly the same because you get this article for a lead instead of the drivel I had started yesterday about my adventures building and painting last weekend. I just couldn't bring myself to recreate that schlock fest. Of course if President Tony Roberts had provided his promised article during this week you would be reading his bits of wisdom instead of my ramblings.

You will also note the meeting notes are all mine because our Secretary Adam Cox did not show up at the meeting in May without any previous notification. If it weren't for Bruce Mckinney's travelogue from his trip to Europe in may 2010, this would be what my daughter has jokingly referred to in the past as the "Larry Randel Memorial Newsletter". Maybe it wouldn't be as obvious if I didn't give myself bylines on everything I write, but that is just the way I learned to do it in journalism classes.

I sometimes supplement the newsletter with articles from the internet but I would prefer to keep the newsletter "live and local" (to borrow a local news channel motto). The moral of the story is unless you want my aimless ramblings from front to back in the newsletter, please send me some material. I can edit your train of thought rough reviews and comments into a readable form but I really don't have the model building expertise or the time to single-handedly come up with everything spontaneously.

Well the countdown continues to get shorter and shorter to get this finished and into the mail. I am planning on leaving Friday afternoon to drive to Port Townsend to go to their annual show on Saturday. With any luck I will be finished writing, printing, folding, addressing, and stamping the newsletters that get mailed before I leave tomorrow. Maybe I'll get some sleep in there too. That means my time to finish a couple models for the show is gone and now dedicated to newsletter production, but a good chunk of that is my own fault. Morals of the story—save disk cleanup for after the task is complete and read those confirmation screens.

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May 18, 2010 Meeting Notes

By Larry Randel (Secretary Adam Cox not present to take notes)

- 7:35 pm Meeting kicked off by President Tony Roberts
- Tony started the meeting with asking for people to share their memories of the Mount St Helens eruption from May 18, 1980.
 - Recognized guests:

Richard Lange (no relation to member Jon Lange) who builds 1/72 German aircraft. (became newest OHMS member joining by the end of the meeting—Welcome Richard.)

Dan Buchmeier—armor builder recently moved from Southern California
 - Discussed having a show planning meeting and other show planning details. Planned to have a meeting at Chris Binnett's house on May 27th.
 - Stew Bailey gave us a Evergreen Museum update. Lots of new planes on display and being acquired: MiG 23, Global Hawk mockup, F-104G, F-89, H-21.
- 8:10 pm Began the show and tell on the models
- 8:50 pm Started break to mingle with members and buy stuff in the store.
- 9:20 pm Break over and the 75% of members who remained heard the results of the voting for the models from the night.
- 9:40 pm Meeting over and cleanup of the meeting area began. Four or five people remaining finished by 10 pm (Thank you to the usual few who cleaned up for the many)

OHMS Info:

President: Tony Roberts	Phone: (503) 282-2790 E-Mail: roundelroberts@comcast.net
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Secretary: Adam Cox	Phone: (503) 351-5729 E-Mail: adam_mediac@comcast.net
Treasurer: Larry Randel	Phone: (503) 997-5109 E-Mail: ldrandel@hotmail.com

"The Scribbed Line" is a monthly publication of the Oregon Historical Modelers Society (OHMS) and to inform the membership of club events, discuss club business and promote the hobby. OHMS is a non-profit organization dedicated to having fun and serving the modeling community in Portland, Oregon. OHMS is a chartered chapter of the International Plastic Modelers Society, (IPMS). Material may be reproduced, but proper credit is requested.

Upcoming Events

- June 12, 2010 – 2010 North Olympic Scale Modelers Show, Ft Worden State Park, Port Townsend, WA.**
- June 15, 2010 – OHMS monthly meeting. Monthly contest. 7:00 p.m. to 9:30 p.m.
- July 6, 2010 – OHMS Build Night
- July 20, 2010 – OHMS monthly meeting. Monthly contest. 7:00 p.m. to 9:30 p.m.
- August 3, 2010 – OHMS Build Night
- August 4-7, 2010 – IPMS National Convention, Phoenix, AZ**
- August 17, 2010 – OHMS monthly meeting. Monthly contest. 7:00 p.m. to 9:30 p.m.
- September 7, 2010 – OHMS Build Night
- September 18, 2010 – 2010 OHMS & Evergreen Aviation and Space Museum Model Contest and Show, McMinnville, OR.**
- September 21, 2010 – OHMS monthly meeting. Monthly contest. 7:00 p.m. to 9:30 p.m.
- October 5, 2010 – OHMS Build Night
- October 19, 2010 – OHMS monthly meeting. Monthly contest. 7:00 p.m. to 9:30 p.m.
- November 5, 2010 – OHMS Build Night
- November 19, 2010 – OHMS monthly meeting. Monthly contest. 7:00 p.m. to 9:30 p.m.

IPMS/USA NEW MEMBER APPLICATION

IPMS No: _____ Name: _____
(leave blank) FIRST M LAST
Address: _____
City: _____ State _____ Zip _____
Phone: _____ email: _____
VISA/MasterCard: _____ Account #: _____ - _____ - _____
Exp. Date: _____
Signature: _____

____ Adult \$25 ____ Junior (17 years old or younger) \$12 DOB: _____
____ Canada & Mexico: \$30 ____ Other Foreign: \$32 ____ Foreign Air Mail: \$55
____ Family (Adult Dues + \$5, one set magazines # of membership cards required: _____)
____ If recommended by an IPMS Member, _____ (name) (IPMS#)
List his/her name and member number

IPMS/USA P.O. Box 2475
Check out our web page: www.ipmsusa.org North Canton, OH, 44720-0475

Members' Swap Area

If you are looking for something or have something to offer, contact Larry Randel at ldrandel@hotmail.com to pass on your information.

Wanted:

1/48th Hasegawa P-47D Bubbletop front windscreen piece. Contact: Tom McKercher at temckercher@hotmail.com.

Wanted:

Is there anybody with either the nose gear well, nose gear, and retraction strut, or a whole 1/72nd scale Revel/Monogram B-1A/B that I can buy or have. Partially built or scrap kits or pieces of kits are fine as long as it has a clean nose gear wheel, nose gear strut, and retraction mechanism. Those are the only parts I really need. Eric Jenkins, tetterest@gmail.com

Kit Collections Wanted:

Please call John Geigle at 360-771-3048 or email at info@masterpiecemodels.com

Disposals and Wants:

Josh Van Dyke has a list of models he is wanting to sell and looking for. Here is a rough list. Contact Josh at gangplank73@hotmail.com for more information.

Selling:

Scale	Description	Part #	Price	Manufacturer
48	F-106 Delta Dart	5847	10	Revell
48	Br.20 Cicogna	48068	30	Special Hobby
48	Ki-27 Nate Type 97 Fighter	9822	15	Hasegawa
48	Bf-110G-2/R3 Zerstoror	4530	10	Revell
48	Ju-87R-2	5975	10	Revell
48	Me-109E-3	61050	15	Tamiya
48	Su-27B Flanker	2167	20	Academy
48	Il-2M3 Sturmovik	8165	15	Eduard
48	MiG-19S Farmer C	2803	20	Trumpeter
48	MiG-21PF Fishbed	2166	10	Academy
48	Ryan Pt-20 Trainer	510	5	Testors
72	Su-27 Flanker	72221	10	ICM
72	He-177A-6 Grief	4306	10	Revell
72	Bv.138 Floatplane	10-017	10	SuperModel

72	He-100D-0	72115	15	Special Hobby
72	Br.20 Cicogna	1143	5	Italeri
72	Ju-188	109	5	Matchbox
72	MH-47E SOA Chinook	1218	5	Italeri
72	Bf-109G-6	1670	5	Academy
72	Bf-109G-6	63	5	Italeri
72	Me-109E-3		5	ICM
72	P-51B Mustang	4182	5	Revell
72	P-51B Mustang	90	5	Italeri
72	Bf-109G-10		5	Revell
72	MiG-31 Foxhound (Old Mold)	4349	5	Revell
72	MiG-3 Styrene and one Vacu		5	ICM/Eagle Talon
72	Sm.81 Pipistrello Old Mold	10008	5	SuperModel
72	Me-109G-6	JS108	5	Hasegawa
72	A5M2b Claude	C21	5	Fujimi
72	Bf-109F-2/4	53	5	Italeri
72	He-70G-1 Blitz Old Mold	4229	5	Revell
72	F-84			Academy
72	F-89			Academy
72	KC-97			Academy

Wants:

72	F-84			Academy
72	F-89			Academy
72	KC-97			Academy
72	A-50			
72	Il-76			
72	M-4 Bison			
72	MiG-15			
72	MiG-17			
72	MiG-19			
72	MiG-23			
72	MiG-27			
72	MiG-29			
72	Su-17			
72	Su-7			
72	Yak-28			

BRIDGETOWN
HOBBIES & GAMES

Bridgetown Hobbies & Games
3350 N.E. Sandy Blvd.
Portland, Oregon 97232
503-234-1881 bthobbies.com

Open 7 days a week 10:00 a.m. to 6:00 p.m.

Centrally located in Portland's Hollywood District. One Block South of I-84, Between I-5 and I-205

OHMS Build Nights held at Bridgetown Hobbies 1st Tuesday of the month. 6:30 p.m. to 9:00 p.m.

OHMS General Meetings held at Bridgetown Hobbies 3rd Tuesday of the month 7:00 p.m. to 9:00 p.m.

10% Discount to OHMS Members on purchases and special orders when made at club meetings.

May Meeting Pictures:



Gold: Jon Lange, Dragon 1/35 Panther A – No, the picture is not skewed. Jon built the diorama with the tank falling down the hill.



Jr Gold (tie): Michael Waffler, Marder III M (I may have the name wrong – please correct me and I apologize in advance if I am wrong).



Doug Packard, Renwal 1/32 Ontos multiple gun platform.



Silver: Dan Buchmeier, Dragon 1/35 Stug



Dan Buchmeier, Italeri 1/35 Puma



Bronze: Andy Doty, Hasegawa 1/700 Japanese Carrier Akagi—prewar configuration



Gerald Robinson, Special Hobby, 1/48, Phonix DIII, Austro-Hungarian WW1 fighter



Jr Gold (tie): Sam Chadwick, Verlinden 1/8 scale German Soldier



Jim Walker, 1/72 assortment of five Romanian fighters—mostly different versions of Bf-109s.

More May Meeting Pictures:

Not pictured because they had to leave before pictures were taken (Please bring them back so I can get pictures):

- Steve Bogert's Polar Lights 1/1000 scale USS Enterprise NCC 1701 (movie refit)
- Steve Bogert's daughter Sophia brought in two car models she built: a corvette and a Scooby Doo Mystery Machine van.

Display or In-Progress:



Andy Doty, 1/700 Resin USS Ward



Dave Hanson's 1/72 and 1/48 Tamiya Corsairs



Dave Hanson's Hasegawa 1/48 F-8 Crusader showing more progress.

STEPHEN AMBROSE Band of Brothers/ D-Day Tour (Part 1)

By Bruce Mckinney

(Tour taken in May 2010 by Bruce and Eileen Mckinney)

My wife and I were looking forward to a "trip of a lifetime" and ponied up the money to take a Stephen Ambrose 14-day guided tour called the Band of Brothers tour. This tour essentially followed in the footsteps of the legendary paratroopers of the 506th Regiment of the 101st Airborne Division. This is the same group that HBO did a 10-part TV mini-series on in 2005 - from training in Toccoa, Georgia all the way to Berchtesgarden Germany. The tour also included some key D-Day engagements from both the American and British that the 506th were not involved with – but played a major part of the D-day operation. The tour, although memorable, had a few major flaws and hick-ups. Some not the fault of the Ambrose folks and some were definitely the fault of the Ambrose folks.

The tour began with a welcome reception in Atlanta Georgia. However, the Ambrose folks did a poor job of making folks feel "welcome" as there were no introductions by staff or an opportunity to hear introductions from the other tour participants. Basically, we heard from our tour guide, an ex-marine squad leader named Ron Drez, a brief overview of the tour and the threat that "the bus will leave from point "A" each morning at zero what-ever hour and if you are not on the bus - it pulls out - he waits for no-one". Perfect - that certainly set the mood for how he was going to handle our group of roughly 40 people.

After a dinner at the hotel we boarded a bus to the old Amtrak station in Atlanta. This station has not been remodeled since WW2 and essentially looks just like it did for the trainees leaving for Camp Toccoa. We were quite impressed that Amtrak actually put on a private train car for our group and we boarded the train prior to others waiting in the station. It was a couple hour ride to Toccoa. Once we arrived at 10PM the welcoming committee from the Toccoa Historical Society was there to see us off the train. We also had (no lie) a police escort as our group walked from the train station to our hotel. We had to cross a somewhat busy road to get to the hotel and the Toccoa Police blocked the road with all their lights going. It was pretty impressive and these folks were really glad to see us.

The next morning we walked back to the train station which has been fully restored and contains an impressive museum with tons of artifacts related to the training of the paratroopers at Camp Toccoa. This train station has been refurbished and the museum artifacts obtained only since the HBO series aired.

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Before the miniseries, the train station was on the chopping block to be torn down. The series has basically revitalized the town.

One of the most interesting artifacts in the museum was an actual building that the 506th used as housing in Aldborne England. It was taken down piece by piece in England and shipped over to this museum and reassembled. There is all the "graffiti" from the 506th scratched in the wooden walls inside. After we toured the museum, the folks from the historical society loaded us into their 4WD vehicles to a trip to Camp Toccoa and the top of Currahee - which the trainees had to run - in all kinds of weather, 3 miles up - 3 miles down. There is basically nothing left of the camp other than one old out building - but the view from the top of mountain was pretty impressive. There is a large plaque located at what once was the camp entrance. After our visit to the camp, we re-boarded our tour bus to go back to Atlanta to catch our flight over to England - the next stop for the 506th. Here's where the trouble started.....

Our flight out of Atlanta was delayed 3 hours, then 6 hours, then cancelled - NOT because of the volcano - but related to mechanical issues. Delta put us up in a hotel and issued us some swell vouchers for the food court at the airport - but ALL the food places were closed by this time. We lost an entire day in Atlanta and were eventually diverted to Paris via a side trip to Charlotte North Carolina. The entire England part of the trip was missed - no Aldborne, no Littecotte House, no Southwick House, no ferry ride into Cherbourg. When we landed in Paris, half of our group got their luggage and just when the other carousel fired up to get the other part of our luggage, the French baggage handlers went on strike - SERIOUSLY!!! We had to wait over 3 hours until they rectified their issues. We FINALLY got our luggage and then a had a very long bus ride into our first stop - Quineville, France.



Chateau Quineville - our first "hotel" - also Rommel's headquarters when he inspected the Cherbourg area. This view is the back side. This building was partially damaged in the war.

Our itinerary did not mention anything about the place - and, oddly enough, our tour guide did not feel it all that too terribly important to mention, but I soon found out the

very old and very large place we were staying - Chateau de Quineville was used by Rommel as his headquarters when he visited the Cherbourg area. Luckily, we had some very knowledgeable historians on board that filled in the blanks on such items. I also learned the Quineville area was the headquarters of the 3rd Panzer Division. German bunkers are still very much in existence throughout the town. The front of the drive down onto the chateau had two large bunkers and a machine gun bunker guarding the entry point. It was pretty cool to think that we were having dinner in the very same room and enjoying the very same fireplace that Rommel probably stood at in 1944. It was here our Band of Brothers veteran, Herb Suerth, joined our group with his two daughters. Charming guy!! More on Herb later.



German bunker at Point du Hoc

Our first full day of touring included visiting the Brecourt Manor site where Easy Company took out the four 105mm German guns that were trained on Utah beach. The attack plan by Lt. Winters, as you probably know, was executed flawlessly and a much smaller Easy Company force took out a much larger German force and destroyed the four guns - saving countless lives on the Utah beach landing site. The attack tactics are still taught today at West Point. We visited the crash site of Stick 66 - the plane carrying Lt. Meehan who was the actual Easy Company commander. Once it was learned his plane was down - the lead duties shifted to Winters.



Memorial to "Stick 66" - Lt. Meehan's plane - he was the assigned Easy Company (Band of Brothers) commander on the drop behind enemy lines the night before the June 6th invasion. His plane crash resulted in Lt. Dick Winters taking command. The plane crash site is right out side Sainte Mere Eglise - France. Note that the memorial is in the shape of a C47 tail section.

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B of B Tour**

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We then went to Ste-Mere Eglise and saw the famous church where the paratroopers got caught on the church steeple – the scene played by Red Buttons in The Longest Day movie. They have a full sized mannequin with all the gear and a chute caught on the steeple as its become major tourist attraction.

Next we were off to Utah Beach. It was cold and windy there, but it was the home of a terrific museum related to the landings by the US troops. Part of the museum was once a German bunker and the interior walls still bear the "paintings" of the houses and landmarks and the coordinates for the guns by those soldiers that manned these guns. We then visited Pt. du Hoc and saw the cliffs the Rangers had to scale under German fire. There are still some massive bunkers on top the hill. This area was also the spot where the allied planes were instructed to dump their bombs if they were returning to England with a load. TONS of bombs created craters that pepper the landscape.

We returned that evening to our hotel in Cherbourg and found a wonderful museum in town near the beach related to the French. It was not part of our itinerary as our tour guide did not even tell us about it-but they had some great full sized diorama's there and equipment on display.

Next day we were off to Omaha beach. We had a great map of where the bunkers were placed and their numbers and assignments. All were still there. What I came away with was how wide the Omaha beach area was and it gives a whole new perspective of just how massive this assignment was and how massive the invasion force must have been. You really don't get that idea in the films and books. We also learned about a German soldier that was stationed at Omaha beach as he had written the Ambrose organization a very long detailed letter about his position on the beach. We visited his "Tobruk" - a small gun emplacement overlooking the beach.

From there we went to the American Cemetery overlooking Omaha beach. It was very, very sobering and if you do not start crying here you are not a human being. It's very beautiful and tranquil. Our tour guide, Ron, did a wonderful presentation at the gravestone to one of the 506th paratroopers, Johnny Ray, which had died at Ste-Mere-Eglise. Johnny Ray was one of three paratroopers caught on the steeples and is credited with saving the lives of the other two paratroopers by shooting a German soldier that had his gun raised to start shooting. It's a tradition to rub the sand from Omaha Beach into the headstone so you can read the name better. His story was long and touching - this article is long enough and I will not go into detail - but there was not a dry eye among our group

We were then off to Pegasus Bridge where the British paratroopers surprised the Germans with a daring glider attack. The spot where three of the gliders landed was a very small strip of land and credits the skill of the pilots. The actual bridge is at a museum in town, but they have replaced it with an exact replica in the same spot where the original stood. The museum looked to be a very nice museum related to the British Airborne - but sadly we did not have time to see it.

We were then off to Holland. Holland was, without doubt, our favorite part of the trip. It's a very beautiful country. We saw the large open fields where Easy Company's drop was made during Operation Market Garden and we also visited the very small bridge at Wilhelmina Canal that Easy Company had to capture. There is a small bridge superintendent's building here that is peppered with bullet holes from that engagement. We saw the bridges in Arnhem that were the objective of the British paratroops participating in Operation Market Garden - but the forces were turned back by the Germans after some brutal fighting in and around the Arnhem area. Operation Market Garden was deemed as a failure because the Arnhem bridges were not secured

The Airborne Museum at Hartenstein was next on the agenda and was incredible with TONS and TONS of uniforms and equipment on display. In the basement had a walk thru display called "The Airborne Experience". You start off in a full-sized glider and walk among these displays of very well crafted "scenes" of what it must have looked like to the paratroopers. It was so well done and, I don't know if this is a good thing or not – but almost like a well done ride at Disneyland. It was very noisy, dark, confusing and eerie and the museum really created a great "mood". I could have spent all day here at this museum, but, sadly, the tour gave us only about an hour and a half to see everything

From here we traveled to an open field and dike area where the "Crossroads" battle for the 506th happened. This was the episode in the HBO series where Lt. Dick Winters led a charge across a field with his men and surprised a large group of SS soldiers at rest. Easy Company shot many of the SS here, many surrendered, only to lose one man from the 506th - Cpl. William Dukeman in the entire fray. More about Dukeman later.



One of MANY bomb craters at Point du Hoc

June 15, 2010 OHMS Monthly Meeting

When: Tuesday, June 15, 2010, 7:00 p.m. to 9:30 p.m.

Where: Bridgetown Hobbies, 3350 NE Sandy Blvd, Portland, OR

Planned Activities:

- Monthly Contest

OHMS “Build Night” July 6, 2010, 6:30-9:00 p.m. at Bridgetown Hobbies

OHMS/IPMS
c/o Larry Randel
22710 SW Orcutt Place
Sherwood, OR 97140



The Meeting after this Month: July 20, 2010 OHMS Monthly Meeting

When: Tuesday, July 18, 2010, 7:00 p.m. to 9:30 p.m.

Where: Bridgetown Hobbies, 3350 NE Sandy Blvd, Portland, OR

Planned Activities:

- Monthly Contest

Visit the OHMS Web page at: www.ipms-portland.org

OHMS is also on Facebook – search on Oregon Historical Modelers Society to find the group