

Lockheed P2V-7 Neptune

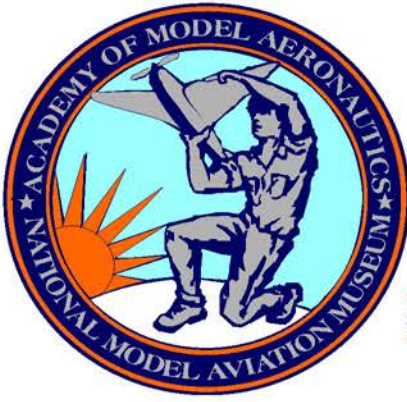
Designed, Built and Flown

by

Henry "Hank" Pohlmann

AMA No. 1969





Academy of Model Aeronautics National Model Aviation Museum

5151 East Memorial Drive Muncie, Indiana 47302 (765) 289-4236 FAX (765) 289-4248

Information for Submission of Artifacts to Acquisition Committee

- Name: Steve Pohlmann
- Address: _____
- Tel.: () _____ E-mail: _____
- Object to be donated: Aircraft Radio _____ (skip to item 11) Engine _____ (skip to item 11) Other _____ (skip to item 11)
- Type: Free Flight _____ Radio Control _____ Control Line Static _____
- The model is built of: Wood Metal _____ Other _____
- Name of model: Lockheed P2V-7 Neptune Date model last flown: 1961
- Length: 47"
- Wing Span: 53"
- Weight: 5 lbs.
- Who designed the model: Henry "Hank" Pohlmann - AMA No. 1969
- Year the model was designed: 1959 - Based on the 1955-56 Revell model kit
- Year the model was built: 1959
- Who built the model: Henry "Hank" Pohlmann - AMA No. 1969
- Engine specifications: Twin McCoy .35 Red Heads
- Significant features of design and/or construction/materials: See attached
- How does the aircraft fit into the evolution of its type? See attached
- Describe the aircraft's competition record, performance, or other important elements of its history: See attached
- Recent color picture (s) required See attached



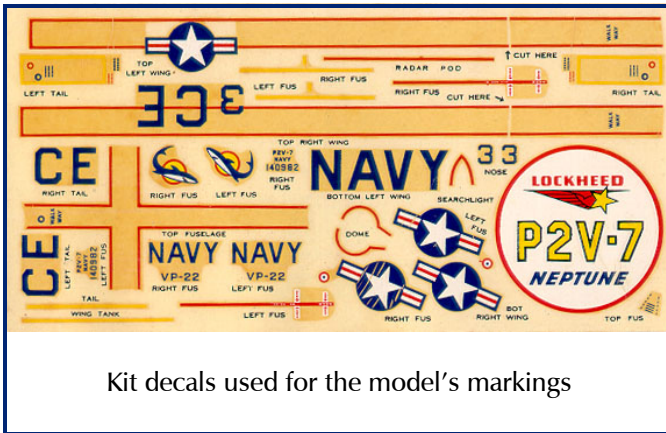


Significant features of design and/or construction/materials:

The plane was designed using the 1955 / 1956 Revell Lockheed P2V-7 Neptune plastic kit for reference and scale documentation. The plastic kit was made prior to industry standards and is approximately 1/98 scale. The full size plane has a length of 77 feet 10 inches and a wingspan of 100 feet 0 inches. The control line model is approximately 1/22 scale.



Construction is fairly typical for a model built in the late 1950's / early 1960's. Significant features include the molded canopy and nose. Hank was a tool and die maker, so creating a mold for these parts was straight forward. The mold was created with aluminum flat stock extending out of the bottom. A clear lexan sheet was suspended in a metal frame and placed into our kitchen oven. The mold was clamped to a chair. When the lexan softened enough, it was removed from the oven and pulled over the mold. This was a two person process involving Hank and another modeler.



Kit decals used for the model's markings

The landing gear was also fabricated by Hank. They include rebound springs and other working parts to simulate the pneumatic air - oil hydraulic oleo struts found on the full-size plane.

The cockpit details include pilots, instrument panels, and other features.

The markings on this plastic kit are fictitious. However, at the time this plane was built, the AMA accepted plastic kits as source material. Note the inscription on the kit "scaled from official prints". All marking on the model were hand-painted using the plastic kit as a guide.



How does the aircraft fit into the evolution of its type?

The Neptune demonstrates the effort required to build a competitive scale aircraft during the late 1950s. There were no plans, no kits, no specialized detail parts, etc. available to modelers. Each was left to their own vision, desires, ingenuity and abilities. A skilled modeler of this era was truly a craftsman and each result was the product of an intense design - build - fly process using the means





and materials of the time.

The plane is the oldest surviving example of Hank's craftsmanship. After being retired from active competition, it was sold to a local hobby shop where it was on display until the early 1990s. At that time, Hank's son Steve acquired the plane and it has remained in the family for the past twenty-five years.

Describe the aircraft's competition record, performance, or other important elements of its history:



During the late 1950s and early 1960s, Hank participated on almost a weekly basis at control - line contests throughout the Midwest. He flew in almost all events, but his passion was for rat race and scale. Being a Navy veteran, it was natural that all of his control line scale subjects were Navy planes. Upon reflecting why he chose the Neptune as a subject, he said it was because he could still envision them flying patrol over his convoy during the Korean War.

While we no longer have a detailed record of the contests entered and trophies won by this plane, we do have two trophies that were earned during the 1961 season.

- R I M A C High Point
- Fort Madison Iowa Champion



