



The Lynx

Monthly newsletter of the Washington Ship Model Society

Volume 83, Number 1

Washington DC

January, 2010

Next Meeting

Saturday, January 9, 2010 At 10 A.M.

At

**Fairfax County
Sherwood Regional Library
2501 Sherwood Hall Lane
Alexandria, Virginia 22306-2799
703-765-3645**

Directions:

- Coming from the Beltway (I-495), take Exit 177A South ("Fort Belvoir").
- Travel south on Rte. 1 for 4.1 miles, passing Beacon Mall, South Valley Mall and Golds Gym (all on the right).
- After passing Golds Gym, turn left at the second traffic light, opposite WalMart, onto Sherwood Hall Lane.
- Travel through two traffic lights (0.5 Miles), past the Fire Station at Parkers Lane.
- The library parking lot will be immediately on the right, after crossing Parkers Lane.

Skipper's Corner

By Bruce Buchner
WSMS Captain

I hope everyone had happy holidays and is off to a good new year. I was able to begin planking the hull on my first wooden plank on frame kit. Unfortunately it looks like a first attempt. The good part is it will be a painted hull so the wood filler won't show.

For those that didn't make the December meeting it was very informative. Members displayed an amazing variety of tools and I learned several new ways of doing things.

Name Tags & Mugs

If you have not picked up your name tag and mug Gene Larson should be there to issue them to you. If you do not expect to be able to attend a meeting in the near future please let Me, Lou Husser or Gene Larson know so we can make arrangements to sent them to you. Many kudos to Gene for his efforts in making this project a reality.

I look forward to seeing you all at the January meeting.

Bruce

January 09, 2010 WSMS MEETING AGENDA Sherwood Hall Library, Alexandria, VA

- Ψ 1000 - Skipper's Remarks - Bruce Buchner
 - § Passing of Pliny Holt
 - § Lynx - Need articles, tips, etc
 - § Pick up Mugs, Name Tags from Gene reminder

- Ψ Treasurer's Report - Current balance as of

- Ψ 1015 - Show & tell
 - § Amazing ship model museum in Illinois (Doug Wilde)
 - § Christmas Goodies
 - § Member projects, etc.

- Ψ 1130 - Old business
 - § Members not in receipt of new Member's packages progress report - Gene
 - § Updating the Bylaws - Committee report - Gene
 - § WSMS Model Button - Lou

- Ψ 1145 - New Business
 - § Membership Committee
 - § Quarterly Board Meetings

- Ψ 1200 - Adjourn

Upcoming Schedule of Events

WSMS Discussion & Focus Group Meetings

- § January 30, 2010 - Gene Larson. Directions are available at the password protected section of the WSMS website or by emailing Charles Huet at admiralbb62@yahoo.com
- § February 27, 2010 - Vince McCollough
- § March 27, 2010 - TBD
- § April 24, 2010 – TBD

Events

§ January 15-17, Cabin fever expo, York PA (<http://www.cabinfeverexpo.com/>)

§ May - St Michaels Maritime Model Exposition

WSMS Participation in the Army Navy Club 1st Annual Naval Heritage Night

On 23 October, the Washington Ship Model Society helped support the Army Navy Club's (ANC) 1st Annual Naval Heritage Black Tie Dinner. The event was oriented around honoring the U.S. Navy's oldest commissioned warship, USS Constitution, also known more informally as "Old Ironsides." The function loosely followed the traditions of a U.S. Navy Formal Dining Out. Our society was invited to display ship models of the Constitution, her consorts and of other period vessels. We responded with 5 WSMS models. Gene Larson helped arrange augmenting our display with an additional model of the Constitution provided through the courtesy of the Navy's David Taylor Research Center from their model collection. Society Members contributing a model for display included; Pliny Holt – a USS Constitution model; Joel Labow – his award winning Constitution fighting top and cannon display; John Nickum – a near-completed model of the USS Constellation; Vince McCoullough– his nearly completed Privateer; and, Tony Mallia – his HMS Beagle. The ANC were very pleased that we were able to participate and were extremely complimentary on the quality of the models provided.

The event was presided over by RADM John Faigle, USCG (Ret) who is the club's current vice president. Admiral Faigle is not only related to our own Dr. Peter Flynn, but is also the owner of two large and highly detailed antique English boat models, one a cutter which he is restoring and the other a pond model with a unique hollow keel. Several WSMS members attended the event, our skipper Bruce, Joel, Tony, and me. Joel even wore and looked very comfortable in his Navy Mess Dress uniform!

The Keynote speaker was CDR Ty Martin, USN (Ret), a former Old Ironsides skipper. Also at the head table were, Commodore Ramm, RN, the UK Naval Attaché, and, Mr. Tom Freeman, the noted maritime artist who had on display for the event, 4 of his paintings of the Constitution each representing a key events in her history.

Superb period musical entertainment was provided by the "Ship's Chantymen." The traditional beef dinner included as a nice nautical touch, hardtack (without the weevils) and Plumduff Pudding. After dinner was a formal and informal toasting period during which CAPT Melhuish, another former Constitution skipper recited the Bainbridge Toast. Another guest also recited "Old Ironsides" a poem by Oliver Wendell Holmes.

The next day, 10 WSMS members had breakfast at the ANC with CDR Martin. CDR Martin took questions and discussed very aspects of the ship's history, construction, and crew. At the end of the breakfast he presented our society with a personally autographed copy of his notebook of information for USS Constitution modelers. Lou currently has the notebook and will bring it to the next formal meeting.

The ANC is also contemplating inviting the WSMS to put on an evening forum at the club on model ships and their construction.

Baltimore & Chesapeake Steamboat Co Will Set New Course on Jan 9th

We got the following announcement from the B&CSC:

We hope you'll consider joining us for a brainstorming session plus a tour of the Nuclear Ship SAVANNAH to be held at 12:30 pm Saturday, January 9th, 2010 at Pier 13, Lower Canton, Baltimore Harbor. The mini-session is being hosted by The Baltimore & Chesapeake Steamboat Company (B&CSC). Refreshments will be served. Formed in June of 2005 as a 501 (c)(3) non-profit entity for educational and historical preservation efforts (Art. Three), the B&CSC's main focus was to effect the transfer of ownership of the 1906 Steam Tug BALTIMORE from The Baltimore Museum of Industry to the B&CSC, then operate the vessel as a working museum for the interpretation of Baltimore and Chesapeake maritime history. The B&CSC's finances and changing attitudes within BMI combined to prevent the transfer of the tug boat as it was originally envisioned.

Today, B&CSC is seeking to widen its scope of activities in order to achieve its interpretation goals. Other maritime interests could include:

- hidden harbor and ship facility tours of the Port of Baltimore
- archeology & mapping wrecks of the Chesapeake
- document the history of shipbuilding throughout the Bay
- naval and merchant history of the Chesapeake
- wartime activities involving maritime interests
- harbor craft and work boats of the Chesapeake
- navigation, lighthouse & lifesaving service
- historic vessel preservation
- immigration into and through the Port of Baltimore
- traditional maritime trades and crafts
- Baltimore Harbor Board
- admiralty law
- speaker's bureau
- living history presentations
- maritime museums and organizations
- maritime art, maritime literature and music
- maritime education of present port transportation links
- web-based ship spotter & maritime tailgate discussion activities
- model ship building & R/C scale vessel operators
- public & private sector conferences, workshops and outreach initiatives

The 1906 Tug Baltimore, representing a time-line equivalent to 1/3 of the entire history of the Port of Baltimore (1706), has not been eliminated from the organization's plans. It may be possible and desirable in the future to obtain the tug and use it for interpretive goals. If that is to be the case, however, the B&CSC must have other plans, goals, and means of raising funds which stand separate from the steam tug. Brainstorming those plans, goals, and means are the purpose of our January 9th meeting. Please consider brainstorming with us; there is no obligation to join the organization. Please RSVP by the evening of Thursday, January 7th, to this e-mail address for detailed directions:

whirlygigger@msn.com

Thanks,

Walt Mathers

Agent for

Baltimore & Chesapeake Steamboat Company

410-768-3162

PS scale ship models would be most welcome to be on display aboard N/S SAVANNAH during the Saturday afternoon gathering.

Building the Billing Boats Absalon for Radio Control. (Part 1)

Follow along as I build the Billing kit of the Danish newest command and control ship in 1/100 scale. The 451 ft. Long command & support ship can perform a number of national and international tasks, including transportation of personal and material, command platform for land, air and sea operations. The ship also has a mine laying capacity. It also has the capacity to carryout humanitarian operations as a hospital ship. The ship is fitted with a 900 square meter flexible deck to perform in different operations and has a roll-on-roll-off (RO/RO) capacity aft. The Absalon has during 2008 and 2009 been participating in patrolling, and capturing pirates in the waters around Somalia.



More information about the prototype can be found at: <http://www.naval-technology.com/projects/absalon/>

The kit has a Vacuum molded ABS hull reinforced by a plywood skeleton. My first task was to cut the hull excess using a sharp Xacto knife. I then assembled the plywood skeleton per the instructions and glued it to the hull. The skeleton came in plywood sheets that were laser cut. I was pleased with the fit and only had to shape the front parts per the instructions. Here is a picture of the hull with the skeleton installed:



I then drilled the holes for the rudder stuffing tubes and the propeller shafts. I installed the motors and discovered that the motor shaft does not line up with the propeller shaft. I ordered two Robbe gear motors which have a offset output

shaft which lines up much better. I then installed the rudder stuffing tubes and sealed them with silicone. Here is a picture of the motor installation before adding the gear motors:



I then glued the bulbous bow section which comes in two vacuum formed halves. After trimming them and checking the fit, I used TENX-R7, a liquid plastic cement, to glue the bulbous bow to the hull. A large gap resulted at the interface of the bow to the hull. Since the gap was too big to use my usual plastic filler, Acryl blue glazing putty, I used some liquid plastic cement in a bottle and added pieces of ABS cut from the excess section of the bow. I let it sit overnight and mixed it into a paste. I used the paste to fill the gap. Here is a picture of the bow with the filler applied prior to sanding:



Next month I hope to have the motors, radio control, and deck installed.

Charles Huet

**We note with profound regret the Passing of our Life Member, Captain Pliny
G. Holt USN (ret) Age 99**

Pliny passed away peacefully at his home on Monday January 4th, 2010. At the time of his death he was believed to be the oldest living Naval aviator. I'm sure we all wish him God speed, fair winds and following seas into the next life.

Pliny was born on September 8th, 1910 in Stockton, CA. His father and grandfather patented the 'caterpillar' tread and founded the Caterpillar Tractor Company. He entered Stanford University in 1928. In 1931 he transferred to the Boeing School of Aeronautics and graduated as a certified instrument and structural mechanic.

In 1935 Pliny joined the Navy and with his brother Frank where they became the first siblings to complete flight training together at Pensacola Naval Air Station. Other members of his class were CAPT William F. "Bull" Halsey and CAPT John S. McCain (grandfather of the current US). After graduation he served in flying posts along the east coast and the Panama Canal Zone. You may have known that he had a reputation as a scratch golfer. One day, Pliny was playing the course at North Island and heard loud cursing coming from just off one of the fairways. He found Admiral Ernest J. King, by himself, looking for his lost ball. Thereafter Pliny gave Admiral King pointers on his golf game. He nearly caused his commanding officer, a heart attack the first time Admiral King called Pliny to come play golf with him.

During the WWII he was one of the Navy's foremost experts in advanced navigation systems pioneering the development of gyroscopic autopilots. He was seconded to the Royal Air Force where he was involved in developing night bombing navigation systems used over Nazi-occupied Europe. King George

VI awarded Pliny membership in the Order of the British Empire in recognition of his crucial contributions to the European air campaign. In 1944 Pliny was assigned as the air officer in USS Antietam (CV-36) and served in combat in the final stages of the Pacific campaign.

In 1946 he was made head of the Advanced Project Section, Guided Missile Division, Bureau of Aeronautics, US Navy. In 1947 Admiral Dan Gallery (famous for his capture of the U-505) ordered Pliny to plan and conduct the launch of a captured German V-2 rocket from the deck of the USS Midway. The launch was successful, although the missile's flight was somewhat shorter than expected (to say the least!). In 1958 he became the Commanding Officer, Naval Air Experimental Laboratory in Philadelphia PA. From 1961 to 1968 he was assigned to the Bureau of Naval Weapons, where he served as Special Assistant for Research and Development to the Commander, Naval Air Systems Command where he had oversight of all Navy avionics and missile development.

Upon his retirement in May of 1968 he received the Legion of Merit for his many major contributions to the Navy and the national defense. After Navy retirement he became an avionics and aviation systems consultant to IBM.

His Potomac, MD home was built to his specifications to house a large and very well equipped machine shop. A master modeler and inventor of modeling

tools, his collection of wooden model ships he built amazed everyone who ever viewed them, especially master modelers from around the world who could truly appreciate the fine detail and workmanship. Pliny's modeling tastes also ran to trains. Pliny built a huge model railroad layout portraying the Southern Pacific Railroad. This layout was featured in every major model-railroading magazine around the world. He continued to work on models right to the final months of his life. You could drop by Pliny's place any day and find him in his basement workshop, dressed in a cardigan and khakis, smoking his pipe, and working away on his latest creation. He loved to talk about aviation and naval history, modeling, and model tool design. Perhaps one of Pliny's most remarkable traits was his total recall of every event in his life. He could recall, with total clarity, events in 1928 as well as two weeks ago. With his variety of talents and the people he knew, Pliny was always good for an "insider" story-and he had so many interesting experiences that you didn't often hear the same story twice.

Should you desire, please make any contributions in his honor to the Navy - Marine Corps Relief Society (<http://www.nmcrs.org>).

Please watch for Pliny's more detailed obituary authored by his close friend and fellow WSMS member, Joel Labow.

Lynx Links:

<http://www.dcshipmodelsociety.org>

<http://www.cnc-models.com/>

<http://mysite.verizon.net/ELLshipmodeler/index.htm>

<http://www.papermodel.jp/english/>

<http://wmunderway.8m.com/home/home.htm>

<http://www.modelslipway.com/>

<http://www.boatnerd.com/>

<http://www.billingboats.com/>

<http://mysite.verizon.net/vzepsy9w/sealaunchcommander2/>

<http://www.greatlakesmodeling.com/>

<http://www.jdproduct.com/>

<http://www.micromark.com/>

<http://www.joesmodels.com/>