



IPMS Orange County Newsletter

November 2013

Volume 21 # 11

Southern California's Premier Model Club

USMC Edition

By Terry Huber – Newsletter Editor

That's right. The United States Marine Corp. Uncle Sam's Misguided Children as some call it. Jarheads, Boneheads, Warriors, you name it. Probably the most intimidating military force in the world. Can do anything, anytime, anywhere. THE 911 force.

What a history of the Corps. Originally conceived as a security detail for Navy ships that continues to this day, and then as the spearhead of the assault. You probably don't want to mess with the Devil Dogs.

In this issue we present some Marine Corps history past and present, plus all that other stuff you like. Hope you enjoy the November Edition as it looks like we are good-to-go. ~ Semper Fi ~

Meeting Agenda

Date: November 15, 2013

Theme: Semper Fi

Doors Open: 7:00 p.m.

Meeting: 7:30 to 10:00 p.m.

Location: La Quinta Inn

3 Centerpointe Drive

La Palma, CA 9062

From the President

By Brian Casteel

It's November and you know what that means at IPMS Orange County... Election Month! As I stated at the last meeting I will be stepping down so that I can have a little more time to play with my trains... I MEAN BUILD MORE MODELS! But seriously, serving as your President has been a wonderful opportunity and has allowed me to grow personally and professionally as a person. But most of all it has given me the opportunity to get to know so many of the amazing people that make up IPMS Orange County. I think there are several people that would be wonderful in the roll of IPMS President. So don't be surprised if I or someone else call upon YOU! I have also been informed by our esteemed secretary Jeff Hunter that he too will be stepping down. Please don't just gloss over this and give the idea of serving your club some serious thought. Mine and Jeff's positions have different responsibilities but both are vital to this clubs month to month operation. Please see inside this newsletter for a breakdown of the various positions and their responsibilities.



From the President

On a lighter note, I was able to head out of town one more time this year for another model show. This time to Mesa Arizona for the Craig Hewitt IPMS's annual show Modelzona. My traveling companion for this trip was David Frederick. So, on the morning of November 1st we loaded up the back of my Mini with 17 models and headed east. The show was the next day on November 2nd but we wanted to arrive fresh in the morning and not all drug out from 6 hours on the road. We rolled into town around 4pm on Friday and hit a couple of hobby shops (nothing to speak of). Then we went to check in at our lodgings for the evening. We stayed at a real Mom-and-Pop establishment, and by real I mean MY MOM-AND-POP. After we checked in with the Parental Units we joined up with Mike Budzicka and Mark Glidden (who brought out another 17-18 models between them) and broke bread at Black Angus

My folks live less than a mile from Falcon Field where the Arizona Confederate Air Force is based and is also the venue for Modelzona. The B-17 Sentimental Journey is frequently spotted flying over my parents house as it is based at Falcon Field. And yes they flew it while we were at the show!

The contest was surprisingly large with over 500 models on the tables and I don't think anyone was more surprised by that than the Arizona guys themselves. Competition was stiff but the OC guys prevailed again with Mark being the big winner with Best Aircraft and Best Armor. But with two of the top award winners from nationals at this show it was going to be hard to beat those for top

honors. David won first place with his giant motorized sub and what would a contest be without some controversy? David also won Best Out of Box in the Sub category as well... GO FIGURE! But congrats to David!

Club Themes for 2013 2nd Half

August 16th – My Dream Machine

If your wishes could come true. Build a Fantasy subject you could park in your garage or hangar.

September 20th – Out of the Box

Back to school with a basic build like you did when you were a little younger without the after-market or kit included doodads had yet to come. Any subject and scale.

October 18th – OktoberFest

Let's make it a "Modelfest!" Break out the beer, pretzels, Bratwurst and sauerkraut. Any German subject. Military and civilian works here.

November 15th – Semper Fi

Not much explanation here. 239 years later still on call and first to land. Any USMC subject and scale. Oohhhrahhh

December 17th – SOS

The distressed kit auction build. Complete any kit purchased from the December 2012 or June 2013 club auction.

January 17th, 2014 – Desert Storm 1

Seems like ages ago – 1991. Any subject operated by the coalition or Iraqi forces. Any scale welcome. "May the Sand be with you."



2013 Chapter Officers

- President** Brian Casteel
brian@ipmsoc.org
- 1st Vice President** Sean Fallesen
sean@ipmsoc.org
- 2nd Vice President** David Frederick
david@ipmsoc.org
- Treasurer** Michael Bare
michael@ipmsoc.org
- Secretary** Jeff Hunter
jeff@ipmsoc.org
- Contest Director** Darnell Pocinich

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- IPMS / USA**
PO Box 2475
Canton, OH 44720 www.ipmsusa.org

New Logo Club T's and Crew shirts

The easiest way to get a club T-shirt or Crew shirt is by sending an email to Michael Bare, the Club Treasurer at treasurer@ipmsoc.org. The shirts will then be brought to the meeting for pickup. Only a couple of sizes left on this first go-round. The Crew shirts are dark blue and grey. Embroidered name optional. Cost is \$60.



The T-shirts are white with the new large club logo Zacto-girl on the back. The cost is \$12. Both are payable by check or cash to the Treasurer at the meeting.





From Our Treasurer

Financial Statistics for the meeting in October 2013

Admission		Distressed Kits	
Members	28	Raffle Income	\$160.00
Non-Members	3	Total Income	\$458.00
Juniors	0	Total Expenses	<u>\$(2,935.71)</u>
Paid in Full	9	Profit / (Loss)	<u>\$(2,477.41)</u>
Guests	3		
<hr/>			
Total Attendance	43	\$ in Checking	\$3,976.17
Memberships / Renewals		\$ in Savings	<u>\$1,509.90</u>
Regular	2	Total in Bank	\$5,486.07
Youth	0		
Full Year	0		
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IPMS / USA Membership

Membership is of great importance, both here at the level of the local chapter as well as the National level. Our club is one of the 230 plus local chapters of our parent organization, IPMS USA. As a long time member I can highly recommend the expenditure of the additional dollars to become a member of the national organization.

With membership come six copies of the IPMS Journal publication which is better than ever, and the right to participate at the IPMS National Convention contest. The subscription to the Journal alone is worth the cost of joining.

A copy of the membership application is below or available on our website, or at the IPMS / USA website address, www.ipmsusa.org. Complete the form and return it to the address listed at the bottom of the form along with your method of payment.

International Plastic Modelers' Society Membership Application

IPMS No. _____ Name _____
 (Leave Blank if New) First MI Last

Address: _____

City: _____ State: _____ Zip: _____

Email: _____

Phone: Area Code: _____ Number: _____

Chapter Affiliation, if any: _____
 (Current Members Only)

Check here if new address, and list old Zip Code _____

Junior (17 years old and younger) \$12; Birth date: _____

Adult \$25; Adult 2 Yrs \$49; Adult 3 yrs \$73

Canada & Mexico \$32; Foreign (Sea) \$32; Foreign (Air) \$55

Family (Adult Membership + \$5, one set of Journals,
 Number of Membership Cards required _____)

If recommended by an IPMS member, please provide his/her
 Name: _____ IPMS# _____

Mail completed application and check payable to IPMS/USA to:
 IPMS/USA, Dept. OC, PO Box 2475, N. Canton, OH 44720-0475



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Notice of Election

The November meeting of the Orange County Chapter of the International Plastic Modelers Society is designated by our chapter's Constitution and Bylaws as the time for the annual election of officers for the next calendar year.

The Constitution and Bylaws designate the following offices to be filled by vote of the membership present at the regular November meeting:

- President
- 1st Vice President
- 2nd Vice President
- Secretary
- Treasurer
- Contest Director

Who may run for office?

There is one formal requirement and one that is a practical requirement. The formal requirement is that you must be a current member of IPMS Orange County. If you are a current member, you are eligible to have their name placed in nomination. The informal requirement is that you must be willing to expend time and effort each month, as these offices bring with them real responsibilities. In the event that you are elected to office you must join, if you are not already a member, our parent organization – IPMS/USA.

If you are interested in standing for office, please approach the current president, Brian Casteel or the secretary, Jeff Hunter and they can tell you what is involved in the various jobs.

At the November meeting, nominations will be made and votes cast. Only current members of IPMS/OC may cast a vote. All members should plan on bringing either their name badge or membership cards.

There are also a number of positions appointed by the E-Board. These include Assistant Contest Director, Sergeant at Arms, Contest Photographer, Web Master and Newsletter Editor. If interested in one of these positions, speak to the E-Board.

EditorsNote: The club President Brian Casteel will be stepping down from the position effective 2014 so if you have an interest in placing your name into nomination at the November meeting for President, then please do so.

Distressed Kit Auction – December meeting

Just a quick note to remind everyone that December is our DKA meeting. If you would like to donate any half started, missing parts or altogether there kits for the auction please bring them to the meeting and drop off with Sean Fallesen or one of the other guys running the auction.



Contest Corner By Darnell Pocinich

OK Listen up IPMS/Orange County members. This month's model contest theme is "Semper Fi". We will celebrate the birthday of the USMC. This November 10, 2013 will mark the 238th anniversary of the birth of the USMC. I, myself, was a Marine Corps brat and spent many hours at El Toro MCAS and Cherry Point MCAS. Hence, the love of all things "Devil Dog", especially Marine aircraft. The long and colorful history of the corps makes this month's theme wide open to all modelers' tastes in subject types. So, man up and fill the contest tables with your best efforts. "Gung Ho" modelers make me proud. See you November 15, 2013.

As a reminder, the contest theme for December is "SOS". Build and enter a kit you had purchased at our club's distressed kit auctions (last December 2012 or June of this year). Hopefully you have saved your ticket stub from the auction to verify the status of your build for the Theme Award.

Member and Modeler of the Year points – MOTY

Member of the Year

Brian Casteel	75
Terry Huber	56
Foster Rash	51
Nat Richards	34
Mike Budzeika	27
Joe LoMusio	24
Mark Glidden	23
Steve Taylor	18
Sean Fallesen	18
Darnell Pocinich	16
Jeff Hunter	14

Modeler of the Year

Joe LoMusio	25
Mark Deliduka	19
Mark Glidden	19
Craig Elliott	19
Brian Casteel	19
Foster Rash	18
Owen Ryan	17
Jeff Hunter	17
Leigh Eaton	14
Tony Dominicu	13
Mike Budzeika	12
Chris Cavanaugh	12
Bob Bolton	11
Sean Fallesen	10
Michael Apodaca	9

~Notice from your Contest Director ~

I plan to award bonus points for Modeler of The Year to members who enter and win model contests outside our own monthly contest.

- 1 Bonus point plus the normal club contest point scheme for any outside contest winner
- 2 Bonus points for OrangeCon winners
- 3 Bonus points for IPMS Nationals winners
- For example: 1st place win at outside contest=4 points, 1st place at OrangeCon=5 points, 1st place at Nationals=6 points **DP**



October Contest Entries and Results

Theme "Oktoberfest"

Any German subject, any era

Total number of Modelers: 14

Total number of entries: 21

Winner in Place / Division

Bob Bolton	1/24	Meyers Manx – Off Road	
	1/24	Meyers Manx	
	1/8	Eiserzog Zergan	
	1/48	Toblerone Porsche	
	1/24	Gary Gabriel's Porsche Funny Car	
Craig Elliott	1/72	Eurocopter EC-665 Tiger	2 nd Advanced
Dennis Henry	1/72	F4U-1A Corsair	3 rd Master
Foster Rash	1/25	Porsche 550 Spyder	
Owen Ryan	1/72	GR-1 Harrier	
	1/72	F-4B	
Joe LoMusio	1/48	Nieuport-17 captured by German	2 nd Master
Sean Fallesen	1/350	French Submarine Surcouf	
Kenneth Pick	1/72	Ta-184 Honghbagk	
	1/72	Hr-162 Slamander	
	1/72	Ho-229 Glying Wing	
Mike Budzeika	1/48	Tiger I (late)	
Oscar Garcia	1/16	German Infantry man – winter	
Brian Casteel	1/48	F3H-2 Demon	1 st Master & Judges Choice
Andre Alas	1/48	B-17	1 st Novice
Darnell Pocinich	1/35	Wespe	
Jake Holshua	1/35	Jagdtiger	1 st Advanced



October Contest Photos



October raffle put together by Mark Glidden. Good choices Mark!

Display



AMT 1966 Corvair Corsa and



AMT 1950 Chevy pickup under construction

Display



Looks like some Bf-109 camouflage in-process and 1/72 scale Sherman M4A1



Paper modeler winners from OrangeCon and DC-3 Nose in paper



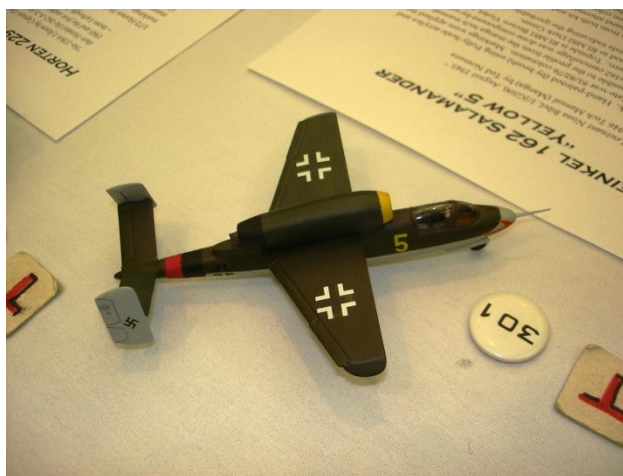
Sean Fallesen 1/700 U.S.S. Maryland OrangeCon Best Ship

October Contest Photos – Novice



Andre Alas B-17. Nicely done.

October Contest Photos – Advanced



Kenneth Pick 1/72 Ta-184 Hucklebein and his He-162 Salamander

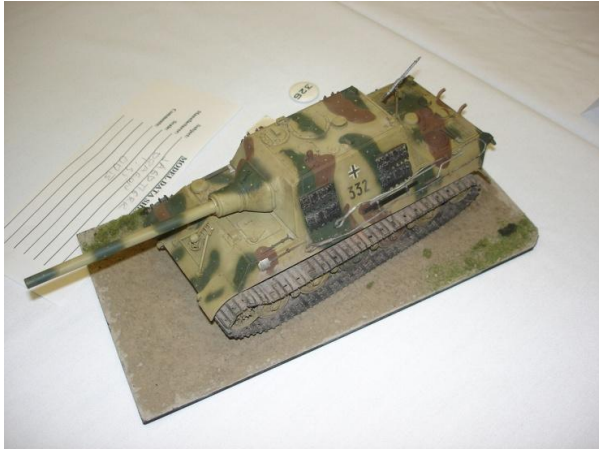


Kenneth Pick 1/72 Ho-229



Craig Elliot 1/72 Eurocopter EC-665

October Contest Photos – Advanced



Jake Holshua 1/35 Jagdtiger



Darnell Pocinich 1/35 Wespe



Oscar Garcia 1/16 German Infantry - winter



Master



Brian Casteel 1/48 F3H-2 Demon



Dennis Henry F4U-1A Corsair



Nicely done Phantom F-4B by Owen Ryan and his 1/72 Gr-1 Harrier



Joe LoMusio 1/48 Nieuport German marking



Fine Budzeika 1/48 Tiger I early



Sean Fallesen 1/350 French sub Surcouf



1/8 Eiserzog by Bob Bolton



Bob Bolton 1/24 Toblerone Porsche



Bob B's 1/24 Gary Gabriel Funny Car



Another classic scratch built Foster Rash 1/25
Dean Porsche Spyder



Bob Bolton 1/24 Meyers Manx



OMG some giant Off-Road sand vehicle, Bolton Manx creation in 1/24



As seen on the road to Modelzona and at the show

Editor's note – I received several picture of the Modelzona contest in Arizona. Too late for this month's newsletter but will have them next month. In the meantime here is a couple from Brian.



Sometimes the problem with winning the top prize in the Raffle is getting it home!



On our journey to the IPMS Show in Arizona we stopped at the Texaco station just on the other side of the CA/AZ border to top-off and get some snacks. When we pulled into the parking lot we saw three of these trucks sitting there (See the picture) that's my Mini Cooper in the middle of the picture. If you can't tell what you're looking at that is one blade for a wind turbine! There is another 10-12 feet at the tip that my camera couldn't get into the frame.

While we were taking picture and ogling at this road oddity I spotted a guy walking around the other two trucks parked behind this one, So Dave and I drove over and asked him if he was one of the drivers of these beasts and he said yes. The first and most obvious question we asked him was how long this thing was. He said it was 165 feet long!!! Second we asked if he was taking it to Palm Springs and he said they wet actually taking it much further up the road to the



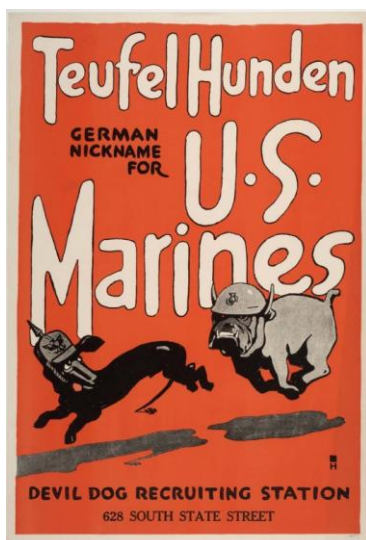
Tehachapi area. Then he told us how they had brought them from Texas to here and had no problems, until they got to California. Seems the powers that be wouldn't give them their permits to drive them on the roads just yet, These poor guys had already been there since Tuesday! And no matter what, permit or not that can't haul them over the weekend... this was Friday. I told him that was Governor Moonbeam putting our tax dollars to work.

I apologized to him on behalf of all the normal, non-beaurocratic people of California and bid him a safe trip.

If you're thinking about modeling this, (like I was) using a standard 1/24 scale truck and scratch building the blade and trailer, you're looking at a model that would be well over 8-feet long! However if you went the 1/32 route you could get it down to a little over 5-feet long. Better yet, if you Deladukit in 1/72 you could get it to about 2.5 feet long.

CWN Club Website News

Are you recommending our Club website to your friends and modeling buddies? The website is a great way to advertize who we are and what we do. And it is always available, 24-7. A couple of new items this month is a video on weathering using MIG products and a recently completed review by Joe LoMusio, for IPMS/USA on Meng Models' FT-17 Light French Tank. Still available are photos from OrangeCon as well as all the winners from OrangeCon category by category. And, don't forget, there are photos from our monthly club contests as well. If you happen to miss a month, at least you will still be able to see photos of all the great models displayed by our club members. So spread the word... ipmsoc.org.





MARINES IN THE MIDDLE EAST

Editor's note: This article was originally published in the Marine Corp Gazette in 1991. The color plates were a two page fold out that could be removed from the magazine.



The various uniforms worn by Marines participating in Operation DESERT STORM are shown on the next two pages. The uniforms were current as of 16 January 1991. These uniforms and uniform regulations, however, are never static but reflect changing situations and requirements.

In the past, the Marine Corps has had little need for uniforms specifically designed for the desert environment. Historically, the closest predecessor to a desert uniform was a camouflage uniform, printed with a green pattern on one side and brown on the other, issued to Marine raiders, parachutists, and scout snipers during World War II. The modern-day desert camouflage utility uniforms are part of the Battle Dress Uniform System adopted by the Army in 1979 to provide suitable field and combat uniforms for varying environments. Marines are issued these uniforms as special-purpose clothing when needed. Although the desert uniform has been worn for desert training and field exercises since its adoption, it was not actually worn in a hostile environment until the deployment of Marines to Southwest Asia during Op-

eration DESERT SHIELD, which began in August 1990 as a prelude to Operation DESERT STORM.

At the far left is a woman Marine lance corporal in the standard six-color "chocolate chip" desert utility uniform for daytime wear. The 50 percent cotton/50 percent nylon coat, trousers, and flat-top bush hat are worn with a brown undershirt and green tropical jungle boots. Efforts are underway to make this uniform lighter in weight and thus more comfortable. Additionally, steps have been taken to procure utilities of a three-color tan camouflage pattern, which studies have shown to be superior to the present six-color pattern. A desert camouflage field jacket in the three-color pattern will be added to the desert wardrobe for wear during inclement weather. Although Marines may also wear the black leather combat boots with this uniform, most opt to wear the jungle boots because of their lighter weight. Due to the threat of nuclear, biological, or chemical (NBC) warfare, a carrying case containing the hooded M17A2 gas mask is worn on the left hip at all times.





MARINES IN THE MIDDLE EAST





Second from left is a Marine carrying an M16A2 rifle and attired in the M17A2 gas mask and special NBC clothing designed to afford protection against contamination from that type of warfare. The layered fabric of the two-piece overgarment consists of a wind-resistant cotton poplin outer shell lined with a polyester tricot knit material that has been impregnated with charcoal to soak up any chemical agent before it comes in contact with the skin. It should be noted that while the fabric has the green woodland camouflage pattern used for the standard utility uniform, new NBC suits will be in the six-shade desert coloration. They will also be lighter in weight than the current clothing. Special gloves and overshoes shield the hands and feet. All these items are part of the Marine's Mission Oriented Protective Posture (MOPP) gear. Included on the cartridge belt for emergency use is an M258 skin decontamination kit.

In the center background is an F/A-18 pilot wearing a tri-Service (Air Force/Navy/Marine Corps) cutaway antigravity garment ("G suit"). Basic survival equipment is contained in the modified parachute torso harness and life preserver. Flight boots with a leather upper body, steel "safety toes," and nonslip soles are an essential part of flight clothing, as is the lightweight helmet gear. A pistol and shoulder

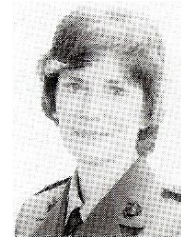
holster are worn on the left side.

In the center foreground is a lieutenant general participating in DESERT STORM wearing the standard desert utility uniform, with the addition of a 9mm pistol and cartridge belt. Unlike the others shown in this uniform, this figure is wearing recently approved tan desert combat boots, which are modeled after the jungle boots. However, they are lighter in weight, unvented to keep sand out, omit the metal plate in steps, incorporate speed lacing, and have built-in ankle supports to prevent sprains while operating in sandy terrain.

The Marine second from right is dressed in the cotton nylon poplin nighttime desert uniform in the "desert green grid pattern" that affords camouflage protection for desert operations at night. Consisting of a hooded parka with removable quilted liner and drawstring trousers, this uniform is designed to be worn over the standard desert uniform to provide extra warmth. Essential accessories include the standard Kevlar antifragementation helmet with desert camouflage cover and ballistic laser eye protection goggles, which in addition to providing protection from wind and sand, will shield the wearer's eyes from harmful ultraviolet rays from the desert sun during the day.

At the far right is a Marine in full combat gear with weapon. The light-

weight body armor and field pack are the same worn with other combat uniforms and have desert utility covers to make them color compatible. The field neckerchief worn over the face offers added protection from blowing sand. USMC



Donna Neary

Development of the "Marines in the Middle East" uniform plate was a joint project of the History and Museums Division, HQMC, and the Permanent Marine Corps Uniform Board (PMCUB). The artist was Maj Donna J. Neary, USMCR, known for her 1983 uniform plate series. Principal researcher and writer of the text was Capt George Wong, Secretary-Recorder of the PMCUB. Coordination and direction was by BGen Edwin H. Simmons, USMC(Ret), Director of Marine Corps History and Museums and President of the Uniform Board. It is planned that this print will also be published officially, as an adjunct to the 1983 uniform series, and distributed to all Marine Corps units.

Readers will find that the *Gazette* pull-out is suitable for framing.



MARINES IN THE MIDDLE EAST





Contractors Advertisements

Tradition

TRIPOLI

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PANAMA

CHINA

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WAKE ISLAND

TARAWA

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BELLEAU WOOD

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INCHON

PELELIU

GUADALCANAL

IWO JIMA

CHOSIN RESERVOIR

OKINAWA

HUE

CHU LAI

KHE SANH

BEIRUT

GRENADA

U.S. Marines

Raytheon



Recon





Hellcats of the Navy

Fleet Air Arm British Royal Navy that is – Mark Glidden takes on the Eduard 1/48 F6F-3 Hellcat Kit

First, let me say up front that this is not Eduard's Hellcat I/II Dual Combo kit. Since everybody and their brother's dog were building one of the U.S. Navy versions of the F6F-3 kit, I wanted something a little different and found the markings to do an FAA scheme. This build was started before the release of the Dual Combo kit and had I known it was on its way (even with the same markings, no less), I probably would have waited.

The kit comes packaged in Eduard's usual impossible-to-open box. It contains what we've all come to expect from Eduard: nicely moulded parts, lots of photo-etch (some of it pre-painted), painting masks, great decal options and beautifully detailed instructions. For those wanting to push the limits, Eduard and several other aftermarket companies have wasted no time in marketing a number of detail sets for this kit. So naturally, I went out and purchased all of those sets to have a go at them.

Cockpit Conundrum

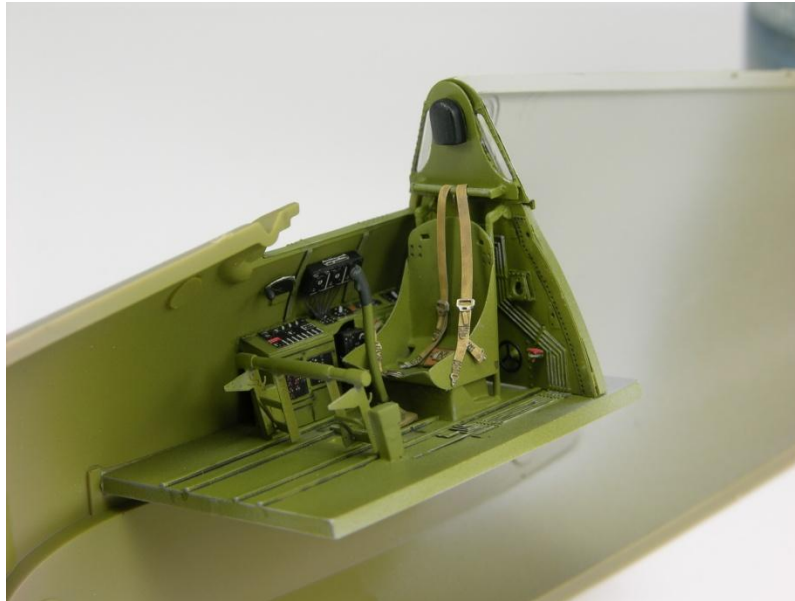
The first modification was to use the Aires resin cockpit, designed (or so I thought) for the Eduard kit. This set looks identical to their resin cockpit for the Hasegawa 1:48 Hellcat. After assembling and painting the cockpit, trying to fit it into the fuselage turned into an exercise in frustration. All the dimensions seemed off and there just was no way it was going to fit. Aires cockpits usually require a certain amount of fitting, but there was something wrong here. Out of curiosity, I borrowed a Hasegawa Hellcat kit from a friend and test fitted the cockpit and guess what – a near perfect fit.

So on to Plan B. I turned to the Eduard Self-Adhesive set for the Hellcat. While the kit contains coloured photo-etch for the instrument panel, the Self-Adhesive set not only contains enough photo-etch parts to completely rebuild the cockpit, but has a plethora of parts for the rest of the model as well.



Hellcats of the Navy

The cockpit gets pretty much gutted of plastic, save for the floor, part of the rear bulkhead and instrument panel. The sheer number of photo-etch parts used means that it is a slow task getting the cockpit together, but you are rewarded with a beautifully detailed interior.



There is one small problem with this set. As has been the case lately with some of the Eduard coloured photo-etch sets, many of the coloured pieces have a pixilated finish to them. Not noticeable from a distance, but up close not too appealing. The interior green colour used by Eduard on the cockpit components was also a lighter shade than the Gunze Sangyo H58 Interior Green I was going to use to paint the cockpit. In order to get a uniform colour throughout the cockpit and correct the pixilation problem, I thinned the interior green paint and carefully painted the areas around the dials and instruments.



Hellcats of the Navy

The cockpit recesses were then pre-shaded with Tamiya XF69 NATO Black and the cockpit then sprayed with the Interior Green colour. This was then lightened with a touch of white and yellow and thinly sprayed on for some highlights. The cockpit details were done with Tamiya enamels and a black pin wash was applied to finish it off. The area behind the cockpit bulkhead was painted with Gunze Sangyo H355 Gray, which is a good match for Grumman Gray, a colour used by Grumman for some time on much of the fuselage interior.

As the British often substituted their own homegrown seatbelts in U.S. manufactured aircraft, I replaced the kit seatbelts with an RAF type from Eduard. Once installed, the belts were touched-up with some diluted Vallejo 024 Khaki Brown. The instructions call for attaching the gunsight at this point, but I saved that for later to avoid damaging it during construction.

Engine Overhaul

The Hellcat's spacious open cowl provides plenty of viewing opportunity for the Pratt & Whitney R-2800 engine. While the kit's engine looks good, the Quickboost replacement offers much finer detail. You will need to provide your own push rods, oil crossover pipes and ignition harness if desired. The pushrods and pipes were made from styrene rod and I used the ignition harness from the kit's photo-etch set. Various other bits of styrene were added to the engine for some additional detail, along with solder, copper and insulated wires that were used for the various other pipes and wiring applications.



The cylinder heads were sprayed with Alclad Magnesium and the crankcase done in Gunze Sangyo H305 Gray. Once all the tiny bits were brush painted, a brown oil wash was applied to dirty things up. Finally, a Pratt & Whitney logo decal was applied to the front of the engine, although Eduard does supply a neat little photo-etch logo.

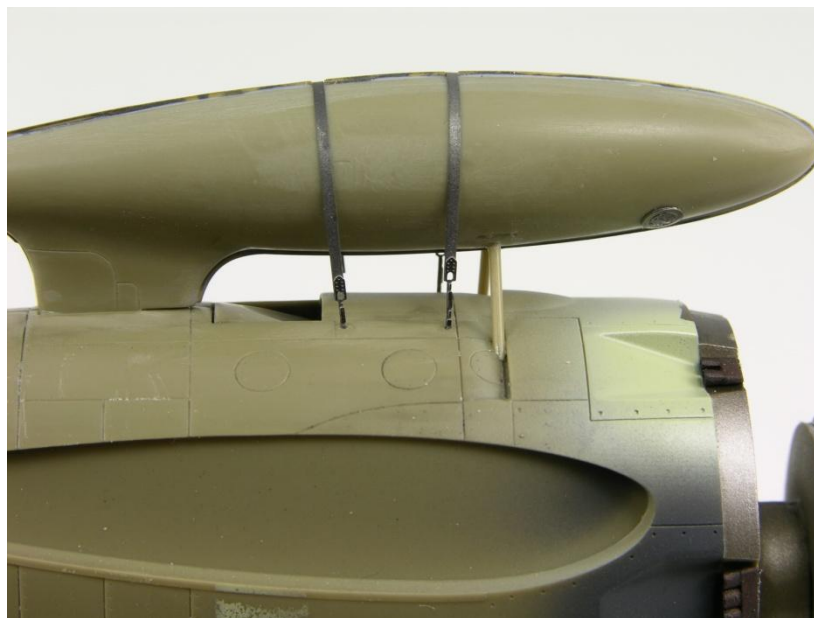
Hellcats of the Navy

The Quickboost engine mounts on a resin plate that attaches to the kit's engine mounting post. The post needs to be cut back in order to provide the correct clearance for the front of the engine in relation to the cowl opening. The backing on the resin engine also needed to be thinned down to finally get the proper length. I also used the Quickboost resin exhausts, but there is little to be gained here except they will save you the trouble of having to drill out the exhaust ends. The propeller blades appear overly thick and the tips a bit too blunt, but overall Eduard has captured the look of the huge Hamilton Standard prop.

Fuselage and Cowling Assembly

Here the Self-Adhesive set provides you with parts for the oil cooler exhaust, tail wheel fairing and various bits around the fuselage. The fuselage halves were glued together with Tamiya Thin Cement and the fit was perfect, not a gap anywhere to be found. Eduard has done a fabulous job of replicating the overlapping panels on the fuselage and care needs to be taken when cleaning up the fuselage seams so as to not lose the effect.

If you're going to use the external fuel tank, you'll need to open up the hole along the bottom of the fuselage. The photo-etch set includes a piece to replicate the prominent raised rib along the centre of the external tank. What the instructions don't show you is that you will have to cut the plastic sway bar piece (part G29) in half, in order to be able to fit the photo-etch rib. Four holes were drilled into the bottom of the fuselage to accept the ends of the tank straps that came with the Self-adhesive set.

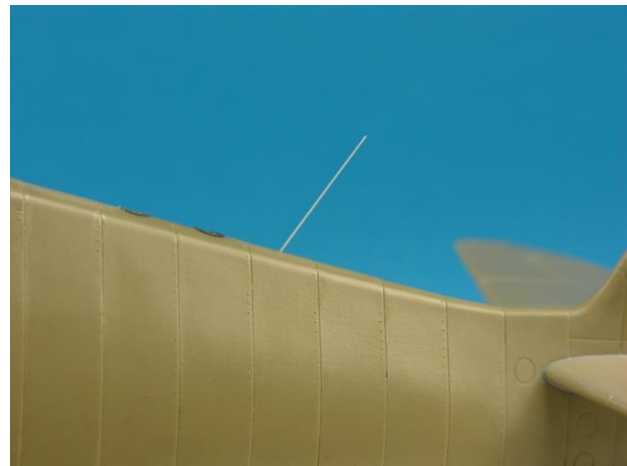


The interior of the cowling has three large and quite noticeable ejection pin marks that were removed, as these would be visible even once the engine was set in place. Once done, the interior of the cowling was painted with Gunze Sangyo H355 Gray.



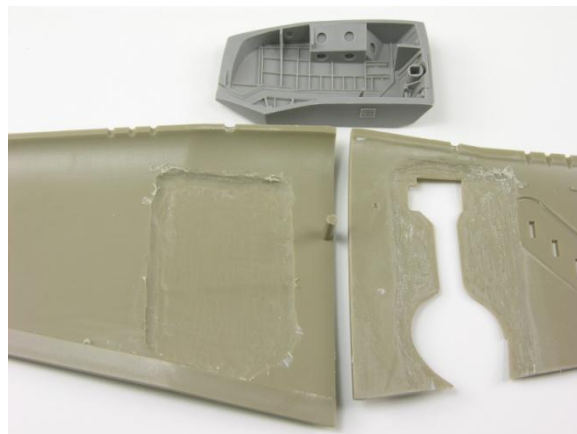
Hellcats of the Navy

The Self-adhesive set also gives you the option for open cowl flaps, which even come with tiny photo-etch control rods. The flaps were cut away from the cowling and their photo-etch replacements were glued into position. I was half-way through the assembly when I realized I had apparently glued the photo-etch flaps on backwards, as the two adjoining flaps did not match up correctly. So I pulled the wayward parts off and started the process over. Most Hellcats appeared to have a whip antenna installed along the spine of the fuselage. This was made from stretched spruce and glued into a hole drilled into the fuselage.



Wheel Wells and Landing Gear

Aires offers a resin wheel well set that is a more correct depth and has much of the internal detail not provided for in the kit. You will have to do the usual cutting, grinding and sanding to get the parts to fit inside the wing. I started by setting the resin wheel well in position and scribing an outline of the wheel well on the inside surfaces of the top and bottom wings. This would be the area that would be ground out with a Dremel tool to make room for the resin insert. I took the thickness of each wing down to the point where I could easily see light through the plastic when held up in front of a lamp. Just take your time and check your work often so you don't grind your way through the wing.



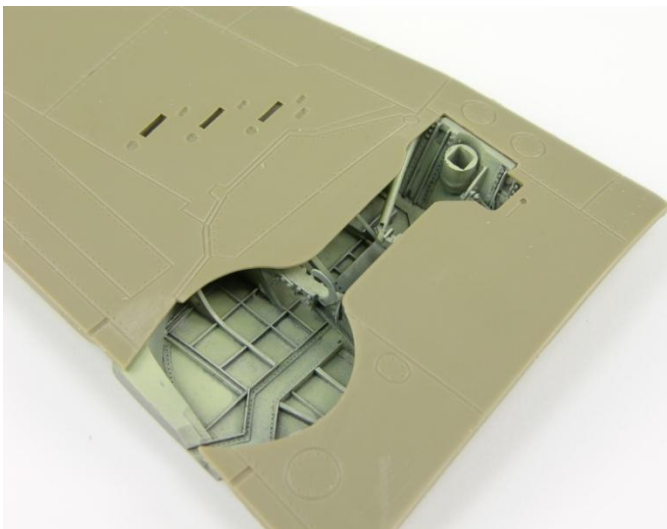


Hellcats of the Navy

Between the Aires set and the kit parts, there are many small parts to deal with in the landing gear assembly and care must be taken to assure everything is perfectly lined up. The Aires diagram is rather vague regarding the placement of many of the internal parts and close study of reference photos will be a big help in figuring out where the various parts go. I built up as much of the internal structure of the wheel wells as I could, stopping short of installing the gear struts and supports. That came later after the wings were attached.

If you use the Aires resin drag strut (the support strut behind the main gear strut), you are left with a large hole at the rear of the plastic main strut, since the resin piece is smaller than the corresponding kit part. Using the kit drag strut is not an option as it will not fit into the Aires wheel well. This was remedied by gluing the kit's drag strut in the hole and cutting off the end. The stub was sanded down and the Aires strut could be glued in to position.

Besides being deeper, the Aires wheel wells extends further into the interior of the wing on either side of the opening, so the resin pieces should be pre-painted before attachment to the lower wing.



Two often cited problems with this kit are the overly long landing gear struts and the skinny tyres. The struts appeared fine to me and they only show a couple of millimeters of the oleo as it is. But the tyres were definitely on the thin side and had to go. They were replaced with the Ultracast smooth resin wheels.

Gunning It

Eduard offers a superb photo-etch gun bay set for its Hellcat kit. Two highly detailed gun bays come in the set, but you'll need to supply your own .50 cal machine guns. The Eduard instructions recommend using the Aires Browning .50 cal wing mounted set. The main box structure for the gun bay is a one piece affair that requires multiple folds (prior Origami experience helpful).



Hellcats of the Navy

I was only going to use one of the bays and removed the gun panels on the left wing. The edges of the gun bay were then trimmed and sanded until the assembled photo-etch gun bay fit into position. I had to use a bit of styrene sheet for a shim when I sanded a bit too much off one of the edges. Once I was happy with the fit of the gun bay, it was CA glued into the opening in the wing. A number of small structural pieces then get attached to the interior of the bay.



I wanted to replace the kit's gun barrels with those from the Aires set, so the kit's barrels were snipped off at their bases and the bases glued to the interior of the wing. The Aires barrels were trimmed to match the length of the kit barrels and were later inserted into the holes in the wings and glued into position.

Near the end of the build, the Aires machine guns were assembled, painted and glued into the bay. The Aires machine gun set comes with soft, rubber-like ammunition belts and the Eduard gun bay set comes with photo-etch belts. However, I decided to use belts from the Eduard colour photo-etch 12.7mm Ammunition Belt set. These ammo belts are slightly wider than the other two options, making them a bit harder to work with. The ammunition box lids are supposed to set inside individual compartments within the gun bay, but I had failed to check the sizing when I put the gun bay together and subsequently two of lids did not fit correctly. There was no way to correct this at this point, so I had to resort to gluing the lids to the top of their compartment openings. The last thing to do on the gun bay was to attach the last bits of photo-etch and build the cover panels.

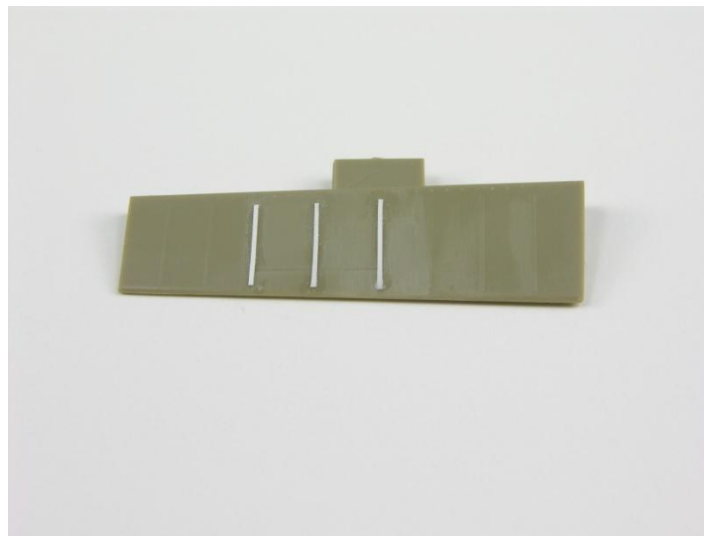




Hellcats of the Navy

Wings

With the wheel wells and the gun bay taken care of, it was now safe to put the wings together. The -3 Hellcat had an extended trim tab on the right wing, but this is not moulded on the kit. I constructed one by filling in the trim tab on the right aileron with CA glue and sanding it out. This however resulted in the loss of some of the rib structure. These were replaced by cutting .005" styrene strips to the proper length and gluing them into position on the aileron. They were then sanded down with 600 grit sandpaper until they blended in with the other ribs.



The wings are a bit different from most kits in that there are no alignment tabs or a one-piece under wing. The assembled wings get inserted into a recess in the side of the fuselage. My first thought was that this might make setting the wing dihedral difficult, but it wasn't a problem at all. There were just a few small gaps around the wing root that were taken care of with some Mr. Surfacer putty.



Hellcats of the Navy

Once the wing was set in position, I attached the horizontal stabilizers, sighting off the wing to be sure the stabilizers were properly aligned. Eduard has engineered the stabilizers so they only fit one way, so there's no confusing the left and right sides. The wingtip navigation lights were drilled out and Tamiya Clear Red and Clear Green applied to their respective lights. The lights were then glued in place and any small gaps filled with Mr. Surfacer. Once dry, the light and wing tip were sanded down with a series of ever finer sanding sticks, until the light fit flush with the wing and the lens was clear.

Painting and Disappointing Decals

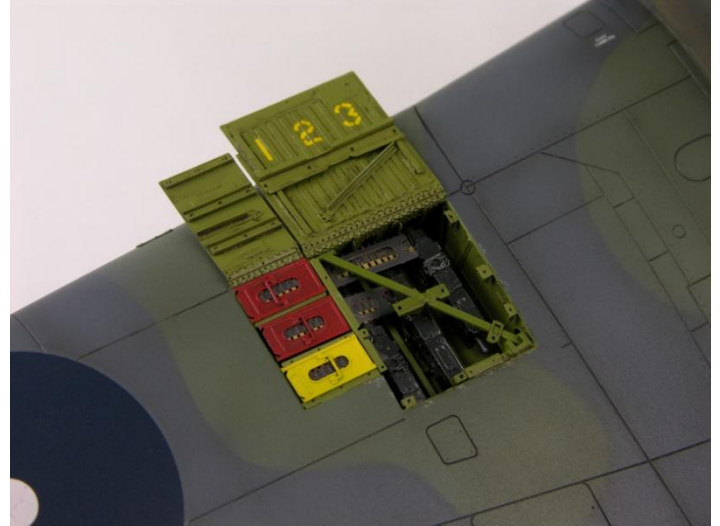
The kit supplied wheel masks are slightly too large for the Ultracast wheels, but by slitting the masking ring, it can be worked around the hub of the Ultracast wheel with the ends overlapping for a perfect fit.

For the basecoat colours of the FAA Hellcat, I started with Gunze Sangyo H423 Dark Slate Gray, mixed with H11 White, in a ratio of 3:1 to lighten it a bit. Also used was Gunze Sangyo H333 Extra Dark Sea Gray, which was lightened in the same fashion as the Dark Slate Gray. The masking between the two colours was done with thin rolls of Silly Putty, lightly pressed down for a harder edge. Once the two colours were down, they were lightened again, this time with some light gray and randomly sprayed to give the paint a faded look. The lower surfaces were painted using Gunze Sangyo H74 Sky.



The tail wheel on the actual aircraft retracts into a well in the fuselage, but the kit has this area moulded over. In order to give the illusion of depth to the tail wheel well, thinned black paint was flowed into the recess and around the tail wheel strut.

Hellcats of the Navy



A coat of Future was sprayed on to give a smooth, gloss surface for decaling. I had selected the Techmod decals to use for the FAA markings. These decals turned out to be quite a disappointment, as they seemed impervious to multiple applications of various decal solvents (Micro Sol, Mr. Mark Softener and Solvaset). As a result, most of the decals didn't even begin to conform to any surface detail. In addition, the "430" decal that goes on the cowling was heavily pixilated. Modelers will be better served by the excellent Cartograf decals Eduard uses in their Hellcat I/II kit. A black oil wash was run into the panel lines that represented hatches or panel covers and a light brown wash went into the other panel lines. Finally, a very thin mix of Tamiya XF69 NATO Black and XF68 NATO Brown was sprayed along the panel lines.





Hellcats of the Navy

Final Bits

While attempting to attach the two very tiny navigation lights to the spine of the fuselage, I managed to launch both of them into oblivion. Out of desperation, I used a couple of M.V. lenses I happened to have handy (which probably look better anyway). Then some antenna wire from stretched spruce and attach the propeller.

The Verdict

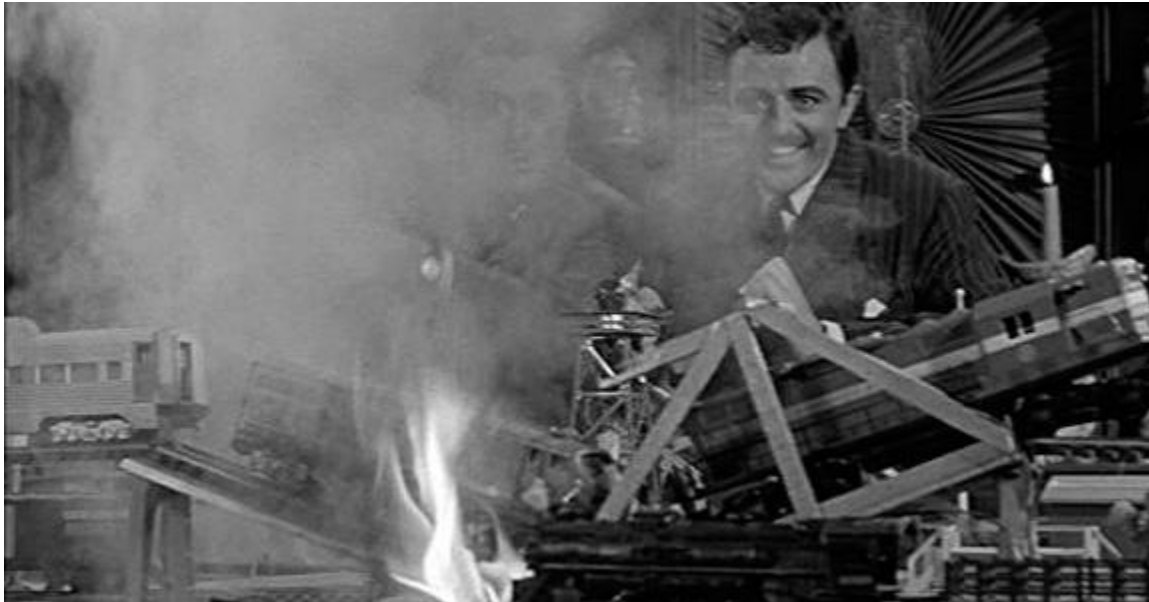
This is a big airplane and there's lots of plastic, and the final product makes for a rather hefty model. Unlike Eduard's 1:48 Fw-190 and Me-110 kits, which received some criticism for being over-engineered in places, the Hellcat is just the opposite. This is one of Eduard's best kits to date. Excellent subject, nice detail and well engineered. There's just the right amount of plastic and photo-etch to make a detailed, great looking kit. If you don't want to bother with all the extra stuff, this kit would build beautifully all on its own (and much quicker too).



We would like to thank Tamiya Model Magazine International for permission to reprint Mark's article. TMMI is available at most Hobby Shops and be sure to visit on-line at <http://tamiyamodelmagazine.com>



GETTING STARTED IN MODEL RAILROADING *BY FOSTER RASH*



Model railroading is fun!

With the approach of Christmas, or maybe due to recent “railroad” articles in the newsletter, there was a bit of train talk during the break at the October meeting. Some folks wondered about what gauge/scale is best, space needed and cost of model trains. There are many gauges and scales used in model railroading and each has its cheerleaders. In model railroading, gauge refers to the distance between the rails and scale of course refers to the proportions of the models. I will confine my comments to the five major gauges one will find on hobby shop shelves: HO, O, On30, G and N. More information regarding all the model railroad scales/gauges can be found on the National Model Railroad Association website www.nmra.org.

Model railroaders build in some odd scales like 1:43, 1:87, 1:20.5 and a little history may help to explain why. Modern railroads began in England when steam engines were adapted to pulling horse carts in the coal mining industry. The horse cart railways generally spaced the rails 4½ to 5 feet apart because that was the width of a team of horses. While George Stephenson, “the father of railways,” did not invent steam locomotives, he was a mechanical engineer and early builder who made steady improvements in design. The mines in northern England, where Stephenson began his work, used coal carts with a 4’ 8” track gauge. Stephenson found that the wheels on his locomotives needed a little extra clearance on curves, so he widened the rails by ½” and 4’ 8 ½” gauge was created. When Stephenson built the first public railroad in 1830, he used 4’ 8 ½” gauge.



MODEL RAILROADING

The “Stephenson Gauge” ultimately became the standard gauge in Europe. The Union Army adopted Stephenson’s gauge during the Civil War and post-Civil War American railroads were generally built to that standard.

O Gauge

Electric toy trains appeared around 1900 and toy manufacturers were not thinking about “fine-scale” at the time. Marklin (Germany) produced trains with a 32 mm track gauge (1:45), which they called “O” gauge. But the trains were scaled 7mm=1 ft (1:43). Hornby (Britain) followed Marklin. Lionel adopted 1 ¼” O gauge (31.75 mm gauge; 1:45 scale). Scale model railroading began when adult hobbyists began using toy train mechanisms to power scale models. These models were typically built to 1:48 scale in the US and 1:43 in Europe. So the trains are slightly out of scale to the track.

Today O gauge scale modeling (2 rail track) is a small minority but O gauge remains the most popular toy train (3 rail) gauge. Three rail trains are often referred to as tinplate because most 3 rail track is made from tinplate metal. Why 3 rail instead of more realistic 2 rail? Electricity is delivered to the train via the track and in a 2 rail DC system one rail is powered (hot) and the other is the ground. In complex track plans containing loops and wyes it is possible to reverse polarity. That is, route a hot rail to a ground rail through a turnout (switch track) and cause a short circuit. Modelers have developed circuitry to overcome this but I will not go into it here. Three rail systems operate on AC with the center (third) rail always hot and the outer rails are grounded. This eliminates the reverse polarity bugaboo and makes track set up so quick and easy a child can do it! There are some very nice true 1:48 scale trains (sometimes referred to as Hi-rail or Scale-plate) built to run on 3 rail track but that third rail is a deal breaker for most scale modelers. Original 1900-1969 Lionel (the company has changed ownership several times since the death of founder Joshua Lionel Cowan) is very collectible. But if you want something easy to set up, colorful with smoke and whistle (or horn) for the kids to play with, go with new Lionel or MTH 3-rail. Figure about \$200 for a starter set.

HO Gauge

HO, stands for Half O gauge (5/8” in the US; 16.5 mm in Europe), is the most popular gauge. In my opinion, due to low entry cost and wide variety, it is the best bet for anyone wanting to try their hand at model railroading on a small budget. HO exploded into worldwide popularity after WWII and 3.5 mm = 1 ft (1/87) became the internationally agreed on scale. Availability is phenomenal from inexpensive plastic sets, ready-to-run and kits to expensive imported brass models. HO is too small and delicate for very young children. Don Drummer and I are HO modelers.

MODEL RAILROADING

I got into HO with a yard sale \$10 box of plastic trains (Tyco, Model Die Casting, Life-like brands). Even cheap, plastic, ready-to-run can look good with a few added details and weathering. You can buy complete beginners train sets with track and power pack for well under \$100 during the Christmas season. The low entry cost means if you get hooked on model railroading you can always upgrade the equipment or even change to a different gauge or scale with no regrets. Some HO (like old Varney brand trains and brass locomotives) is collectible but most is not. HO is a model builder's gauge and the first HO kits appeared in the 1930's. There is a variety of contemporary injection molded plastic kits available. However the current trend is towards ready-to-run and kit building is in decline.



Craftsman kit Refrigerator Car

Like most modelers, model railroaders have acquired more kits than they will ever build. So there are plenty of relatively inexpensive, complex old kits (scale lumber, stamped metal, embossed paper, wire, white metal or plastic castings and a set of plans), called "craftsman kits," available secondhand if you like to build models with lots of "fiddly bits." There are also new craftsman kits available with resin castings, photo-etch and all the wood parts already laser-cut but you will pay more for the convenience. A craftsman kit is basically a scratch building project in a box but careful assembly can yield a museum quality model! Arnie's Trains (Westminster) usually has a good selection of old, out of production kits priced under \$25.

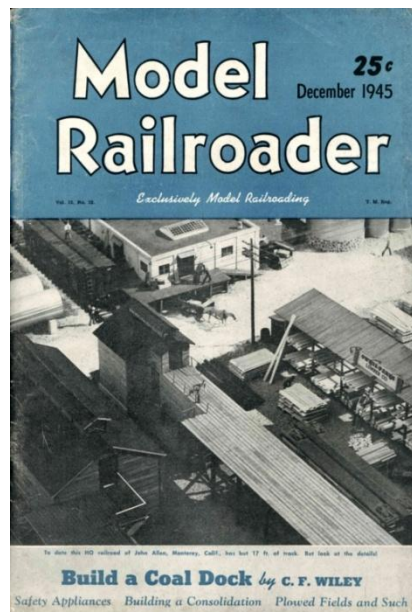
My yard sale box of HO trains formed the basis of the Tecopa Mining District RR. This fictional railroad is set in the Mojave Desert and transports "unobtainium" ore (a rare mineral used in the manufacture of vintage auto parts) from a remote desert mine to the mill at Tecopa Springs. The small layout measures 4' by 6' and is capable of two train operation. My locomotives are a Model Die Casting 0-6-0T and an IHC 0-4-0T. These small saddle tank steam locos and short pre-WWII era rolling stock are well suited to the tight 18" radius curves.



MODEL RAILROADING

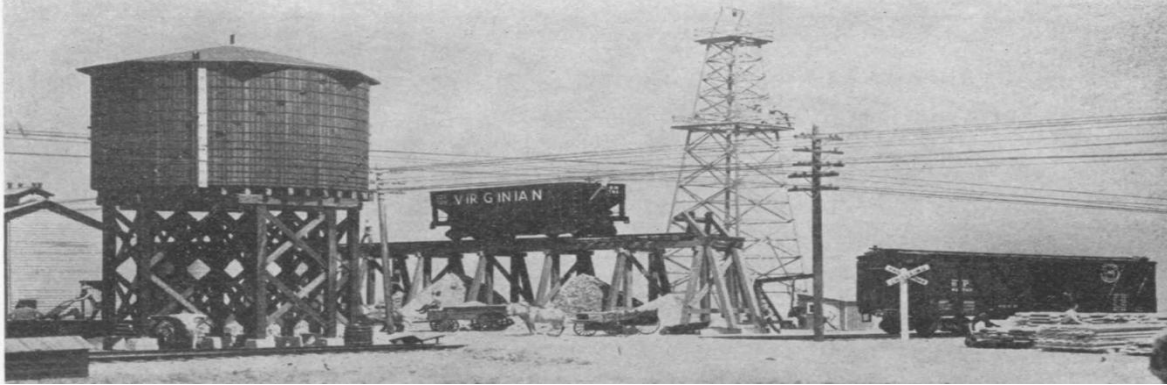
The turnouts (switch tracks) are hand thrown (manual). The mine and mill are scratch built but the other structures are inexpensive (Revell, Design Preservation/Woodland Scenics) plastic kits. The basic operational layout cost less than \$100 to build. Then I added a second locomotive and power supply for two train operation plus some plastic structures (all secondhand) from the bargain table at Arnie's. Miscellaneous detail and scenic items purchased new added to a total investment, thus far, of about \$200. The small layout table was built of scrap wood from a neighbor's home remodeling project. A paper mache (newspaper and wall paper paste – much lighter and tougher than plaster) central mountain ridge divides the layout between the town and the mine; it's like two dioramas placed back to back. The terrain was painted with some left over latex house paint and genuine Mojave desert dirt was sifted onto the wet paint. The layout is portable (sets on collapsible sawhorses) and, with the models removed, can be stored on end. It is a work in progress that has provided many hours of modeling enjoyment.

John Allen was a very influential modeler, his work was widely reported in the hobby press from 1945 until his death in 1973, and newcomers to the hobby will still see references to him in contemporary publications. He was a trained artist, a photographer by trade and a master builder known for modeling worn, gritty, weathered equipment. I have attempted to replicate that character with my models. Take a look at Allen's work at www.gdlines.com. John Olson models in the John Allen tradition but takes advantage of readily available plastic kits and ready-to-run. His Jerome & Southwestern and Mescal Lines model railroads, which have a narrow gauge/short line flavor and are set in the southwest, have also influenced me.

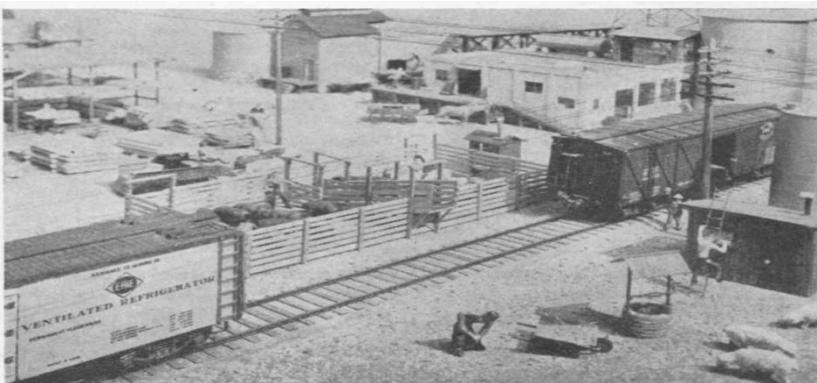


John Allen's Gorre & Daphetid RR began as a collection of models that could be staged for photographs as in this cover shot (1945)

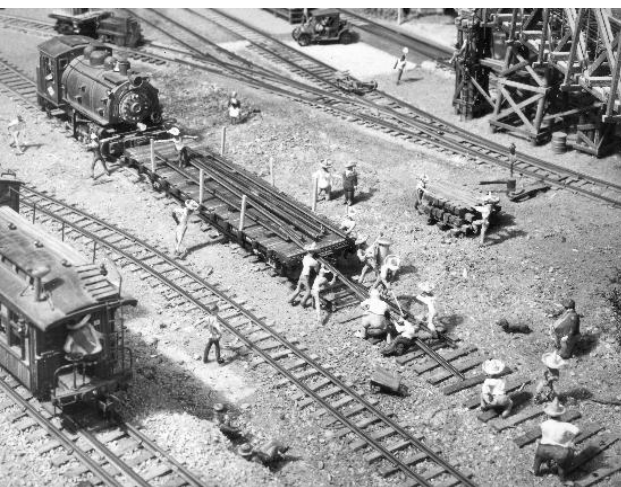
MODEL RAILROADING



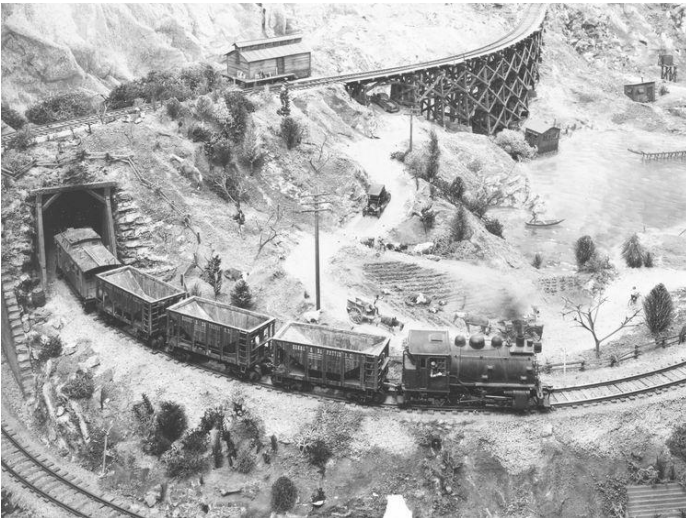
Another John Allen table top photo



John Allen, Industrial district at Gorre (1946)



John Allen, Laying track on the Gorre & Daphetid (1947)



Original Gorre & Daphetid was only 4x5 (1947)



Expansion of the Gorre & Daphetid (1950's)

On30 Gauge

Modelers are having a lot of fun with this relatively new gauge. O refers to 1:48 scale models (as in O gauge), n30 means 30" prototype narrow gauge track. Most prototypical narrow gauge railroads are industrial such as logging or mining. But in the 1880's, extensive 36" narrow gauge common carrier lines were built in the Rocky Mountain states of Colorado and New Mexico (Denver & Rio Grande Western, Rio Grande Southern, etc.). The train at Knott's Berry Farm is former Colorado narrow gauge. Narrow gauge operations in Colorado ceased in the 1960's but portions of the system have been preserved.



MODEL RAILROADING

The Durango & Silverton and Cumbres & Toltec operate excursion trains as Terry Huber recently wrote about in the newsletter. It is hard to look at beat-up, weathered, oozing with character, Colorado narrow gauge subjects without thinking about building models.

HO gauge track scales 30" in 1:48. Some modeler came up with the idea to take an HO mechanism to power a 1:48 scale narrow gauge locomotive and called it On30. So you can build 1:48 scale models that will operate on HO track in about the same space as 1:87 scale models. The idea caught on and now there is a variety of ready to run equipment. It's not a bad size for youngsters. Figure about \$200 for a complete train set. I saw a Santa themed set last year at Wal-Mart for \$150 that would look great around the tree or it could have been repainted and weathered for that "Colorado" look. For scenery and structures, check out the tremendous array of 1:48 scale products available for Lionel. Purists may hold their noses at 36" gauge trains on 30" gauge track but take a look on the internet at some of the fantastic modeling being done in small spaces with On30. David Okamura is an On30 modeler.

N Gauge

N gauge is 9 mm (1/148 scale) but the models are 1/160 (2mm = 1 ft). N is popular with modular clubs and people who like to build scenery and run long trains of contemporary equipment. Most N gauge is ready-to-run due to its small size. Starter sets are under \$200.

G Gauge

G gauge is 45 mm (1:20.5 scale). The gauge originated in Germany where G stands for "gross" (large). G gauge models can range in scale from 1/20 to 1/32. While some G trains will fit under a Christmas tree, much G is run outdoors. Figure about \$100 for a Christmas type starter set. At the October meeting, Richie Scanapico shared a video of his impressive Union Pacific "Big Boy" running on his outdoor "garden railroad" in Arizona.

Obviously cheap train sets are not of the highest quality and older secondhand equipment will lack state of the art features. Some model railroaders might disagree with my opinion that inexpensive, toy-like train sets and/or old equipment are a good way to give model railroading a try. They might argue that cheap trains are geared too high, run too fast, have noisy mechanisms, motors without flywheels, may be jerky in low speed switching, lack digital command control, come with tight curve 18" radius track, and have limited pulling power; all of which inhibits prototypical operation. And they would be correct! But model railroaders got along for 50 years without those features.



MODEL RAILROADING

One can build a complete, operating layout from this “junk” for less than the cost of a single state of the art, high quality, plastic, HO locomotive with all the computerized gizmos. For me, a large part of the fun has been reworking inexpensive plastic for better appearance and performance. By comparison, an entry level plastic modeler can spend \$10 for a Monogram airplane kit or \$40 for a Tamiya one. For the beginner, is the Tamiya experience four times better than Monogram? You will have to decide for yourself but cheap has worked for me! You can give model railroading a try in a small space for not much money. The Great Train Expo is coming to the Anaheim Convention Center Jan 11-12, 2014 and would be a good opportunity to check out what is available in all the different scales/gauges, shop vendors of new/used, see operating layouts and visit modular clubs (www.greattrainexpo.com).

Not all model railroaders build layouts. Some just build models, make dioramas/modules or perhaps have a small shelf layout. Even John Allen’s full basement masterpiece began with just a few models he would arrange on a table top for photos. There are modular clubs in all the popular gauges. In model railroading you have the opportunity to model whatever interests you. Bridges, buildings, cars, airplanes, military, boats, figures all fit right in. The models move and can have lights, smoke and sound effects. What more could you want?

Resources

Arnie’s Trains in Westminster www.arniestrains.com and Mile Post 38 in Anaheim Hills www.milepost38modeltrains.com are the best train shops in the Orange County area. Both are large, trains only stores with friendly, knowledgeable staff. Check the bargain tables at Arnie’s for good deals on used stuff.

Building an HO Model Railroad with Personality by John Olson (Kalmbach Publishing). My personal recommendation for anyone interested in getting started in model railroading in any scale. John Olson is a Disney “Imagineer” who takes you through all the steps from building bench work, track laying, wiring, scenery, structures, rolling stock and operation. He uses common, inexpensive plastic kits and ready-to-run but creates “personality” with added details, kit bashing and weathering. A comprehensive how-to-do-it book, now out of print but available from Amazon for \$10-15.

Model Railroading with John Allen by Linn Westcott (Kalmbach Publishing). John Allen was the trailblazer of model railroading as we know it today. This book is out of print but available on-line for \$30-40.

Model Railroading in Small Places by Mat Chibbaro (Kalmbach Publishing) If lack of space is your problem, this book has small layout ideas with creative ways to work in small spaces. \$22.



MODEL RAILROADING

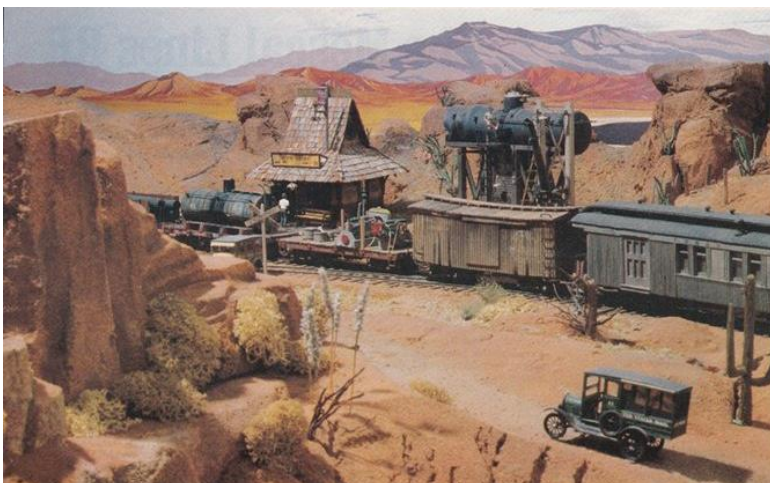
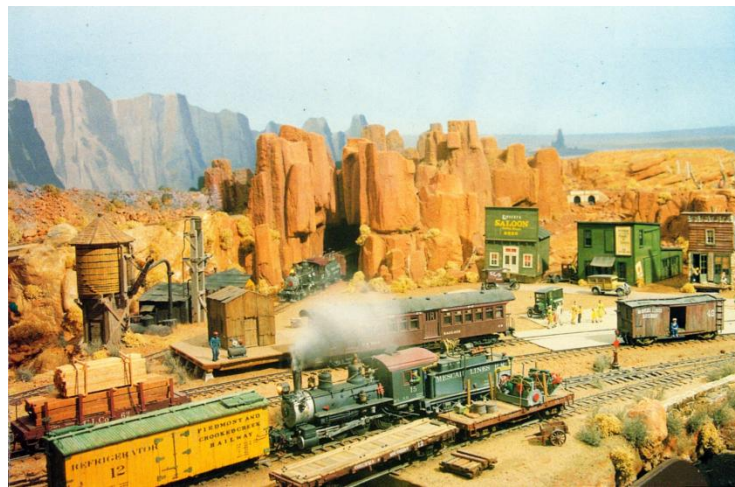
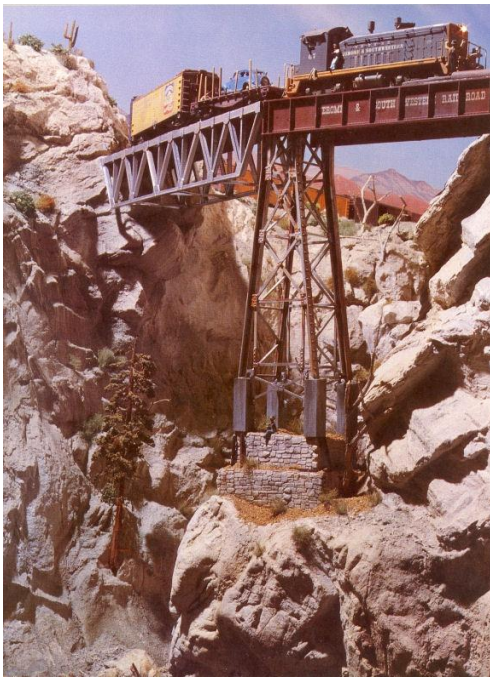
Model Railroader and Railroad Model Craftsman are the old standby magazines but the best fine scale modeling is to be found in the Narrow Gauge and Short Line Gazette www.ngslgazette.com

Kalmbach Publishing www.kalmbachstore.com for how to do it books.

Carstens Publishing www.rrmodelcraftsman.com has some good on-line tutorials

Railroad-Line Forum www.railroad-line.com to see what's up with craftsman builders

National Model Railroad Association (NMRA) www.nmra.org.





A Gathering of Eagles

Genessee, New York 1991

By Kent Ballard

(Obviously not a current article but a great story nonetheless. Ed.)

Recently, there was a titanic air show at Genessee, New York. This “*Gathering of Eagles*” brought in WWII aircraft from all over the United States and Canada. Aircraft from all American military branches were there, along with combat fighters and bombers from the RAF, the Soviet Air Force, the Luftwaffe, and the Imperial Japanese Army and Navy. It was warbird heaven. Try as I might, I couldn’t adjust my schedule to attend. Feeling somewhat like the kid who didn’t get picked for the team, I helped get our bomber tuned up, spit-shined, and polished. I was pretty dispirited when they left. I smiled and waved when they took off, never telling anyone how disappointed I felt. I watched until they flew out of sight, and then quietly went home.

When our crew returned several days later, they brought with them a story that put my misery in its proper perspective. Just when you think that you have troubles, you always seem to hear about someone who is facing a real trial. He was an old man, suffering from serious depression and an incurable illness. His future, such as it was, looked grim. Just a few weeks earlier he had been diagnosed as having Hodgkin’s disease.

In an effort to cheer their father up, his sons had driven him from Massachusetts to the great air show taking place in Genessee. Their dad had been a Navy combat pilot in WWII. He’d often told them stories about his days as a younger man, a man they’d never met and perhaps never really believed existed. But they knew how his eyes would light up when he talked about his wartime experiences. Dad became young again, if only for a moment, as he remembered being strong and healthy, fighting against fascism so many years ago. The boys hoped that being around the old warbirds would lift his spirits for at least a day.

His sons, loving and attentive, helped him out of the car somewhere on one of the fields reserved for parking. He’d been glancing up more frequently as they got closer to the airfield. With a veteran’s practiced eye, he identified the aircraft as they wheeled and banked over the field or taxied to the parking positions. He’d already told his boys that “his” plane wouldn’t be there. They weren’t saved after the war like the more glorified Flying Fortresses or Liberators. Still, young men by the thousands had flown and fought in “his” type of aircraft, and not all of them had made it home. He knew that the model he flew was only a memory shared by a dwindling band of old men like himself. His own sons had never even seen one of the planes that carried him to war. For the most part, no one knew they ever existed. The old planes, like the old man himself, were fading away.



A Gathering of Eagles

Once they had been young, the hope and pride of a nation. But now...no one cared anymore. They walked slowly along the crowded flight line. Over the rumble of the engines, Dad gestured for his boys. "That one's a B-17," he'd explain, "We had those in the Pacific, too. There's a P-38 Lightning. You can always tell by the twin tail booms. They were good escorts. They went in with us sometimes. We were glad to have them around." Further down the line they passed a Japanese Zero. The old man glared at it silently for a moment, some strange emotion passing briefly across his face. His sons didn't know if it was grief, fear, anger or a combination of all. He turned and without a backward glance continued his slow walk.

The memories were becoming stronger for him. The breeze carried the scent of rubber, aviation gas and hot oil, just like his base used to smell. Planes jockeying into position along the line revved their engines, sending gale-force prop wash blowing across the tarmac as people clutched at their hats and leaned into the wind. Overhead was the deep-throated roar of ancient propeller-driven fighter formations passing in review, a sound unlike any other. Air show announcers all over the country call it the same thing: The Sound of Freedom.

The father and his sons ambled along, pausing occasionally to look up at whatever was flying over. After one particularly low pass by a British Spitfire, the boys turned to remark to Dad and saw him standing as if he were frozen in place. He had walked around the aircraft they'd been looking at and was staring like a man possessed with the next plane in line. A look of incredulous wonder began to spread across his face... "My God," he whispered. "My God, there it is. It's...someone...how...I never thought that I'd ever..."

"What is it, Dad? Are you okay?" He seemed to stand taller and his shoulders squared. "Okay? Hell yes, I'm okay! THERE'S MY PLANE!"

It just so happened that "his" plane was also "our" plane. Lockheed PV-2 Harpoons were never immortalized by Hollywood like the Flying Fortresses of "12 O'Clock High," the B-25 Mitchells of "Catch-22" or any of a score of other films. Why this is so remains a mystery, for the missions they flew were some of the most heroic—and harrowing—of the war.





A Gathering of Eagles

Flying out of New York, Norfolk, and Pensacola, PV-1s and 2s scoured the Atlantic for Nazi U-boats. The WWII cliché “sighted sub, sank same” is attributed to a PV-1 crew. In the Pacific theater, astonished Navy pilots soon realized that the PV-1 could actually outrun the dreaded Japanese Zeros, a feat unheard of for a medium bomber. The Lockheed’s phenomenal speed saved scores, perhaps hundreds, of American lives.

With the debut of the heavier and more stable PV-2, Marine Corps pilots and ground crews, as usual, made a few non-standard “field modifications.” This normally meant torching extra holes in the nose and welding in as many 50 cal. machine guns as they could cram into the forward bay. The Marines also tore out the torpedo and depth charge racks in the somewhat pregnant-looking bomb bay and installed hooks for 500 pounders and napalm. As if this wasn’t enough, industrious Gunnies even bolted rails under each wing and loaded them with air-to-ground rockets! Aeronautical engineers were appalled when they heard this, but soon reports came back from the combat zones of Harpoons taking on everything from subs and fighters to tanks and heavy cruisers, all with disastrous results to the enemy. The Harpoons could—and did—fight anything. And somewhere amidst the fire and fury, somewhere between the Philippines and the Aleutians, there was a young Navy pilot who would live to be taken to Genesee, New York by his sons...

The old man stood at the front of the plane and, after a long moment, simply reached up and placed his hand on the underside of the nose. “I never knew they saved one,” he said softly. “I never thought I’d see one again.” To his sons, the man sounded as if he had suddenly found something priceless that he had lost many years ago. One of his boys slipped around to the port side of the Harpoon. He’d seen an open hatch and one of our crewmen standing near it. The younger man had decided to ask, plead—beg if he had to—for permission to let his father climb aboard a Harpoon just one more time. Please, please...

To his surprise and delight, he was informed that we welcome visitors aboard our plane. In fact, we encourage them to climb in and take a look around. It’s no fun having a bomber if you can’t show it off once in a while, right? Besides, we’re maintaining a living piece of American history and...well, we’re rather proud of that fact. The fellow who climbed into the hatch did so with the grace and familiarity of a young naval aviator, not an old man suffering from Hodgkin’s disease. Our crewman offered to show the old gent around and point out objects of interest in the plane, a courtesy we perform for all visitors, but one of the man’s sons tugged at his sleeve. “Dad knows his way around in here. Can we talk outside for a moment?”



A Gathering of Eagles

Our crewman was somewhat bewildered, but he was beginning to realize that something out of the ordinary was going on. He'd seen that eerie look in the old fellow's eyes and it was plain that these other two guys wanted to explain his behavior. He hopped out of the hatch and listened to them. They told our man about their dad's crushing depression upon learning of his incurable disease, how they had hoped just to cheer him up a little and how overjoyed he was to see that a bunch of characters from Indiana were actually flying around the country in a plane that he thought no longer existed. Our man knew there was more to it than that. There was a lot of happiness and relief in these 2 men, too. Their mission was accomplished: against all odds, they'd broken the black spell on their father.

While the old aviator was still merrily poking about in our plane, a couple more of our crew strolled up munching on hamburgers. "What's up? Anything going on?"

"Yeah, wait'll you hear this..." Within minutes, two of our crewmen set out to round up the rest of the gang. The old man was still climbing in and out of the plane, kicking the landing gear and inspecting the bomb bay, when they all arrived. Our whole "away team" shook his hand and took pictures of him and his boys. The old fellow's joy was infectious and our guys were glad to be a part of it. Then someone in the crew came up with a brilliant idea. It was whispered from man to man and a hasty conference was held under the huge wing. Heads nodded all around. Yeah. It was agreed. They had to do this...

We were scheduled to make a flight the next day for "Aviation Classics" magazine. They wanted some pictures of our rare Harpoon doing its stuff. A photographer had been sent, a swift chase plane had been reserved and takeoff was set for the following morning. As is always the case, every seat available was already spoken for. Despite its size and not counting the pilots and flight engineer, there are only five seats aboard our plane. She was designed as a combat aircraft, not a passenger plane. Even among the members of our organization, a flight is a rare treat. To be honest about the matter, at a fuel consumption rate of nearly two hundred gallons an hour we can't afford much joyriding. At air shows, our fuel and other expenses are paid for by the promoters of the show so every time we lift off five lucky people get to take a "free" ride. These seats are always reserved well in advance, usually for our own people who've spend countless hours of hard work and a lot of their own money to "keep 'em flying." It's a privilege we all look forward to every summer.

Our crew looked at the ancient Navy pilot standing beside the Harpoon. He constantly touched the aircraft as if to assure himself that it was really there and not just a dream. There was a haunted look about him, as if he were surrounded by the ghosts of his former comrades. He had survived the Zeros, but there would be no escape from the disease that now had a grip on him. The old veteran was fighting his last battle even as they watched...



A Gathering of Eagles

“He can have my seat,” one of our guys said softly. “Naw. You haven’t gone up for a while. Let him take mine.” Soon there was a near fight among all five over who would give up their seat. It was a point of honor. Besides, people who fly and maintain old warbirds are slightly crazy anyway.

The argument was settled and, beaming delightedly, the whole crew marched over to the man and his sons. They told him about the photo run that was scheduled for the next day and that we just, ahh, happened to have a spare seat available. Would he like to ride along on the flight?

The question stunned him. “Are you serious?” He looked from man to man and their faces answered for them. They were all grinning like idiots and nodding their heads in encouragement. The aged Harpoon pilot blinked a few times and cleared his throat. Then, with his sons standing beside him, he lifted his chin and answered. “Yes,” he said. “I’d love to go. Thanks...thank you very much.” His sons didn’t comment on our crew’s invitation. For some reason they were suddenly having trouble with their voices. But the way they looked at our people spoke volumes on the subject of heartfelt gratitude. The men from Massachusetts stood with the men from Indiana on an airfield in New York State and the axiom of a brotherhood among airmen demonstrated its truth once more.

The old aviator arrived at dawn the next day. Only a couple of our people were up and at the aircraft at that time, groggily sipping coffee and still yawning. One of our guys commented that the veteran pilot looked surprisingly wide awake for that early hour. He replied that most of his combat missions had begun at dawn or even earlier. Besides, he admitted sheepishly, he had been unable to sleep the whole night. “I felt like a kid waiting for Christmas morning,” he grinned. Someone reached into a tool box and produced a thermos of coffee. The old fellow accepted a cup and sat a package down on the work bench. “I thought some of you might be interested in this.” He carefully un-wrapped a tattered and patched photo album. “My boys talked me into bringing it from home when we came up here. I’m glad I have it with me now.” He opened the cover.

Our crewmen took one glance inside and snapped completely awake, nearly choking on their coffee. They stared at the book, then at each other. The album was a gold mine. The then-young Navy pilot had taken dozens of black and white photos of his aircraft, both inside and out. Equally important, he’d taken many close-ups of the mechanics at work on his forward island bases. We had only been able to guess at where some of the equipment was mounted in the interior of our plane, and how some of the field-expedient repairs had been accomplished under combat conditions. This book could allow us to rebuild and refurbish our plane to her exact wartime appearance, the goal of all military aircraft restorers.



A Gathering of Eagles

We have a thick manual for the bird, but it's no longer possible to do everything "by the book." Lockheed hasn't made parts for this aircraft for over fifty years. We knew that Navy and Marine mechanics had accomplished wonders with baling wire, tin cans and friction tape: the big question was how? Which backyard repairs could we get away with and which ones could cause a crash? What do you do when a control cable snaps at 12,000 feet or the port engine starts blowing oil or the landing gear jams halfway down?

Our crewmen suddenly realized that the fellow sipping coffee and looking calmly back at them was not merely an old man suffering from Hodgkin's disease. He was also a retired United States Navy officer, an experienced combat aviator and a government-trained expert on Lockheed PV-2 Harpoons. A few hours earlier, they felt as if he needed them. Now it dawned on our crew that they needed him—badly—and the knowledge he had carried for nearly half a century. "Sir, when the rest of our people get here, would you consider giving us a, ah, briefing?" He sat his cup down and smiled. "Be glad to."

Later that morning they were assembled around the elderly pilot, hanging on his every word. His constant touching and staring at the aircraft had not been the ghostly reminiscences of days gone by, but a careful and professional examination. Instinctively, he'd been giving our Harpoon a pre-flight inspection. He'd been quietly "grading" us on our reconditioning, maintenance and craftsmanship. He'd noted where we had done well—and where there was need for improvement. Our crew jotted down page after page of memos on everything from how the navigator's table folded up to which hydraulic lines to inspect frequently. To no one's surprise, he said that some portions of the manual were nonsense, then went on to tell us how to do things the right way. He gave our pilots detailed information on how to crash-land the plane in the event of total power failure. Harpoons are not noted for crash survivability, something we all keep in the back of our minds. His crew in the Pacific had been lucky to have him at the controls. He ran out of fuel once and had to belly in on a beach. The plane was a total loss, but the young Navy flyer saved his crew. Someday—God forbid—we may have to try it ourselves.

The veteran continued on for some time without any apparent fatigue or effects from his illness. Presently a civilian aircraft noisily taxied up to the Harpoon and braked to a halt. Two men clambered out of the plane, the photographer and his pilot. They exchanged information with our pilots on how the photo flight was to be handled, shook hands and hopped back in their plane. The Cessna turned and began to taxi back out to the runway. Flight line workers began to circle the Harpoon, warning spectators away from our bomber and clearing a path for it to roll out from the parking area. Our pilots and engineer climbed up into the cockpit and began their pre-flight checklist. Two of our people, one at each engine, stood guard outside with fire extinguishers while four more eagerly entered the plane.



A Gathering of Eagles

For the first and only time in their lives, the old man's sons watched him climb into a PV-2 Harpoon. Just inside the hatch, he turned and looked at his boys for a long moment. Something seemed to pass between them for an instant, then he gave them a "thumbs up" and shut the door. He never thought that he'd see another of "his" planes and certainly never dreamed he'd fly in one again, if even only as a passenger, but fate had reserved him one more takeoff, just one more time. The last flight was under way.

Our pilot shouted out his window. "Clear!" The ground crewmen stood by with the fire extinguishers, just in case. The number one starter motor engaged the flywheel causing that eerie high-pitched whine that quickens the blood of anyone who ever heard it. Then the pistons fired, coughed and fired again, blowing out rapid puffs of smoke as the Hamilton-Standard prop began to spin. The engine smoothed and revved to a high idle, pounding out a sound like nearby thunder. The number two engine whined, backfired and blew out a great cloud of white smoke. Its prop remained motionless. Doubtless cursing under his breath, the pilot initiated a restart while the ground crew eyed the engine suspiciously, extinguishers at the ready. The flywheel built up speed again, the switch was thrown and this time the mighty Pratt & Whitney radial roared to life fairly bellowing strength and defiance. The whole aircraft shook visibly as the great 2,000 horsepower engines warmed up. The brakes strained to hold the ship in place while the preflight was completed, then they were gradually released and the bomber started to roll. As always, she gained speed rapidly. Halfway down the strip, the barn-door sized tail lifted and the plane balanced on her main gear. Then, with the awesome sound of a warbird—the Sound of Freedom—the Harpoon thundered into the sky.

They circled the field once, gaining altitude. The chase plane fell into formation with them, the photographer taking advantage of a beautiful, cloudless day. The Harpoon banked gracefully, easing back over the airfield. Together the two aircraft made repeated passes giving the cameraman every shot he could wish for. When the photo run was over, both planes slowed and dropped into a landing glide path, flaps and gear down. The smaller plane led the way, touching down well ahead of the big blue Navy patrol bomber. It was the moment our crew had been waiting for. The airspace was now clear.

The Harpoon's gear went back up and the engines throttled forward. She picked up speed, streaked over the runway at a breathtaking fifteen feet, and rocketed back up in a tight climbing turn. One of our ground crew grinned at the old pilot's sons. "I think your dad is in for a little treat." The Harpoon was now going in excess of two hundred fifty knots. The bomber stood on one wing, whirled around in a high-stress turn, and dove like a falcon—straight towards the field. Her engines were audible for miles and the vast crowd of spectators looked up as one.



A Gathering of Eagles

“What the hell are they up to?” Hot dogs and soft drinks were dropped by the score as people snatched at their cameras. The plane shrieked over the flight line, a blue streak above the Mustangs and the Liberators and that thrice-damned Zero. In the wink of an eye they blew past the throng of spectators as babies cried, women covered their ears and children and grown men howled with delight. The slipstream sent hats, programs and paper cups flying in every direction.

The plane rocked back on its tail and flew into the sun. The crowd squinted and tried to follow it. Eventually even the sound of the engines grew faint. The plane was gone—but to where? A few minutes passed then someone shouted, “There! To the north!” They’d gone for altitude and were now diving back in again. But this time something was different. The plane was flying strangely. A teenager asked his father, “Are they in trouble?” The Harpoon was dodging rapidly left and right and flinging itself up and down in the dive. Experienced combat pilots—and there are many at air shows—knew at first glance what the Navy bomber was doing. “Jinking” is how pilots are trained to avoid ground fire in combat. The plane was coming in under evasive action and gaining speed at an alarming rate. Two hundred sixty knots, two seventy, two ninety...Then the aircraft straightened and flew with determined precision, seeming to aim itself at a point just opposite the crowd on the other side of the runway.

The bomb bay doors snapped open and half dozen dark oblong shapes spilled out. Spectators gasped as the objects tumbled and fell, whistling loudly as they came. The missiles hit the field and exploded into a spectacular red and green spray. The crowd sent up a mighty cheer as they realized what they’d seen and the sons of our passenger laughed and cheered loudest of all.

Genessee, New York had just been bombed by a planeload of Indiana watermelons. After pulling up from its surprise “bomb run,” the Harpoon slowed to cruise speed, circled and came back for a final pass before landing. She swooped in low and slow, one wing tipped in salute to the crowd while cameras clicked and video recorders whirred. Then the great flaps lowered, the gear came down and the tires screeched on contact with the tarmac. The bomber taxied to the parking apron, turned and rolled slowly to her assigned area.

Flight line workers held back the crowds who surged in around her waving, applauding and holding children on their shoulders. The old aviator’s sons stood with our ground crew, shielding their eyes from a final wind blast as the port brake was locked, the starboard engine revved and the plane ground-looped perfectly into exactly the same spot she had left. The engines were cut, number two giving its characteristic double backfire and the props clattered to a halt. The elevator surfaces on the huge tail lowered and thumped softly down to their rest positions. The flight was over, the bomber now silent.



A Gathering of Eagles

Our crew formed a semicircle around the hatch, the veteran's sons standing expectantly in the front. For a long moment the hatch remained closed. Then the handle rotated, the door swung slowly open and a figure appeared at the top of the access ladder. The sons looked up solemnly, as if seeing their father for the first time. He paused there, returning their gaze. Then the emotion became too great even for him to control and his loving, joyous smile became framed by streams of tears that rolled down both cheeks. He hopped down the short ladder and into the arms of his boys. Our crew surrounded them as they gripped each other, laughing and weeping in an impassioned, back slapping, three-way hug.

The scene was best described to this writer by one of our female crew members.

"Oh, you should have seen it! These macho guys of ours in the plane came out and they were all crying. They were embarrassed by it, but they had to keep wiping their eyes. The old man was the happiest person I've ever seen in my life. He kept on laughing and crying at the same time and asking his boys if they saw the bomb run. They were nodding and hugging him. The ground crew was sniffing and snorting and looking at everything except each other. I finally gave up myself and said 'What the hell?' So I started crying, too."

The aviator told everyone within earshot how happy he was to have been with us, even if only for a short while. Another of our ladies appeared at his side and asked if he would like to join our organization. Before she could even finish the question he exclaimed, "Yes!" She pulled an application out from behind her back and, grinning, handed the old fellow a pen. He quickly read the document and signed it on the offered back of our flight engineer. After handing the paper back, he reached inside jacket. "I have my checkbook with me. I can pay my first annual dues right now and..." There was a cry of outrage and our "recruiting officer" steadfastly refused to take a cent. She looked around threateningly at the rest of the team and called for a forum. By immediate and unanimous voice vote, the veteran was made a life member of our crew on the spot, all dues waived forever.

Addresses and phone numbers were exchanged. The retired naval officer was told that he could expect our first organizational newsletter within a week and that we'd stay in touch by mail, keeping him abreast of developments with the plane. He replied that he had many photographs and notes pertaining to PV-2 Harpoons that he'd send us, as well as personal observations and letters answering any questions we might have in the future. After some time, they had to leave for the long drive back to Massachusetts. Our men shook his firm hand for the last time, our wives and girlfriends each gave him a kiss and it was time to leave. One of the sons kept repeating to our crew, "You don't know. You don't know what this has done for Dad. This has brought him back. He's his old self again. You just don't know..."

Well, maybe we don't. But we have a pretty good idea. We know what he did for us.



A Gathering of Eagles

Whatever else life may have in store for him the veteran will always know that one of his planes is still flying, crewed by a new generation. And we will know that we have a friend, our senior member, who we can turn to when the skies grow dark and we need advice.

Sometimes people ask me why I love air shows.

Kent Ballard is a masterful writer who lives near Brazil, Indiana. While he made his living as a Journeyman Machinist for many years, he also fascinated a small group of writer friends with his tales of history, adventure and of the military.



WARLORDS

"Vini Vici"



Marine Fighter Attack Squadron 501
Eglin AFB, Florida





Event Calendar

Sunday, November 10

Kit Collector's Exposition & Sale

"The Keller Show"

UFCW Local 324 Union Hall

8550 Stanton Avenue

Buena Park, CA

9:00 a.m. to 3:00 p.m.

kitcollectorsshow@yahoo.com

Saturday, January 25, 2014

Winter Fest 2014

Scale Model Contest and Swap Meet

Air & Space Museum Annex

Gillespie Field, El Cajon, CA

Theme "AS Seen on TV"

Contact Daniel Covey

dancinsd@gmail.com

Secret Society of Model Builders

San Diego www.sdmodelclub.com

Sunday, March 2, 2014

Valley Con 2014

Pasadena Civic Center

300 East Green St. Pasadena, CA

9:00 a.m. to 4:00 p.m.

Pasadena Modelers Society

Contact pasadenamodeler@aol.com

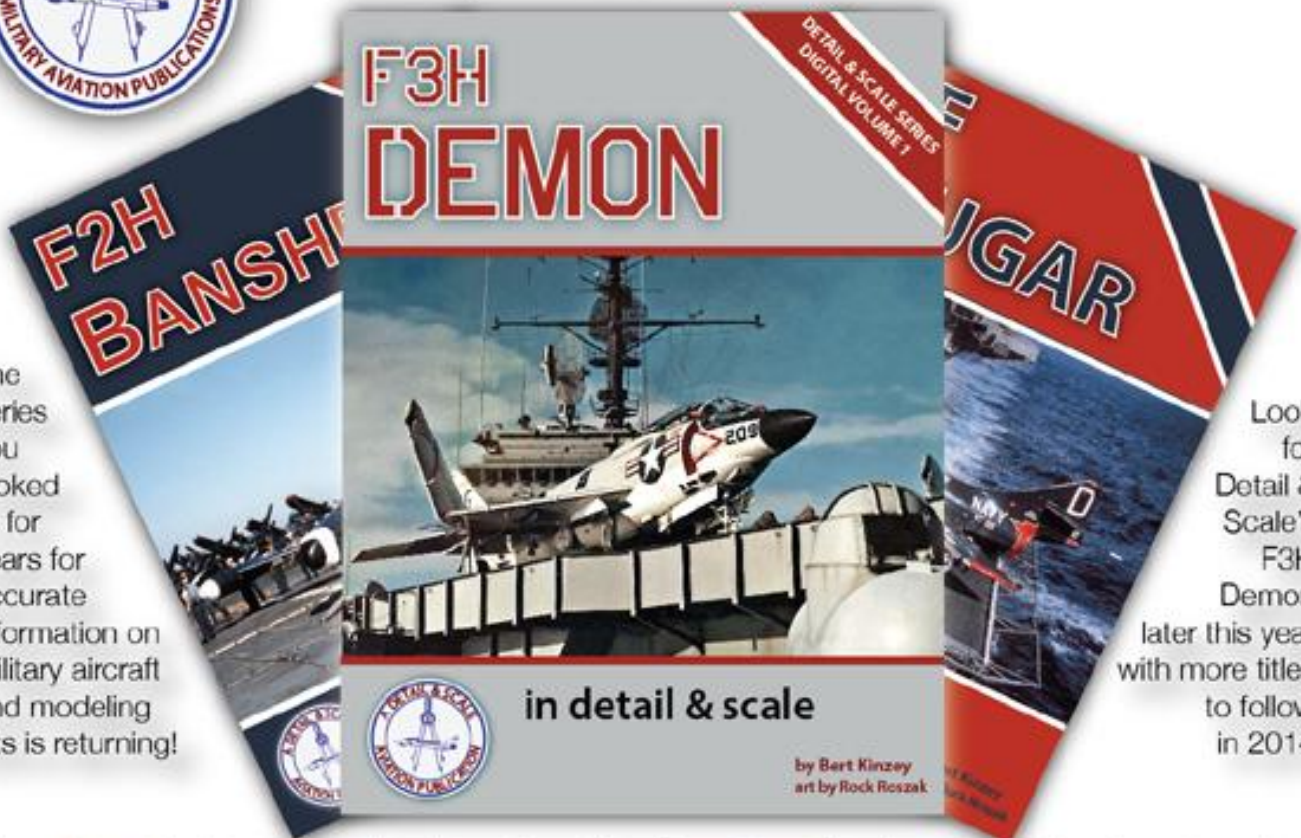
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Look for updates on the new Detail & Scale Series on our website: www.detailandscale.com

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Features of **Detail & Scale's** first digital publication on the **McDonnell F3H Demon** include:

1. A complete **Developmental History** of the aircraft including how it was designed to meet specific needs of the Navy and where it fit in to the development of carrier based jet fighters in the 1950s.
2. A chapter on **Demon Variants** that covers the prototypes and each production version of the Demon, explaining in considerable detail the differences and the weapons each could employ.
3. A chapter called **Demon Daze** written by several pilots who flew the Demon. This chapter is filled with informative and interesting observations from pilots who actually strapped into the aircraft and took it into the skies!
4. A chapter covering **Squadrons & Deployments** takes looks at every squadron that flew the Demon with paint schemes and markings illustrated by photographs and color artwork developed specifically for this publication. Every deployment made by these squadrons is covered with a brief unit history of each. Many rare and never-before-published color photographs of Demons are also included in this section and throughout the book.
5. **Demon Details** is *the most extensive detail chapter ever included in a Detail & Scale publication* illustrating the Demon with scores of detail photographs. All of the photos are in color, and almost all were taken specifically for this publication to provide the best and most complete coverage possible in this detailed look at the aircraft.
6. Detail & Scale's usual **Modeler's Section** that discusses, reviews, and illustrates the scale models of the Demon.
7. Other features of the book include four-view scale drawings in color and original and highly detailed artwork illustrating the cockpit details and the two types of ejection seats, all of which were created specifically for this publication. There is also a look at the restoration process for the Demon on display at the National Museum of Naval Aviation.

Simply put, it's the most detailed look at the F3H Demon ever published!

OF COURSE, IT'S FROM DETAIL & SCALE!!

Kit Collectors Exposition & Sale

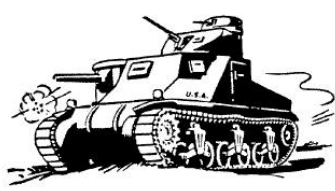
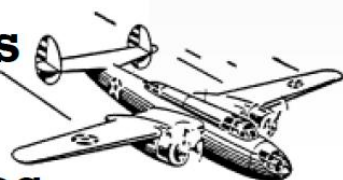


November 10, 2013

9:00 am – 3:00 pm



- **Models**
- **Kits**
- **Cars**
- **Ships**
- **Planes**
- **Military**
- **Miniatures**
- **Armor**
- **Sci-Fi**
- **Decals**
- **Space**
- **Figures**
- **Magazines**
- **Supplies**
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Upcoming Shows:

March 16, 2014 and July 13, 2014

We're on Facebook @[Buena-Park-Model-Kit-Collectors-Expo](https://www.facebook.com/Buena-Park-Model-Kit-Collectors-Expo)



WINTER FEST 2014



SCALE MODEL CONTEST AND SWAP MEET

JANUARY 25th 2014

Air & Space Museum Annex, Gillespie Field, El Cajon CA

Model registration from: 9:00AM - 12:00PM

See back of flyer for vendor information.

"Open Judging" - Earn a Gold, Silver, or Bronze award for your models.

The judging criteria is based on fit and finish, non IPMS rules.

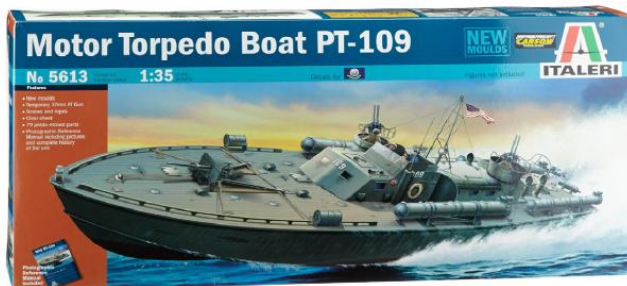
Each model will receive comments from the judges to help you see what they see.

SHOW THEM



To qualify for the theme award, the model must be something from any TV series or made for TV movie. Documentaries do not count!!!

Big Ticket Raffle Items including:



Entry fee at door: \$3

Entry fee for contest: \$10 (includes 3 models) \$2 for each additional model

Scale model raffle tickets: \$1 each or 15 for \$10

See us here: <http://sdmodelclub.com>

For more information contact - Daniel Covey - dancinsd@gmail.com

KIT, MODEL, & AVIATION COLLECTABLE SHOW & SWAP MEET

PLASTIC KITS, WOOD KITS, DIECAST, TOYS, ART, PUBLICATIONS,
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(PLEASE NO RC OR TRAINS)

SATURDAY

January 25, 2014

8:00 am to 2:00 pm

SAN DIEGO AIR & SPACE MUSEUM,
GILLESPIE FIELD
335 KENNEY ST, EL CAJON, CA 92020

SELLERS: \$35.00 per table. Set up time 7 am to 8 am

BUYERS: \$3.00 per person (early admission-\$10.00). Gate opens at 8:00 am

Admission proceeds benefit the San Diego Air & Space Museum.

Limited number of tables available by advance reservation only. No tables will be available at the door.

Contact Tony Beres at 619-234-8291, ext. 138, for details. E-mail: tberes@sdasm.org.

Sellers allowed ONE helper per table at no additional charge. Fill out the form below and mail to the San Diego Air & Space Museum, 2001 Pan American Plaza, Balboa Park, San Diego, CA 92101. Make check or MO payable to the San Diego Air & Space Museum.

The San Diego Air & Space Museum is not responsible for damage to or theft of your vehicle or personal property.

I want to sell at the Jan. 25, 2014 SHOW.

Name _____ Phone _____

Address _____

E-mail _____

Number of 8 ft. tables desired (3 max) @ \$35.00 ea _____ amount enclosed _____

Signature _____ Date _____

This form available at www.sandiegoairandspace.org

SAVE THE DATE !!!

SUNDAY MARCH 2, 2014

9 A.M. – 4 P.M

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Model Contest Entry Only \$1.00 per model

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Over 29 Categories, from Aircraft, to Science Fiction. *New 1st, 2nd & 3rd Place Awards in all categories plus Special Awards including Out of the Box.*

You do not have to be a member of our Society to participate in the contest.

This years our show honors Marcie Gold Creed , co-founder of the Pasadena Modelers Society and the Valley Con Shows who passed away from Breast Cancer in 2010. A portion of the proceeds will go to the Cancer Support Community, Pasadena. "...because no one should face Cancer alone"

Vendor Tables available @ \$45.00 for a 6' table contact pasadenamodeler@aol.com for information

No tables available Show Day

Visit our website <http://valleycon.wordpress.com> for information about 2014 as well as previous shows.

Contest Categories

Aircraft 1/72nd scale Single Engine Prop
Aircraft 1/72nd scale Multi Engine Prop
Aircraft 1/72nd Jets (Single or Multiple Engine)
Aircraft 1/48th Scale Single Engine Prop
Aircraft 1/48th Scale Multi Engine Prop
Aircraft 1/48th Scale Jets (Single or Multi Engine)
Aircraft 1/32nd Scale or Larger (All Types)
Aircraft Bi-Planes & Rigged Aircraft (All Scales)
Aircraft Rotary Wing Aircraft – *“Tracey Ann Yeager Memorial Naval Aviator Award”*
Armor 1/72nd Scale (All Types)
Armor 1/48th Scale (All Types)
Armor 1/35th Scale Tanks (WWI-WWII)
Armor 1/35th Scale Tanks – Modern (After WWII)
Armor Artillery/Rockets (All Scales-All Eras)
Armor 1/35th Scale Soft Skin
Automobiles Hot Rods
Automobiles Low Riders
Automobiles Motorcycles (Military/Civilian)
Automobiles Competition Cars
Automobiles Factory Stock
Figures 54mm & Smaller
Figures 60mm & Larger
Ships 1/700th scale & Smaller
Ships 1/350th scale & Larger
Ships 1/144th and Larger
Submarines – *“Cmdr. Seymour Udell Memorial Submarine Award”* --- All Scales
Science Fiction // Real Space Hardware
Science Fiction Creatures
Diorama All Types All Scales
Junior All Scales/All Types (Twelve Years Old or Younger)

Best of Division in Aircraft, Armor, Automobiles, Figures, Ships, Science Fiction

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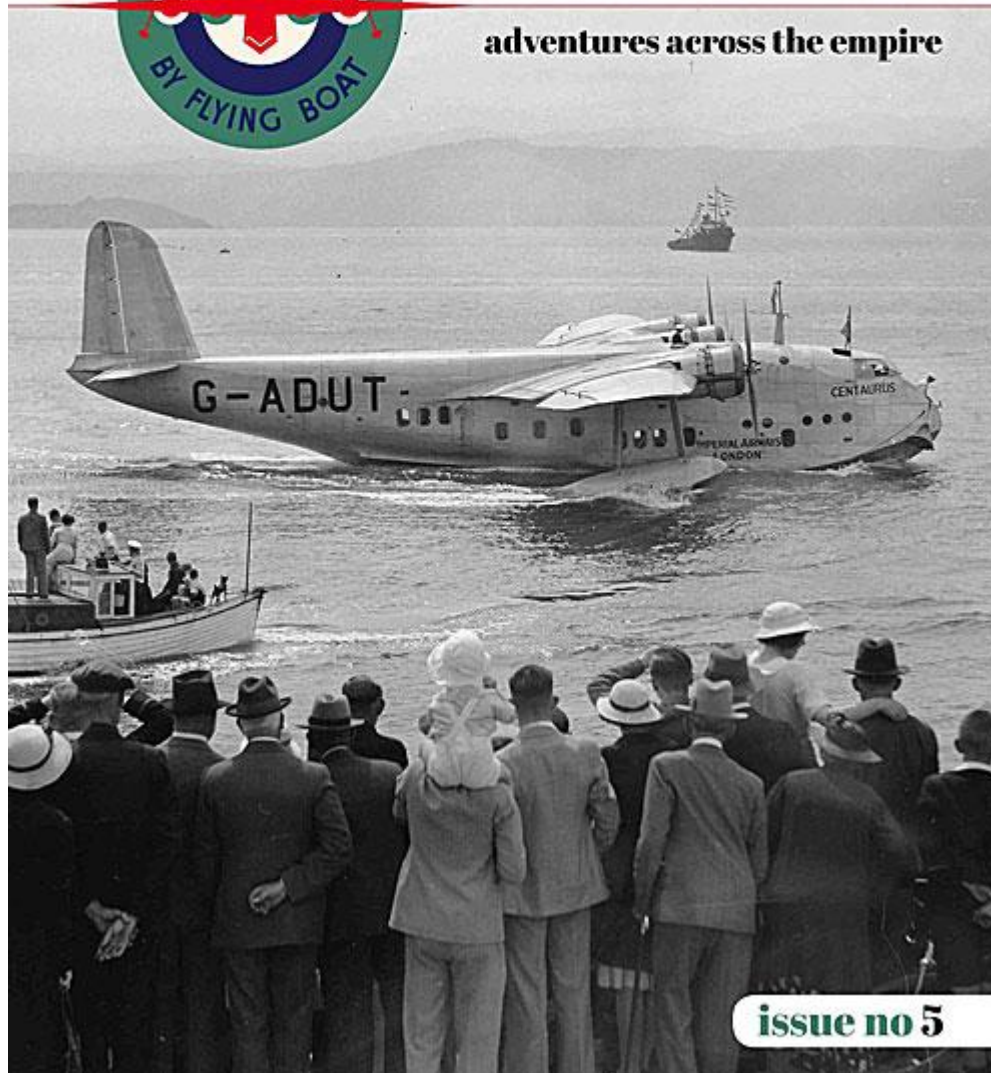
Subject to Changes or Category Splits

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REVERSE SIDE A classic 1950s photograph of BOAC Boeing Stratocruiser G-AKGM Castor (with an unidentified sister Strat in the background) outside the corporation's distinctive new maintenance hangar at Heathrow, designed by Sir Owen Williams and built during 1950–55.



Till next month, a photo from the Editors collection. Ingalls Shipbuilding Co. works on the deckhouse of the new US Navy Zumwalt class destroyer. The third ship will have a steel deckhouse, the future *Lyndon B. Johnson*.



Zumwalt destroyer taking shape at Bath Iron Works in Maine. The first ship, U.S.S. Zumwalt has been floated off of a sumbermissible dry dock last month. (Ed.)



US Navy Photo

