



# Butch O'Hare IPMS / USA

## The Monthly Resinator



The Official Newsletter of *IPMS Butch O'Hare* Scale Modelers

February 2014



## On Board with The Oakland Aviation Museum

Text and Photos by Kevin Stover

If the plane above looks familiar, it's because you may have seen it before in the first "Indiana Jones" movie. It's the only surviving "Short Empire" C-class flying boat. Empire flying boats were short range passenger and mail carriers that worked between Britain and the British colonies during the '30s and '40s.

The interior of this bird is fully refurbished as if waiting for the next first-class flight. Open for tours, this "speed-bird" can be seen only at the Oakland Aviation Museum, located at the North Field of the Oakland International Airport in Oakland, Calif.

This is a great museum if you want to get up close and photograph your subject for detail work. The museum is an eclectic mix of old and new types of

airplanes. Along with prop planes from the '40s, you'll find a Sundowner's F-14A, a P-51 "razorback," a MiG-15, and an A-6 Intruder that used to fly out of NAS Alameda just a few miles down the road. When the station was open in the '80s, I remember watching the A-6s practice touch and goes over the bay, just outside of San Francisco.

The museum is pretty large, with both outside and inside spaces. The gift shop of the museum has also been refurbished since the last time I was there--it's more arty with natural wood accents. Getting through the place, including the gift shop, will take about one-and-one-half hours, especially if you are snapping pics along the way. Well worth it!

### In This Issue:

*"The Most Honored Photograph,"* by Roger Cicala, pages 11-15.

*Building an "Aircraft Transportation Device - part II,"* by Jens Ritter, page 17.

*The President's Message* on page 18.

*REVIEW: "Vipers in the Storm,"* by Kevin Stover, page 19.

### Important Stuff:

*Next Club Meeting at St. Paul's Church on Friday, February 14, 2014 7:30 pm.*

*Special Theme:*

*The Cold War*

*Demo Guest:*

*Steve Day  
Dry brushing*



Well, our first meeting of 2014 was an interesting one. The year 2014 began with quite a weather bang, with a couple of feet of snow followed by the polar vortex and air temps of -20 and wind chills in the -40 range. Things did warm up in time for our meeting, but our meeting date was met with over an inch of rain on top of all that snow and ice. As a result of the nasty weather and driving conditions, only a very hardy 15 members made it to the meeting. But of those 15, almost half (seven) brought in materials for show and tell. Thanks to all of you for risking your builds and limbs carrying your models and kits to and from your cars!

Following the show and tell, Don gave a demonstration of his techniques for scribing panel lines, using Scotch tape as a scribing guide. Don promised (right, Don?) to write up his technique for the newsletter. Speaking of which, Kevin is always in search of articles (builds, kit reviews, book reviews, museum visits, etc.) for the newsletter. So let's see if we can make Kevin happy in 2014.

Don't forget, next month the theme is "Cold War," and Steve Day will be giving a dry-brushing demo. Since our next meeting falls on Valentine's Day, we may have either a low turnout or a lot of spouses/significant others attending! See you in February.



With **IPMS/USA** membership, you will receive the outstanding **IPMS/USA Journal** six times a year. It includes features on all modeling subjects such as aircraft, armor, automotive, ships, figures--you name it! You will also find listings of IPMS contests, swap meets, hints and tips, and reviews.

Membership also qualifies you to participate in **IPMS/USA** sanctioned contests, particularly our world-famous **National Convention**, held each summer. As a member, you'll also be able to access our online discussion board, where a wide variety of modeling topics are discussed, and enjoy interaction with other serious modelers for help with questions about modeling techniques or IPMS in general. Many hobby shops and model vendors around the country offer discounts to **IPMS/USA** members.

### ***Memberships are available in several types:***

**Junior:** 17 years old or younger, \$12 per year;

**Adult:** \$25 for 1 year; \$49 for 2 years; \$73 for 3 years

**Family:** Adult membership plus \$5 (additional membership cards as requested)

**Canada or Mexico:** \$30 per year

**Foreign:** \$32 per year (Journal via regular mail) or \$55 per year (Journal via air mail)

**Payment Information:** Online payment may be made via credit card only.

Applications using payment via check or money order should be printed and mailed to:

**IPMS/USA**  
**Dept. H**  
**P.O. Box 2475**  
**N. Canton, OH 44720-0475**

***Downloadable IPMS/USA Application Form.*** (in PDF, 100KB).



# The Display Table



This Minicraft KC-135A in 1/144, by Carl Knable, is shown with its display stand for the full craftsmanship effect. I'm waiting for the KC with the BIG motors to come out!



This 1/72 BAC Lightning shows us that the '70s were a great time great for military jets! Thanks, Carl.



# The Display Table



This railroad Building N Scale needs to be highlighted in Steve Day's next class on weathering.



Francesco's Statue of Liberty is very impressive!

# The Display Table



Carl, love those desert patterns on modern jets!



Carl, this 1/72 Canberra is beautiful and right out of the paint shop.

# The Display Table



Stan Kurcz brought in this diorama depicting a WWII and Korean war pilot who, for some reason, switches to helicopters during Korea. Maybe because the Korean effort needed more helo pilots?



Don Smith showed off these P-51 and Me-109 examples for the panel line class he gave at our January meeting. Great work, Don!

# The Display Table

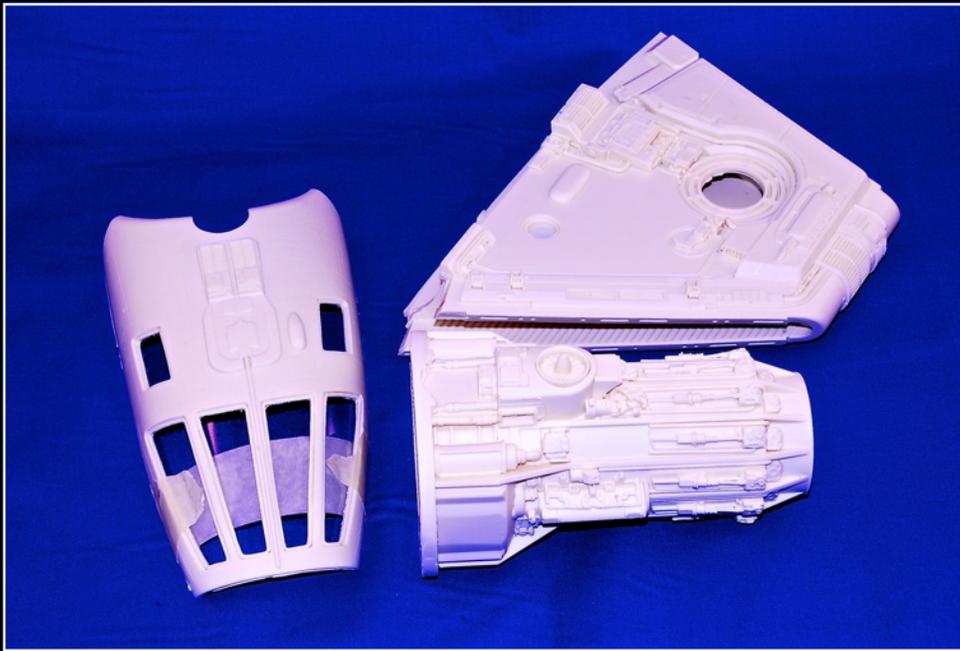


Carl's F-5E looks different in this color combo. I would say...Alaska?

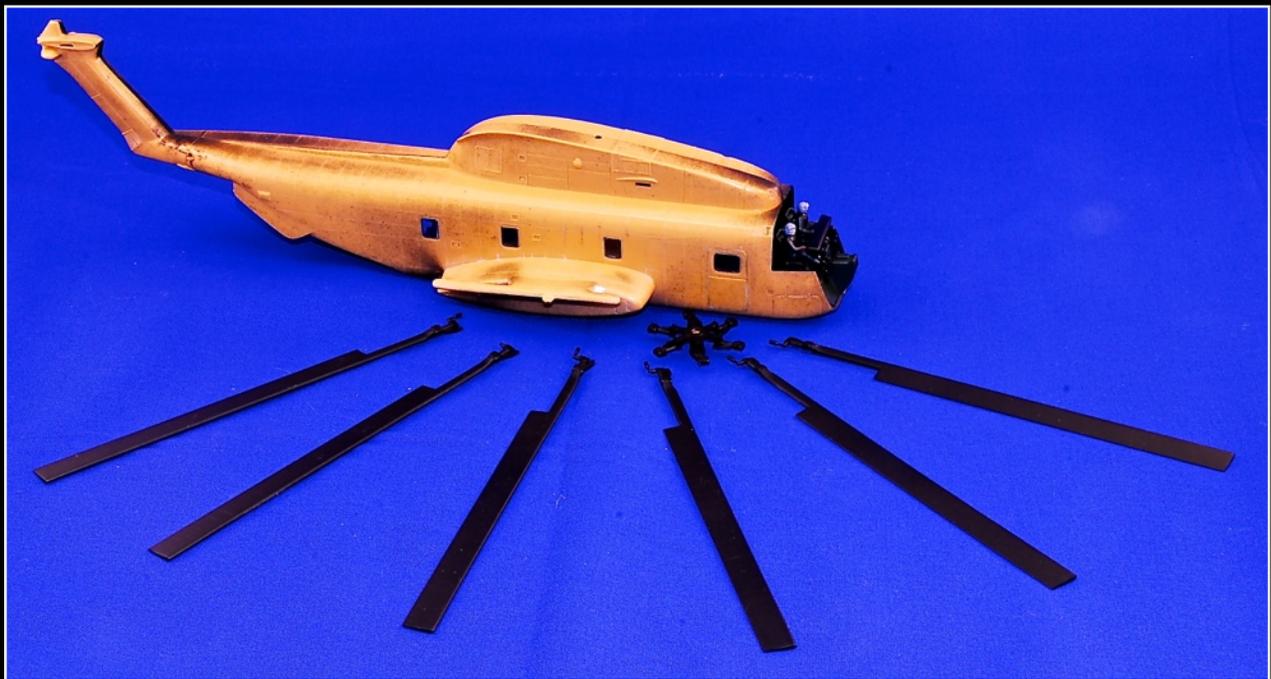


Carl, freehand airbrushing for this 1/72 F-104 seems to have worked out.

# UNDER CONSTRUCTION



Steve Day's Phoenix starship comes with a million resin pieces and a promise to have it done in two months!



Omer, this 1/72 MH-53J is an "OK" switch from jets...it does have turbine engines.

## JOIN/RENEW BUTCH O'HARE SCALE MODELERS

Name: \_\_\_\_\_ Telephone (\_\_\_\_) \_\_\_\_\_

Address: \_\_\_\_\_ E-mail: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

IPMS Membership # \_\_\_\_\_ Exp. Date: \_\_\_\_\_

Additional Family Members: \_\_\_\_\_

**What do you build? (circle one or more)**

Aircraft Armor Autos Sci-Fi Ships Figures Dioramas

**Send To: Butch O'Hare Model Club  
7513 W. Roosevelt Rd.  
Apt. A103  
Forest Park, IL 60130**

Dues: \$20 per year. Make checks payable to the Butch O'Hare Model Club.

**NEW MEMBERS:** Jan-Mar \$20; Apr-Jun \$17; Jul-Sept \$14; Oct-Dec \$9



# Local Hobby Shops

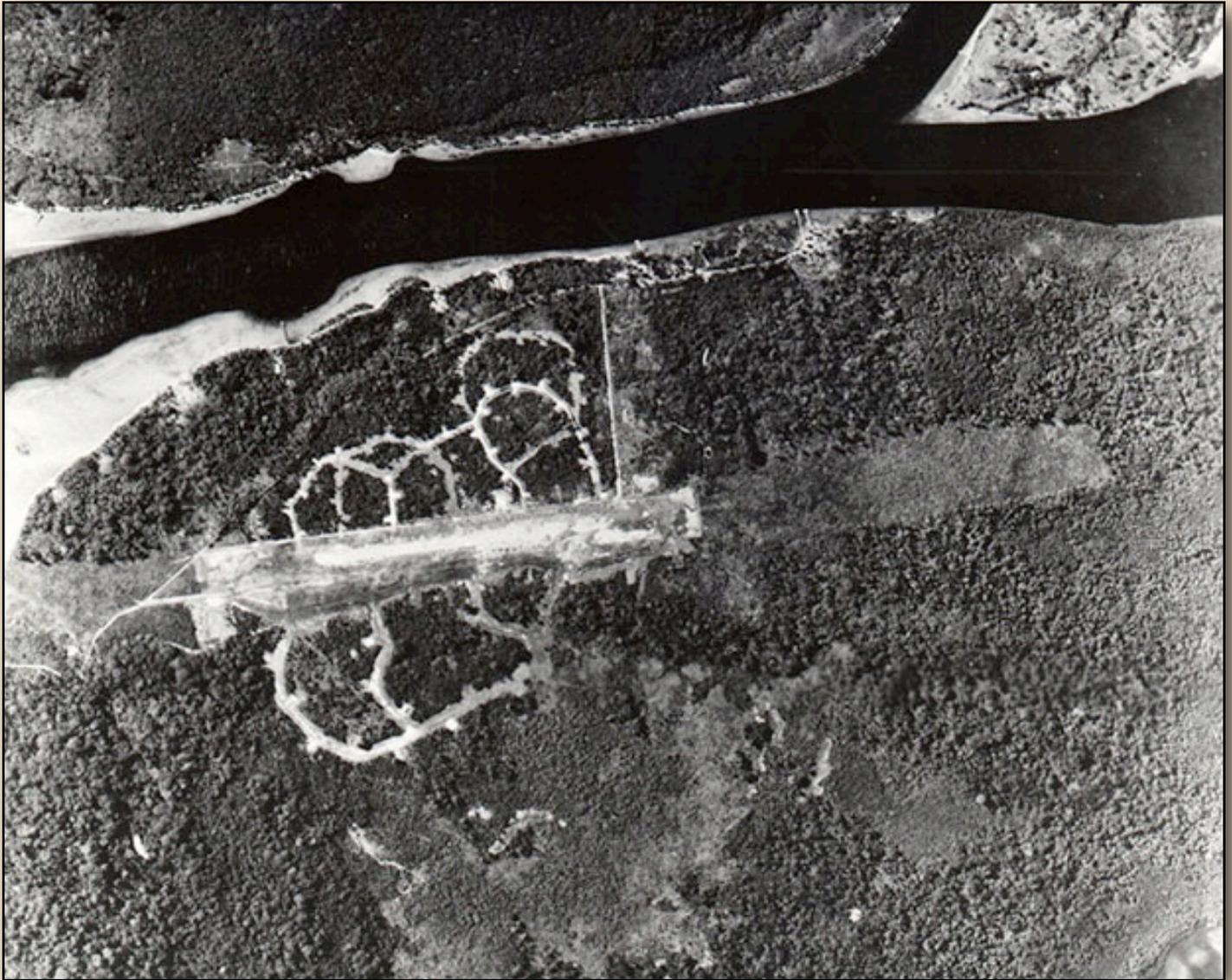


- **Al's Hobby Shop**..... 121 Addison St., Elmhurst, IL, 630-832-4908  
[www.alshobbyshop.com](http://www.alshobbyshop.com)
- **Chicagoland Hobby**..... 6017 N NW Hwy, Chicago, IL, 773-775-4848  
<http://www.yellowpages.com/chicago-il/mip/chicagoland-hobby-inc-23073935>
- **Forever Timeless**..... 4438 W. Belmont Ave., Chicago, IL, 773-545-6959  
<http://www.city-data.com/businesses/218387017-forever-timeless-hobby-shop-chicago-il.html>
- **Des Plaines Hobbies**..... 1468 Lee St., Des Plaines, IL, 847-297-2118  
<http://www.desplaineshobbies.com/store/>
- **America's Best Hobby**..... 865 Maplewood, Itasca, IL, 630-467-1102  
<http://www.americasbesttrain.com/>
- **La Grange Hobby**..... 23 S. La Grange Road, La Grange, IL, 708-354-1220  
<http://lagrange.patch.com/listings/la-grange-hobby-center>
- **Ron's Mundelein Hobbies**..... 431 N. Lake St., Mundelein, IL, 847-949-8680  
<http://local.yahoo.com/info-17171034-ron-s-mundelein-hobbies-mundelein>
- **M & Models**..... 9329 S Cicero Ave., Oak Lawn, IL, 708-423-7202  
<http://www.mmodelstore.com>
- **Past Time Hobbies**..... 9311 Ogden Ave., Brookfield, IL, 708-485-4544  
<http://www.pthinc.com/>
- **Greenfield Hobby**..... 6815 W. Layton Ave., Milwaukee, WI, 414-281-1800  
[http://www.greenfieldnewsandhobby.com/about\\_us.html](http://www.greenfieldnewsandhobby.com/about_us.html)
- **Oakridge Hobbies & Toys**..... 7511 Lemont Road, Suite 100, Darien, IL, 630-435-5900



## THE MOST HONORED PHOTOGRAPH

By Roger Cicala



Doesn't look like much, does it? But depending upon your definition, this photograph — a team effort by nine men — is the most honored picture in U.S. history. If you want to find out about it, read on. It's an interesting tale about how people sometimes rise above all expectations.

### **The Screwed Up Pilot**

First, let's get this out of the way. Jay Zeamer wasn't a photographer by trade. He was mostly a wanna-be pilot. He looked good on paper, having graduated with a degree in civil engineering from MIT, then joining the Army Air Corps and receiving his wings in March 1941. He was a B-26 bomber co-pilot when World War II started.

His classmates all rapidly became lead pilots and squadron leaders, but not Jay. He couldn't pass the pilot check tests despite trying numerous times. He was a good pilot but just couldn't seem to land the B-26. Landing, from what I've read, was considered one of the most important qualifications for a pilot. Stuck as a co-pilot while his classmates and then those from the classes behind him were promoted, he got bored and lost all motivation.

Things came to a head when co-pilot Zeamer fell asleep while his plane was in flight. Not just in flight, but in flight through heavy anti-aircraft fire during a bombing run. He woke only when the pilot beat him on the chest because he needed help. His squadron commander had Zeamer transferred to a B-17 squadron in Port Moresby, Papua New Guinea, where he was allowed to fly as a fill-in navigator and occasionally as a co-pilot. He was well-liked and popular — on the ground. But no one wanted to fly with him.

Zeamer finally managed to get into the pilot's seat by volunteering for a photo reconnaissance mission when the scheduled pilot became ill. The mission, an extremely dangerous one over the Japanese stronghold at Rabual, won Zeamer a Silver Star — despite the fact that he still hadn't qualified to pilot a B-17.

### **The Eager Beavers**

Zeamer became the operations officer (a ground position) at the 43rd Air Group. Despite his lack of qualification, he still managed to fly as a B-17 fill-in pilot fairly often. He had discovered that he loved to fly B-17s on photo reconnaissance missions, and he wanted to do it full time. There were only three things standing in his way: He didn't have a crew, he didn't have an airplane, and oh, yeah, he still wasn't a qualified pilot.

He solved the first problem by gravitating to every misfit and ne'er-do-well in the 43rd Air Group. As another pilot, Walt Krell, recalled, "He recruited a crew of renegades and screw-offs. They were the worst — men nobody else wanted. But they gravitated toward one another and made a hell of a team."

The plane came later. An old beat-up B-17, serial number 41-2666, that had seen better days was flown into their field to be scavenged for spare parts. Captain Zeamer had other ideas. He and his crew decided to rebuild the plane in their spare time since they weren't going to get to fly any other way. Exactly how they managed to accomplish their task is the subject of some debate. Remember, there were so few spare parts available that their "plane" was originally brought in to be a parts donor.

But rebuild it they did. Once it was in flying shape the base commander congratulated them and said he'd find a new crew to fly it. Not surprisingly, Zeamer and his crew took exception to this idea. According to Walt Krell, the crew slept in their airplane, having loudly announced that the 50 caliber machine guns were kept loaded in case anyone came around to "borrow" it. There was a severe shortage of planes, so the base commander ignored the mutiny and let the crew fly — but generally expected them to take on missions that no one else wanted. The misfit crew thrived on it. They hung around the base operations center, volunteering for every mission no one else wanted. That earned them the nickname the Eager Beavers, and their patched-up B-17 was called Old 666.

After they started flying their plane on difficult photo reconnaissance missions, they made some modifications. Even among the men of a combat air station, the Eager Beavers became known as gun nuts. They replaced all of the light 30 caliber machine guns in the plane with heavier 50 caliber weapons. Then the 50 caliber machine guns were replaced with double 50 caliber guns. Zeamer had another pair of machine guns mounted to the front of the plane so he could remotely fire them like a fighter pilot. And the crew kept extra machine guns stored in the plane, just in case one of their other guns jammed or malfunctioned. As odd as all this sounds, the South Pacific theatre in the early days of World War II was a chaotic area scattered over thousands of miles with very little equipment. Having a plane with an apparently nutty crew who volunteered for every awful mission not surprisingly made the commanding officers look the other way.

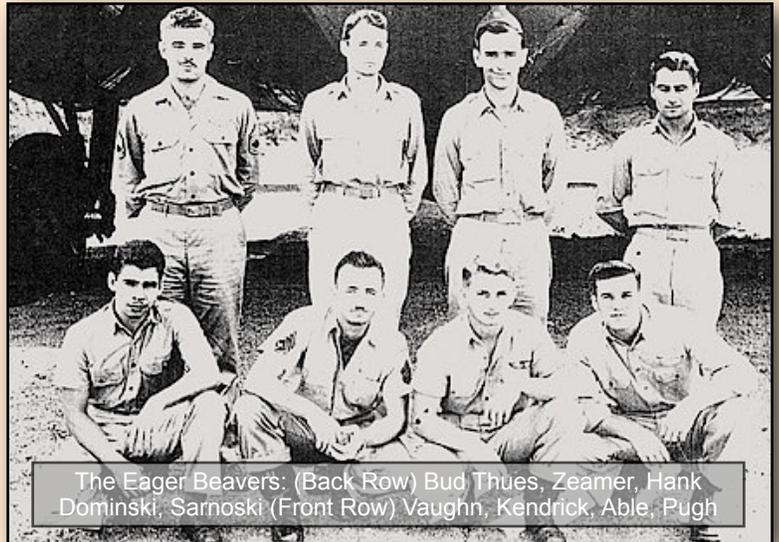
## Buka

In June 1943, the United States had secured Guadalcanal in the southern Solomon Islands. They knew the Japanese had a huge base at Rabual, but were certain there were other airfields being built in the Northern Solomon Islands. They asked for a volunteer crew to take photographs of Bougainville Island to plan for an eventual invasion, and of Buka airfield on the north side of the island to assess for increased activity there. It was considered a near-suicide mission — flying hundreds of miles over enemy airspace in a single slow bomber. Not to mention that photo reconnaissance meant staying in level flight and taking no evasive action even if they were attacked.

The only crew that volunteered, of course, was Jay Zeamer and the Eager Beavers. One of the crew, bombardier Joseph Sarnoski, had absolutely no reason to volunteer. He'd already been in combat for 18 months and was scheduled to go home in three days. Because this was a photo mission, there was no need for a bombardier. But if his friends were going, he wanted to go, and one of the bombardier's battle stations was to man the forward machine guns. They might need him, so he went.

They suspected the airstrip at Buka had been expanded and reinforced but weren't sure until they got close. As soon as the airfield came in sight, they saw numerous fighters taking off and heading their way. The logical thing to do would have been to turn right and head for home. They would be able to tell the intelligence officers about the increased number of planes at Buka even if they didn't get photos.

But Zeamer and photographer William Kendrick knew that photos would be invaluable for subsequent planes attacking the base, and for Marines who were planning to invade the island later. Zeamer held the plane level (tilting the wings even one degree at that altitude could put the photograph half a mile off target), and Kendrick took his photos, which gave more than 20 enemy fighters plenty of time to get up to the altitude at which Old 666 was flying.



The fighter group, commanded by Chief Petty Officer Yoshio Ooki, was experienced and professional. They carefully set up their attack, forming a semi-circle all around the B-17 and then attacking from all directions at once. Ooki didn't know about the extra weapons the Eager Beavers had mounted to their plane, but it wouldn't have mattered if he had; there was no way for a single B-17 to survive those odds.

During the first fighter pass, the plane was hit by hundreds of machine gun bullets and cannon shells. Five of the B-17 crewmen were wounded and the plane badly damaged. All of the wounded men stayed at their stations and were still firing



when the fighters came in for a second pass, which caused just as much damage as the first. Hydraulic cables were cut, holes the size of footballs appeared in the wings, and the front Plexiglas canopy of the plane was shattered.

Zeamer was wounded during the second fighter pass, but he kept the plane flying level and took no evasive action until Kendrick called over the intercom that the photography was completed. Only then did he begin to move the plane from side-to-side to allow his gunners better shots, just as the fighters came in for a third wave of attacks. The third pass blew out the oxygen system of the plane, which was flying at 28,000 feet. Despite the obvious structural damage, Zeamer put the plane in an emergency dive to get down to a level where there was enough oxygen for the men to survive.

During the dive, a 20mm cannon shell exploded in the navigator's compartment. Sarnoski, who was already wounded, was blown out of his compartment and beneath the cockpit. Another crewman reached him and saw that there was a huge wound in his side. Despite his obviously mortal wound, Sarnoski said, "Don't worry about me, I'm all right" and crawled back to his gun, which was now exposed to 300 mile an hour winds since the Plexiglas front of the plane was now gone. He shot down one more fighter before he died a minute or two later.

The battle continued for over 40 minutes. The Eager Beavers shot down several fighters and heavily damaged several others. The B-17 was so heavily damaged, however, that they didn't expect to make the several hundred miles-long flight back home. Sarnoski had already died from his wounds. Zeamer had continued piloting the plane despite multiple wounds. Five other men were seriously wounded.

Flight Officer Ooki's squadron returned to Buka, out of ammunition and fuel. They understandably reported the B-17 was destroyed and about to crash in the ocean when they last saw it.

The B-17 didn't quite crash, though. Zeamer had lost consciousness from loss of blood, but he regained it when he was removed from the pilot seat and lay on the floor of the plane. The co-pilot, Lt. Britton, was the most qualified to care for the wounded and was needed in the back of the plane. One of the gunners, Sergeant Able, had liked to sit in the cockpit behind the pilots and watch them fly. That made him the most qualified of the crewmen, so he flew the plane with Zeamer advising him from the floor while Britton cared for the wounded.

The plane made it back to base. (Britton did return to the cockpit for the landing.) After the landing, the medical triage team had Zeamer removed from the plane last because they considered his wounds mortal. Amazingly, the only things on the plane not damaged were the cameras, and the photos in them were considered invaluable in planning the invasion of Bougainville.

## Epilogue

All of the wounded men recovered, although it was a close thing for Captain Zeamer. In fact, a death notification was sent to his parents somewhat prematurely. He spent the next year in hospitals recovering from his wounds but lived a long and happy life, passing away at age 88.

Both Zeamer and Sarnoski were awarded the Congressional Medal of Honor for the mission, the only time in World War II that two men from one plane ever received America's highest medal for valor in combat. The other members of the crew were awarded the Distinguished Service Cross, second only to the Medal of Honor as an award for bravery.

So, somewhat surprisingly, the most decorated combat flight in U.S. history didn't take place in a major battle. It was a photo reconnaissance flight — the flight of 'old 666' in June 1943.



### Army Air Force Pilot Badge

	<a href="#">Medal of Honor</a>
	<a href="#">Silver Star</a> with <a href="#">oak leaf cluster</a>
	<a href="#">Distinguished Flying Cross</a> with oak leaf cluster
	<a href="#">Purple Heart</a>
	<a href="#">Air Medal</a> with oak leaf cluster
	<a href="#">American Defense Service Medal</a>
	<a href="#">American Campaign Medal</a>
	<a href="#">Asiatic-Pacific Campaign Medal</a>
	<a href="#">World War II Victory Medal</a>



Lt. Col. Jay Zeamer Jr.

\*\* [OLD " 666" - YouTube](#) \*\*

# This Month in *Military* History

Feb. 13, 1945 – Hundreds of British bombers loaded with incendiaries and high-explosive bombs descend on Dresden, a historic city located in eastern Germany. Investigators calculate the number of civilians killed from as few as 8,000 to more than 200,000. Estimates today range from 35,000 to 135,000. (TDMH)



Feb. 26, 2003 – Warplanes taking part in U.S.-British patrols attack two air defense cable communications sites in southern Iraq after the Iraqi air force violates the no-fly zone. (TDMH)



## UPCOMING EVENTS

**February 1, 2014**  
**17th Annual Hope It Don't Snow Show**  
Ramada Hotel & Convention Center  
1517 16th St. SW [Map](#)  
Rochester, MN  
[Chris Krco](#) 507-254-4646

**April 12, 2014**  
**Surgicon 20**  
The Euclid Room  
2540 E. Euclid Ave. [Map](#)  
Des Moines, IA  
[Aimee Wright](#) 515-291-3395

**March 8, 2014**  
**Mad City Modelers Annual Show**  
Double Days  
4586 Baxter Road [Map](#)  
Cottage Grove, WI  
[Rob Teubert](#) 608-295-9258

**April 26, 2014**  
**Fleacon 10**  
Landmark Aviation, Eastern Iowa Airport  
3411 Beech Way [Map](#)  
Cedar Rapids, IA  
[Charles Kucera](#) 319-389-0877

**March 15, 2014**  
**KC CON 2014**  
Kansas City First Church of the Nazarene  
11811 State Line Road [Map](#)  
Kansas City, MO  
[Stuart Malone](#) 816-560-8282

**May 9-10, 2014**  
**"More For '64"**  
Madison Place Hall  
876 Horace Brown Drive [Map](#)  
Madison Heights, MI  
[Jim Ashford](#) 248-399-2386



# DIPLOMATIC TIES WITH IPMS/EL PASO, TEXAS

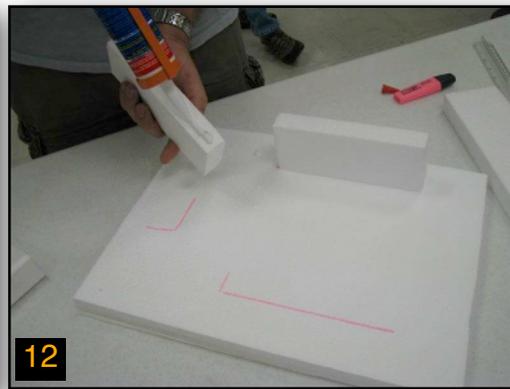
## BUILDING AN AIRCRAFT STORAGE / TRANSPORTATION DEVICE

BY JENS RITTER

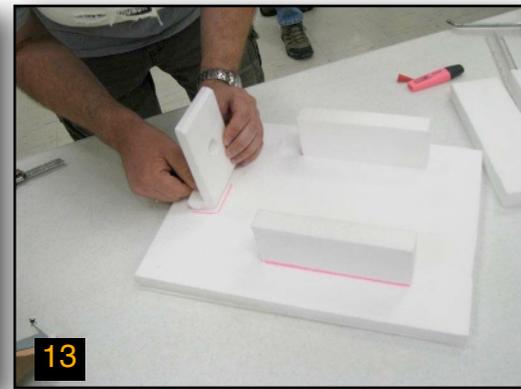
PART 2



11



12

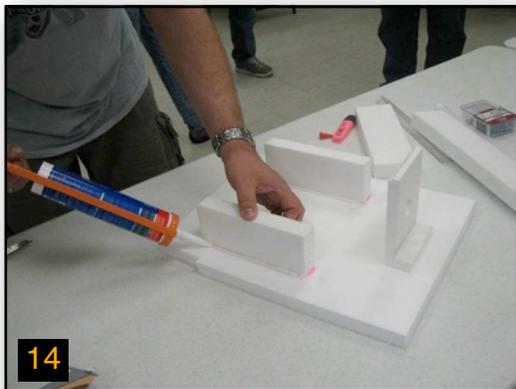


13

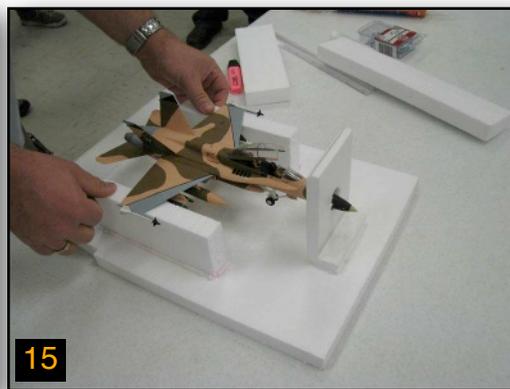
Photos 11, 12. Cut a block to lift the fuselage above the main gear struts.

Should your model have swing wings, do not put blocks under the wings but place the block behind the wing area and under the fuselage.

Photo 13. Cut a block for each stabilizer and fit under the aft part of the fuselage. Be sure to clear all stores, struts and wheels and add some extra length.



14



15

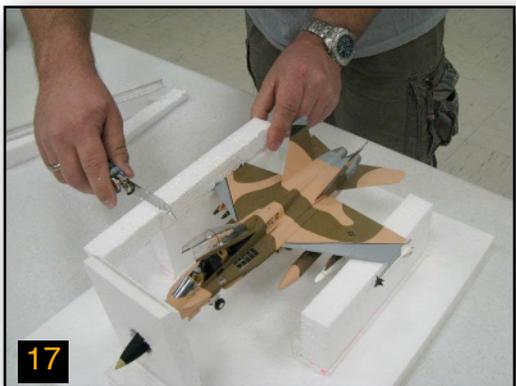


16

Photo 14. Mark the required location of all blocks cut to this point and glue in place with the silicone. You might want to fair in the glued blocks for strength.

Photo 15. To protect the probes/pitots, cut two pieces of foam and attach to the base on either side of the nose cone. These can be done at an angle or straight out from the nose block.

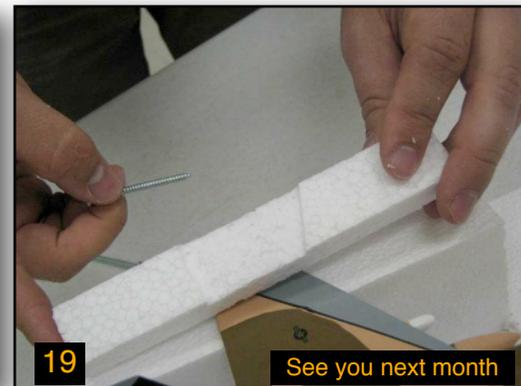
Photos 16, 17. Cut two blocks to fit over the blocks under the aft end of the aircraft and over the stabilizers.



17



18



19

See you next month

Trim these blocks to match the length of the support blocks.

Photos 18, 19. In these two blocks cut a slot that matches the shape that the blocks will cover.

The extra length that you added to these will be the space to insert the screws into the foam.



# FROM THE OVAL OFFICE



Hope everyone is dealing with the cold weather by staying indoors and gluing pieces together! Personally I'd like to see what everyone's working on, so please don't be shy about bringing in your work for the display tables!

If you are still due a medal from the contest, Ihor will bring them to the next meeting, so please be sure to pick yours up.

In other contest news, we've managed to secure 11/8/14 and 11/7/15 through IPMS as our next two contest dates. As usual, we'll have to secure separate confirmations from the school district, but this will most likely be a formality. It's not too early to start considering what jobs you'd like to volunteer for!

Happy Modeling! *John*



*Santa Monica  
cruisin' with our  
own pilot Butch.*

*Nice P-51!*



## VIPERS IN THE STORM

### Diary of a Gulf War Fighter Pilot

By Keith Rosenkranz

Reviewed by Kevin Stover

It's not very often that a book comes along and gives you a true "first person" account of the writer's experiences. Well, "Vipers in the Storm" delivers on that count. It's the biographical story of F-16 pilot Keith Rosenkranz and his day-to-day experiences in the first Gulf War, or Desert Storm. Keith makes perfectly clear that war, even from the seat of an air-conditioned jet, is still war. If you screw up, the consequences are immense and everlasting. Death is always around the corner.

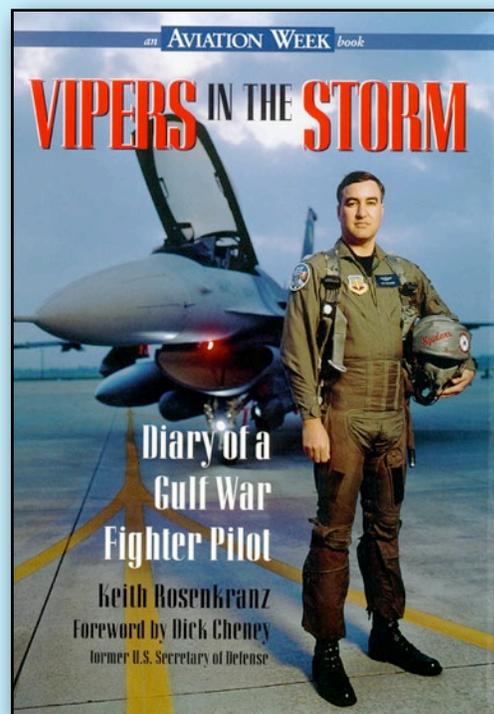
The first quarter of the book is mostly about the day-to-day training fighter pilots have to endure, the type of real world training that prepares you for conflict. Overseas assignments and changing squadrons and bases are common occurrences, along with losing friends along the way.

When Saddam Hussein invaded Kuwait in 1990, Rosenkranz and thousands of other pilots were tasked to form a "Desert Shield" to keep Hussein from invading further and to liberate Kuwait. The 17-hour flight from Shaw AFB, South Carolina to Al Minhad, Saudi Arabia was from a practical standpoint interesting. It took seven refuelings to make it in theater. Rosenkranz was tail end charlie of his squadron, and night was falling when he lifted his fully loaded F-16 off of the runway. Have you ever really considered how many "piddle packs" one needs in order to fly 17 hours in a fighter jet that has no bathroom? Plenty, is the answer. I can't imagine what women pilots do. Radio silence was eventually broken when the squadron leader asked if anyone had any music or knew any jokes.

Rosenkranz's first mission after the war started turned out to be kind of a dud. He was so excited that he forgot to take his finger off of the "pickle switch," resulting in his two bombs not coming off of the racks when they were supposed to. Lesson learned, Rosenkranz spent the remainder of the war "dialed-in."

Rosenkranz also comments on incidents of friendly fire that happened during the war. While fighting a fierce battle with Iraqi tanks, a marine personnel carrier was hit by a maverick missile, and seven of the 11 marines died in the attack. Rosenkranz explains, "*Pilots flying CAS (close air support) missions normally hold at a contact point until they are notified by their FAC (forward air controller). When contacted, pilots will authenticate for security and provide the FAC with their call sign and location. The FAC will then give the pilot a 'nine-line brief' heading to the target. Timing is critical, especially if friendly forces are under attack brief. Once the pilot has received the nine-line briefing, he has very little time to load the coordinates, review his map, and commence the attack. The pilot then normally drops down to a low altitude and accelerates to 540 knots. A pilot has to rely totally on what the FAC gives him, because the pilot will most likely be unfamiliar with the area.*" There's not a lot of time to distinguish between friend and foe.

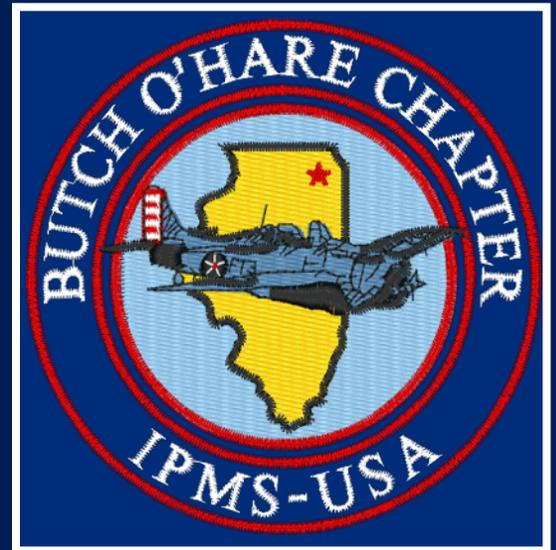
Rosenkranz racked up about 40 missions in Iraq and describes several of them in detail. From engine start to shutdown, you feel like you are in his cockpit with him. Toward the end of the war, a fellow pilot asks Rosenkranz what it felt like when he dropped his first bombs and knew he had killed someone. Rosenkranz responds, "*I have no idea who they are or where they come from. They could be raping and torturing innocent civilians or simply loading up their vehicle with Kuwaiti goods to take back home. In any case, they'll soon be heading north along the highway to Basrah. I'll lock them up with a Maverick, fire the missile and thirty seconds later, their lives on Earth will come to an end. I wish I wasn't hitting the pickle button, but it's God's will and I can live with that.*" A great read.



# **Butch O'Hare Gear**

## **Get yours NOW!**

*The fine apparel makers at the Queensboro Shirt Company have put together a super package surrounding our newly designed club logo. These polo shirts come in multiple colors, and in adult sizes S, M, L, XL, 2XL and 3XL.*



Link To:

[www.butchohare.qbstores.com](http://www.butchohare.qbstores.com)

Our online store has been recently updated. In this club store you will find many kinds of apparel including polo shirts, T-shirts, denim shirts, hats and jackets, with the Butch O'Hare logo on every item.

Embroidered or digitally printed apparel with both color and black-and-white logos is available to be delivered to your door. Women's styles are also available.

The logo above is the representational stitched item, approximately 3.5 inches in diameter. **The red polo is a heavier, traditional style, while the navy blue polo is a newer, lighter design made for the office.** Both have flat "no curl" collars and come in multiple colors. Water wicking, high-tech shirts are also available.

Do **YOU** Have What It Takes?

Are **YOU** Rough Enough...



Are **YOU** Tough Enough?

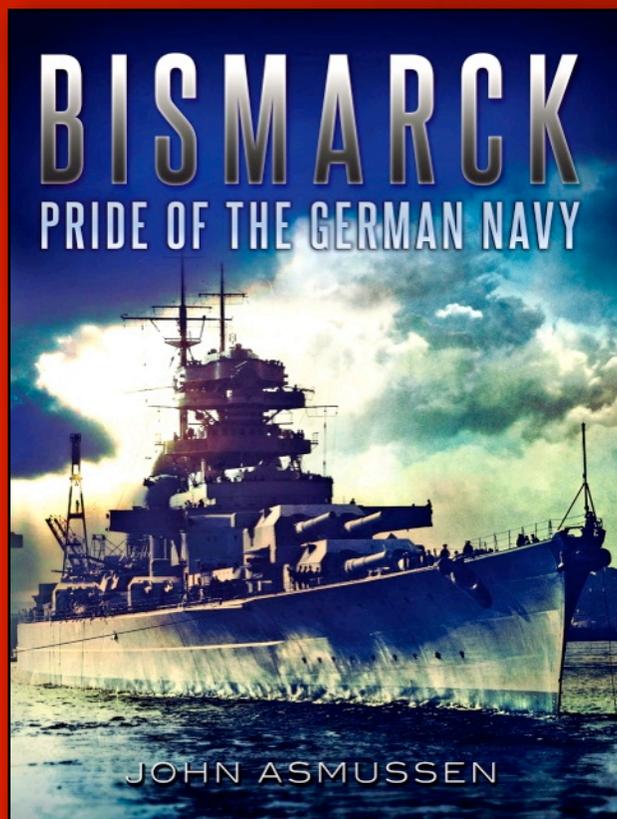
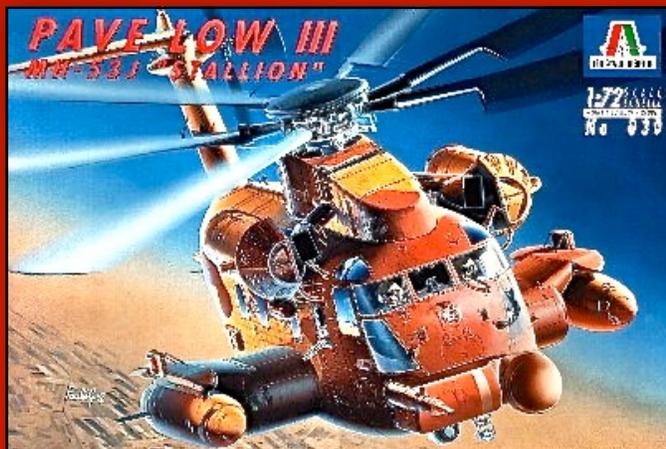
**COMMANDO** Edition T-Shirt

[www.butchohare.qbstores.com](http://www.butchohare.qbstores.com)

**NOW IN MULTIPLE COLORS**

# New Kits...and stuff

Thanks to all of the members who brought in these new releases for us to see.



Hobby Boss 1/32 P-61 Black Widow



# Officer's Club



**President:** *John Bishop*

3215 Plantation Court  
Naperville, IL 60564  
630-880-4905  
[jlbishop@wideopenwest.com](mailto:jlbishop@wideopenwest.com)



**Vice-President:** *Stan Kurcz*

858 Waverly Ct.  
Naperville, IL 60563  
630-637-1323  
[stan.kurcz@gmail.com](mailto:stan.kurcz@gmail.com)



**Secretary:** *Ihor Hlohowskyj*

530 Sherman Street  
Downers Grove, IL 60515  
630-550-2306  
[ihorcathy@sbcglobal.net](mailto:ihorcathy@sbcglobal.net)



**Treasurer:** *Don Smith*

7513 W. Roosevelt Rd.  
Forest Park, IL 60130  
708-771-4429 Home  
630-865-6106 Cell  
[mustangp51c@netzero.net](mailto:mustangp51c@netzero.net)



**Club Contact:** *Ron Thorne*

11620 W. 115th Pl  
Cedar Lake, IN 60559  
219-613-6954  
[rommel897@msn.com](mailto:rommel897@msn.com)



**Newsletter Czar**  
*Kevin Stover*

705 Wesley Ave.  
Evanston, IL 60202  
224-217-3789  
[plasticjet@comcast.net](mailto:plasticjet@comcast.net)



**Club Website**

[www.butchoharemodelers.com](http://www.butchoharemodelers.com)

**Club Store**

[www.butchohare.qbstores.com](http://www.butchohare.qbstores.com)

# Upcoming Schedule 2014

Date	Theme	Demo/guest
January 10	*****	*****
February 14	<i>Cold War</i>	<i>Drybrushing</i> (Steve Day)
March 14	<b>**Navy Birds</b>	<b>Build-it Night #1</b>
April 11	<i>Axis Night</i>	<i>Weathering Treads</i> (Jack Bruno)
May 9	<b>**Anything RED</b>	<b>Auction Night</b>
June 13	<i>Boeing</i>	<i>Airplane Antennas</i> (Carl Knable)
July 11	<b>**Non-Federation</b>	<i>Basic Airbrush Maint</i> (Steve Day)
August 8	<i>Civilian Dress</i>	<i>Canopies</i> (Kevin Stover)
September 12	<b>**Six Day War</b>	<i>Real Wood</i> (Keith Ward)
October 10	<i>USS Anything</i>	<b>Build-it Night #2</b>
November 14	*****	<b>CONTEST!</b>
December 12	<b>**Snow Covered</b>	<b>Xmas Party</b>



**Bring us  
Safely  
Home...  
Please  
Contribute  
to YOUR  
Newsletter!**

**All meetings are held on the second Friday of the month at:**

**St. Paul's United Church of Christ  
5739 Dunham Rd., Downers Grove, IL**