



THE AFTER MARKET SHEET



VOL. 48A, No. 2A WWW.SVSM.ORG FEBRUARY 2014

A Publication of the SVSM Chapter of International Plastic Modeler's Society, USA

AT SEVENTEEN, SPOT ON SPARROWHAWK



Just Drop It! Taming Pegasus' kit of the F9C-2 Sparrowhawk to build the world's only dirigible fighter

Text by: Christopher J. Bucholtz

Model Photos: Mick Burton

Historic Photos: Public Domain/NASA

Growing up in the south end of the San Francisco Bay Area meant that the enormous Hangar 1 at Moffett Field was a regular sight. When I was a youngster, Moffett Field was the home to numerous P-3 Orion squadrons, so the reason for the almost 900-foot-long building was a mystery to me until I learned about the USS *Macon*.



The *Macon* was a 785-foot dirigible operated by the Navy and the reason Moffett Field was built. It was preceded in service by her sister ship (continued page 3)

Editor's MisBehavings – this month's editor, Mick Burton

“ Terms, Conditions, Call Signs and Catchphrases. Meandering on Meaning and Musing ”

As you may recall, the inaugural (Jan 2014 TAMS) "Wayback Machine" recalled how The South Bay (Calif) Chapter of IPMS (aka San Jose) set up and hosted a public display of some "50 Navy and Marine A/C models". This was done during the weekend of August 9/10 in year 1969, at MOFFETT FIELD ! All was photographed and duly recorded, reported by one William (Bill) Magnie, who was a Founding Member of this IPMS chapter. He was also our best club archivist & historian. Seems ever so appropriate to travel in tandem with February's "Wayback Machine" with its focus on that geography and our relationship with it this time. For extra credit and means to better illustrate a particular gentleman, whose mark upon this world is resonant to this day and also lives on in many memories! Also knew and shared, what makes or breaks a club.

If ever you happen to hear me refer to current SVSM President, Mr Bill Ferrante, as "Young William", well, this came to be in part from the way old days when we were all much earlier in our club years. Like good many of you, between work, play and personal lives, I know a number of Franks, Stevens, Williams, Roberts, and Michaels. Also several Christophers and Christines and Davids. When you reduce to common terms, it can get awfully trick for anyone keeping straight which Chris, Mike/Michael/Mikey, Steve/Stevie/Steve-o, Rob/Robbie/Bob/Bobby/Bobbie and of course, any number of Wills or Bills one is referring to. Last names don't always clarify things, especially. Even if all are known amongst all parties in a particular transaction of writing or speaking. Think about it if you've never had a consistent or constant contretemps with this issue, and then let me know among others how you wrestled it successfully, truly be intrigued to know. Otherwise...

"Call Signs" or "nicknames" happen to come about oft times for this, a lexicographically logical lifeboat, to make sure we can freely spout off with some chance of us keeping track. Call Sign, as a term. is the more applicable reference here. Why?

They tend to be familiarly understood within a fraternity as having particular personal referral to the "signed", yet without necessarily giving any clue how, to those "not in the crew". Also they're nearly always "signed" by those within that same community, not "commonly shared or created". Whereas "nicknames" can simply be common shorthand version of a name and no more help at all. Plus importantly, in either case of assignment, the "nickname or call sign" applied perhaps at times with "rude or insensate terms" but not intended to be any such thing. Instead, either neutral in sense or spoken forms (the worst !) or lovingly insulting in the best most personal manner possible (oft bestowing the greatest honor).

To wrap this all back around to the launch point: "Old Bill" was my refer to our William "Bill" Magnie, Senior. So, "Young William" Bill Ferrante has tolerated me calling him such the many years since we first met, he first got membership sign up through me as then Club Sec'y. "Old Bill" sometimes reminded me that we both, if lucky, be "old guys too, someday". Yet otherwise didn't mind my "call signing" and used it too, amongst us. I was "Young Mr Burton" or "Michael B" to sort me out for/to him when he needed to. Sadly, "Old Bill" left us too soon (his early 60s, not long after he'd finally gotten chance to start "retired" life), so he was never to know later on I got my own "call sign", as "Mick mickb". C'est la vie. I knew him well enough, proud to say he called me friend in that too short time we all knew each other. Enjoyed the company and the contention we shared. Absorbing the lessons he and his clan imparted to us along the way, too, as neatly embodied by this "catchphrase" the origin of "Old Bill" often enough employed, yet never took direct attribution for (though I suspect now, He was "the modeler" whom he said he got it from). "Modelling and Friendship Go Hand In Hand". Awesomely truthful.

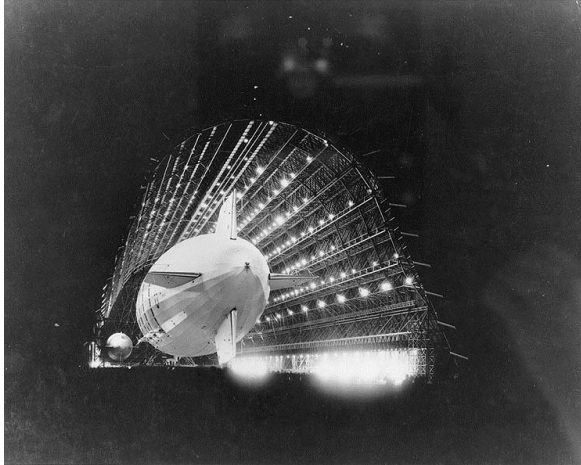
"Old Bill", his best friend in the club Tim Curtis, Doug Stewart, Jay Sherlock, Barry Bauer, Alan and Dahlia Wolcott, all were my own early guides, friends, icons. Gentle or direct as needed in sharing how to navigate these waters, swim them successfully on my own. Along with so many from "outside the club, but not really" because we're all in the same large small tribe. Because the nature of true community is that which continues to keep us bound while expanding as new friends are found. Longevity is no small trick and keeping any organization thriving for any length of time means recognizing the signs when it's best to hold one's "clever tart tongue" or "cute little remark that sorta stings", but hey, "X" "Y" or "Z" isn't after all, "one of us", so it's okay. No. It's not. We're here due fact of that even when there were plenty enough of those who considered "us" not "of them", they were wise enough to let us learn what they knew and how to keep best going on.

Sobering to consider how many of them are already no longer able to be newly met, as they too are no longer here, or ever to be. Glad to say we're still here and hope we leave a good number who will recall we helped them learn along the way too – mickb

EDITOR'S TABLE OF CONTENTS FEBRUARY 2014 AFTERMARKET

- 1) BEGIN SAGA OF SEVENTEEN YEARS TO ARRIVE AT A SPARROWHAWK (resumes at 3 until 10)
- 11) EDITOR OFFERS ODDS N ENDS ON SPARROWHAWKS, *TWO USS MACONS!* And HANGAR ONE STUFF
- 12) REMINDERS ON UPCOMING (7) CLUB CONTESTS FOR 2014 ALREADY ANNOUNCED
- 13) RESULTS ARE IN for 2014 FEBRUARY EDITOR'S CLUB CONTEST " FROM GODDARD TO GAGARIN "
- 14) REMINISCENCE (WAYBACK MACHINE) "HANGAR ONE MEMORIES" (to sheet 20) Number Two of a series
- 21) ANOTHER CHANCE TO VISIT SANTA CLARA CONVENTION CENTER THANKS TO NNL WEST CREW !
- 23) CLOSE OF NEWS ON NNL WEST AND CONGRATS TO THEM AND HOBBY EXPO 2014 FOR GREAT JOBS

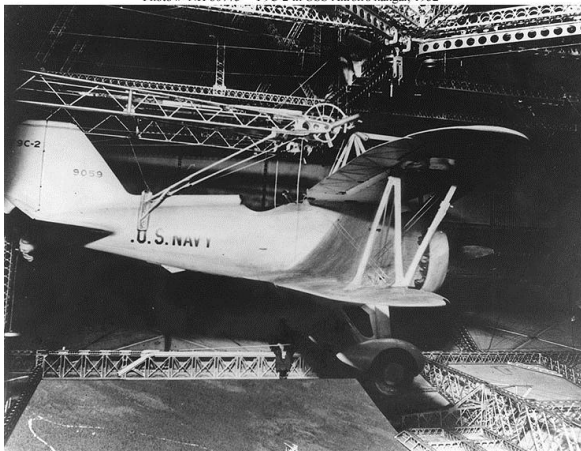
Photo # NH 85743 USS Macon in the new airship hangar at Moffett Field, 15 October 1933



ship, the USS *Akron*. The airship was to be used for aerial scouting (although war games found her to be exceedingly vulnerable, even at around the time of her commissioning in 1933.

To gain a measure of safety, the Navy came upon the idea of basing a number of aircraft aboard the dirigible. This was not a new idea – in fact, the first recorded launch of a manned heavier-than-air aircraft from a lighter-than-air vessel came in 1905 when San Jose aviation pioneer John J. Montgomery dropped a manned glider from a balloon. German, French and British experiments during WWI carried powered airplanes aloft and launched them. But no means of recovering them was available until 1924, when the Navy “landed” a Sperry Messenger on the blimp TC-3.

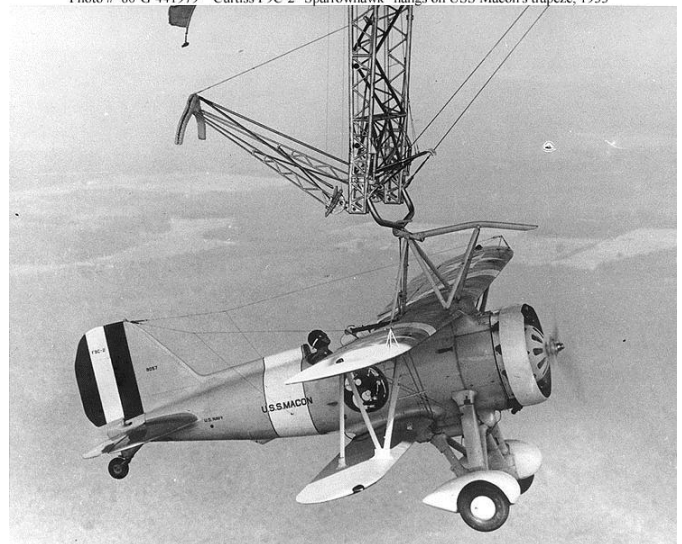
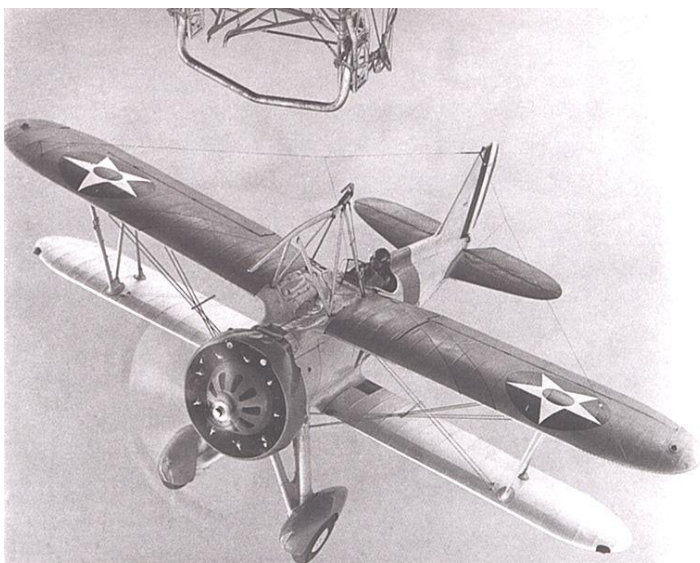
Photo # NH 80773 F9C-2 in USS Akron's hangar, 1932



By 1933, the Navy had a purpose-built aircraft-handling hangar on the *Akron* and it needed planes. These were ostensibly fighters, but their main duty was to extend the scouting range of the airship. The fighters were launched by first attaching them to the “trapeze,” a rig that could support the weight of the fighter. The trapeze and fighter were moved to a T-shaped opening in the bottom of the dirigible, where the plane was lowered outside of the dirigible and dropped. Since the Macon could travel at speeds of 84 mph, the plane had a significant airspeed boost, and a short initial dive gave the planes sufficient speed for flight.

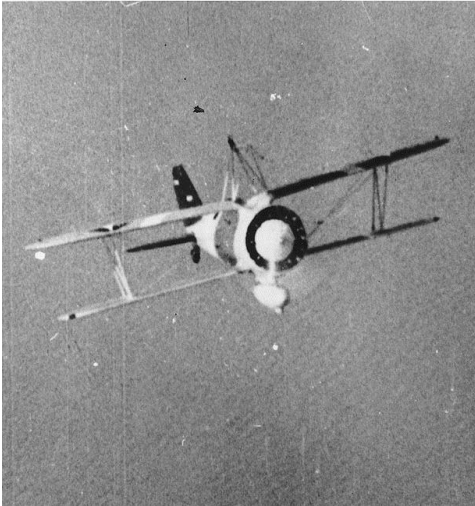
Landing aboard was equally simple. The fighter sidled up to the dirigible, the pilot maneuvered until the hook atop the fighter caught the trapeze, and he cut the throttle. The trapeze was retracted, pulling the fighter into the dirigible’s hangar bay.

Photo # 80-G-441979 Curtiss F9C-2 "Sparrowhawk" hangs on USS Macon's trapeze, 1933



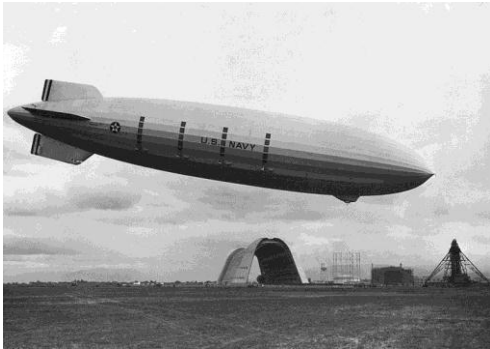
I first saw this in action on a PBS series called “Lowell Thomas Remembers,” featuring old newsreel footage of the fighters. I immediately fell in love with the F9C-2 Sparrowhawk,

Photo # NH 84571 F9C-2 maneuvers near USS Macon, 12 October 1934



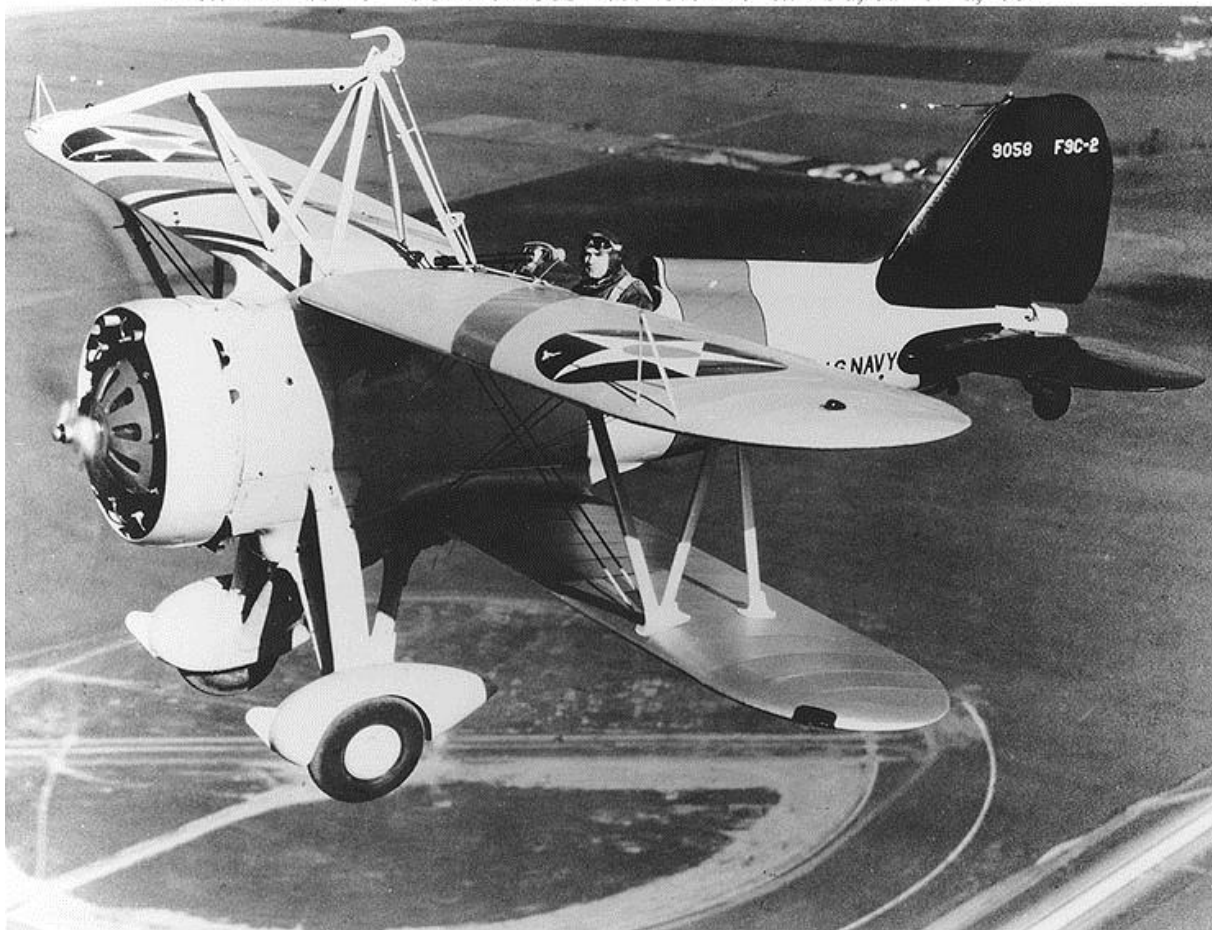
The Sparrowhawk was a Curtiss machine, powered by the R-975 engine (which went on to more significant use as the Continental R-6 used in the M4A1 Sherman tank). It defeated competitors from Berliner-Joyce and General Aircraft in a competition for a lightweight fighter (not a dirigible-based fighter, since that would have shifted the expense to the already financially-pressed dirigible program). After two prototypes were built, the Navy ordered six production F9C-2s, which weighed in at just 2,779 pounds fully loaded. Two .30-caliber machine guns were buried in the front fuselage, firing through the engine cylinders.

With the upper wing mounted to the fuselage, the planes had the optimum arrangement for dirigible operations. The first landings were made aboard the USS *Los Angeles*, and in 1932 they began operating from the USS *Akron*, but on April 3, 1933, with the F9Cs safely ashore, the *Akron* crashed in bad weather, killing 72 of the 75 people aboard, including Admiral William Moffett, at the time the driving force behind the development of American naval aviation.



The *Macon* made its first flight less than three weeks later, and the F9C-2 Sparrowhawks transferred to the new airship, where they flew effectively for the next two years. In all this time, there was only one landing incident, and the aircraft recovered safely afterward. But on Feb. 12, 1935, while on exercises off California's Big Sur, the *Macon* lost its upper fin. The airship suffered a sequence of failures that doomed it, but skilled handling brought it down to a gentle landing in the sea. 83 of the 85 crewmen were rescued, but going to the bottom with the dirigible were four F9Cs.

Photo # NH 77428 F9C-2 from USS Macon over Moffett Field, California, 1934

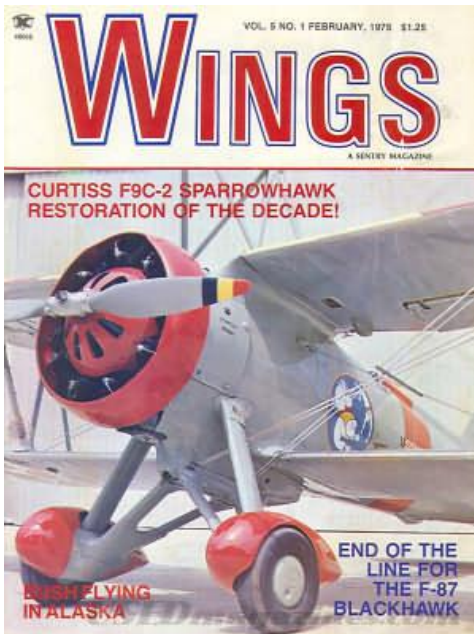


There was talk of building new airships, or of placing the USS *Los Angeles* back into service, but advances in aircraft – in specific, the P3Y-1, which would become the PBV Catalina – made long-range dirigibles obsolete. The days of navy dirigibles – and the dirigible-based fighter – were over.

Options for building a 1:72 Sparrowhawk are few. There was an Eagle's Talon vacuform kit and a Pegasus short-run kit, both of which were rather rudimentary. Back in 1996, when I first mustered the nerve to build an F9C, I started with the Pegasus kit.

It was rough sledding. First, I thinned out the fuselage sides to accept some cockpit details, and my initial mistake was to thin one of the fuselage walls too much – I broke through the outside of the fuselage! Styrene and cyanoacrylate (CA) glue patched the boo-boo.

The cockpit was scratch-built, using a seat swiped from another biplane kit, photoetched belts, and other details made from styrene strip and stock.



Wings/Airpower magazine had an issue on the one surviving Sparrowhawk, which offered me plenty of detail photos of the cockpit, instrument panel and cockpit floor. It was all painted aluminum, with the instrument panel picked out in black.

The parts assembly from here was routine, although it was brute-force modeling to get it together. First, the fuselage halves were joined, and the vertical fin was added. This left significant joints, which I attacked with files and sandpaper. When the fuselage was done, I added the top wing; this attached to the fuselage with a large shelf atop the forward fuselage. The joint was awkward and required a lot of attention, and it was not fun. The thick nature of the parts, however, was helpful as I attacked the plastic with coarse files. Next, the lower wings were butt-joined to the lower fuselage and blended in with more CA glue, followed by the horizontal stabilizers. With that, the basic shape of the plane took form.

About this time, events intervened. First, the instructions went to a higher calling: the nice Pegasus line art was used as the basis for the 1998 Nationals T-shirt and event program cover! Try as I might to keep track of them, they soon vanished during the preparations for the Nationals.

Next, I ran across a Czech Master Resin 1:72 F9C; I reasoned that there was no way this model could be worse than what I was working on, so I set the Pegasus model aside.

The Pegasus F9C went into the shelves of shame, with the indifferent Eduard La-7, the not-quite-complete CF-100, the F-117 that I'd lost interest in and the sad Hasegawa 1:72 P-47 that didn't get finished before being bested by newer, better P-47 kits. There it languished – its thick plastic keeping it intact through much rough handling – for 15 years.



Czech Master Resin 1/72 Scale
No.5078 Curtiss F9C Sparrowhawk

In 2013, the Northwest Scale Modelers asked me to contribute a model to a display at Seattle's Museum of Flight on the Golden Age of Aviation. Initially, I volunteered to do a 1:72 Curtiss BFC-2, but then I saw a call for an F9C. Since this was a plan I always wanted to build, I volunteered to tackle the Sparrowhawk instead.

I went to my modeling stash and retrieved the CMR F9C kit. Opening it and examining the parts, I discovered it wasn't much better than the Pegasus kit. In fact, there was an air bubble through the fuselage in the same spot where I'd accidentally sanded through the Pegasus fuselage! Everything else was rough, too: the engine front, the landing gear and the prop all had small blobs, indicating that air bubbles had been allowed to form in the RTV rubber before casting. Close examination revealed that the resin kit was really a casting of a master based on the Pegasus kit! Since I already had the major components of the Pegasus kit built, it seemed clear that the way to go would be to see that old short-run kit through to completion.



I could have built my model without landing gear, but I decided to add the distinctive Curtiss-style wheels and wheel pants. Both kits offered a dubious approach: the wheel pants were joined by the secondary struts, which were formed in a shallow "V;" the tops of the "V's" were supposed to fit into shallow notches on a teardrop-shaped keel on the bottom of the fuselage. The Pegasus secondary struts were wavy, inconsistent and badly marred by scratches, but the CMR struts were short-shot, so I went with the Pegasus option.

While examining photos to get the angles right revealed another issue: the keel on the bottom of the model was wrong. The kit provides a teardrop-shaped keel, but photos in Capt. Richard Hoffman's *Curtiss F9C Sparrowhawk: Airship Fighters* clearly shows the keel to be straight. I was willing to live with it until I tried to install the main struts from the Pegasus kit. These were too short, and would have resulted in a squatty stance that was totally wrong for the stalky F9C.

Cursing, I motor-tooled away the keel of the model. I made a new keel by sanding a length of styrene rod to shape using photos and drawings. This was CA-glued to the bottom of the plane, and improved the shape dramatically. I paused a bit here to drill four tiny holes on each side of the keel for the rigging, since reaching the keel later would have been impossible. Keeping the holes constant from side to side was vital, and I used a pencil on the white styrene to map their locations.

The main struts would support the weight of the model and define the stance of the model. Making new main struts was easier because of the real Sparrowhawk's gear. A fairing on the fuselage allowed the strut to compress slightly; there was a clear demarcation between the fairing and the strut. I cut off the tops of the Pegasus struts – the fuselage fairings – and added them where they needed to be on the fuselage, then made new struts from airfoil-shaped styrene. The fairing ends were shaded flush, and the ends that joined the wheel pants were sanded to fit into the notch between the pants and the secondary strut structure. I drilled and pinned the main struts, then drilled and pinned the wheel pants. The whole mess was glued together and adjusted for alignment. Then, sections of smaller airfoil-section styrene were fashioned into new secondary struts.

When all was finished, I had a nice, accurate and aligned set of landing gear! All that was left was to find the wheels for the model. Both the Pegasus and the CMR kit said they had tailwheel assemblies, but I could locate neither of them, triggering a search for a distinctive cone-shaped fairing with a tail wheel of the appropriate size. I ended up swiping one from an MPM Fairchild PT-19 kit. It was sanded, cleaned up, and the fork on the left side of the wheel was added with fine solder. It mated neatly to the rear of the fuselage.



The main wheels were present in the kits, but both were awful. Pegasus's wheels had massive sink marks; CMR's were indistinct and had the hub slightly out of round. I decided to work with the CMR wheels, but fate intervened; I dropped one of them while cleaning it up and it vanished on the floor. After looking longer than I should have, I started looking for replacements in the stash, and a long search brought me back to the PT-19! Its wheels were cleaned up, a small hole was drilled in the hub, and they were painted and ready to add to the model when the time came.

Both kits offer a very chunky engine embedded in a crude casing that butt-joins the fuselage. The Pegasus kit offers a white metal speed ring, which is nice, but in test-fitting the engine and ring it was clear that something was wrong with the nose – it was too short. I laminated strips of sheet plastic to the nose, eventually adding about .070 to it. This positioned the engine properly.

Looking at photos revealed a couple of additional details. There was no room for the compass in the cramped cockpit, so it was moved to a spot below the left upper wing. I made the fairing from more airfoil-shaped stock, lopped off the back end, and added a photoetched compass face before gluing it in place.

The aerial antenna were fairly complex, running from the tail to both wingtips, where they connected to two small tripods. I drilled out the holes for the tripod legs, and also added holes in the fuselage for the leads that ran down from the longer aerials.

The propellers in these short-run kits can be pretty awful, so I secured an Aeroclub metal prop of the appropriate style and polished it up back when I started the model. The backs of the blades were masked and painted black, as was the prototype. Next, I added the blue-yellow-red tips using decals from Starfighter Decals, overcoated with Future. When they were dry, I gently sanded off the excess. The same went for the front, where the tip decals were joined by Hamilton-Standard logos pilfered from a P-51 sheet.

I was about ready to start painting when I realized there was one detail Pegasus omitted: the connection point for the tailhook.

F9Cs could operate from carriers, and in 1934 the lighter-than-air detachment went aboard *Saratoga* for carrier qualifications. Most of the time, however, the hook was removed, leaving a small hump where the hook connected to the aircraft.

I sanded the tip of a length of .030 by .040 styrene rod, cut it off and added it to the lower fuselage with CA glue.



For a small model, the Sparrowhawk was destined to wear many colors: silver, aircraft gray, deep yellow, scarlet, white, insignia blue and insignia red. I planned the painting sequence based on what would be easiest to mask; flat surfaces and small areas would be painted first, then masked, to minimize hassle. I started with the tri-color vertical tail, since I reasoned I could use it as a “handle” once masked, and since it would be easier to paint and mask it before painting the fuselage gray. First, the entire vertical tail was given a coat of Testors Model Master insignia white. Next, the blue section was masked off and airbrushed Testors insignia blue. When dry, the white and blue sections of the vertical tail were masked and I painted the rear segment of the rudder insignia red. I was sure to burnish down the masking tape right before painting, since mistakes become more difficult to remedy as the various parts of the paint job are added.



Next came the “royal red” stripes, wheel pants, engine speed ring and the very front of the fuselage. I first masked the wing stripes, but spraying Humbrol scarlet on the gray plastic of the upper wing left a brick-colored stripe. I stripped the stripe and painted the model gloss white, then masked the stripes on top of the wing again. To get the angle, I used a baseball card with one corner centered on the spine of the plane to establish the chevrons’ 90-degree angle to each other. The chevrons overlapped the very corner of the aileron hinges; that gave me the inboard stripe border, and I carefully measured the width of the stripe out before applying the outer border masking. Airbrushing scarlet over white gave me the vibrant color I wanted, and I used a similar approach to the wheel pants, front of the fuselage and the fuselage band.



Next, the red stripes were masked and the yellow was applied to the top wing and upper horizontal stabilizers. The old saw is that the old Navy biplanes had chrome yellow wings, but just as “haze gray” isn’t really haze gray, “chrome yellow” is no longer chrome yellow. Today’s color is a lot paler than its 1930s namesake; a closer approximation is deep yellow, a color you may have seen on the leading edges of Japanese World War II warplanes.



Once the top wing and tail were dry, they were masked and I painted the lower wing and the underside of the top wing silver dope. My recipe for this is Testors aluminum non-buffing metallizer mixed 5-3 with dull dark gray. Thin it with a bit of lacquer thinner and you’re ready to rock. The wings were painted and, once dry, were masked. The sequence was important – it’s much easier to mask the wings than to mask around them. The final color was aircraft gray, which went on with few problems. When all the masking was removed, there were few areas that needed touch-up, much to my relief.

After a coat of Pledge with Future Shine, it was time for the decals. Believe it or not, I had three decal sheets for the F9C-2 – one each from the Eagles Talon vacuform kit, the Pegasus kit, and the CMR kit. I used Starfighter decals for the national insignia, but small markings – the white and black “USS MACON” legend, serial, type marking, and Navy marking – had to come from the F9C sheets. Most importantly, these sheets have to yield a set of the Heavier-than-Air Detachment’s “men on the flying trapeze” logo. Pegasus’s was the best in terms of color and design, Eagles Talon’s was good on the design but the blue background was too pale, and the CMR logos were third, being a bit short on detail and too dark. My decision was made for me when, on contact with water, the Pegasus decals shattered and the Eagles’ Talon decals simply dissolved. The CMR decals worked just fine and justified my purchase of the resin kit.



The trickiest part of the decals was the black cheat lines on the wing chevrons and the fuselage stripe. The painted-on stripes were clean enough, but photos showed these stripes clearly. The answer came in the form of walkway stripes on a Spitfire sheet from SuperScale; these were carefully applied to the edges of the stripes, with a section cut away on the corner of the ailerons to mimic the photos. The effect was a much sharper-looking scheme.

After a coat of Future to seal the decals, I gave the model a very light wash of Payne's gray on the fuselage and a heavier wash on the control surfaces. The kit engine was discarded and an Engines 'n' Things R-975 was painted and detailed, then given a bit of drilled-out sprue in the center of the crankcase to accept a propeller. The CMR "dog dish" crankcase cover was carefully cleaned up and test-fit; I then painted it and the metal cowling ring from the Pegasus kit white, then scarlet, and set them aside for later. The back of the engine and the front of the fuselage had corresponding holes drilled in them, and I mounted the engine on a bit of metal rod shoved into the F9C-2's nose.

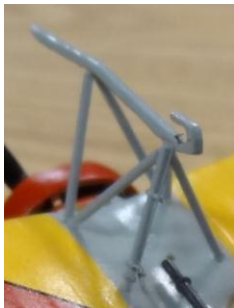
The Pegasus N-struts disappeared long ago. I tried to use the CMR struts, but they were too short! I had added the strut bases before painting; now, I cut lengths of brass rod to fit and carefully added them to the wings between the bases. On the starboard forward strut, I added the pitot tube; this was simply a piece of wire that ran up the strut, with the end bent to form the pitot head. This was all held in place by a set of straps; these were made with short lengths of flattened thin solder, which were CA-glued to the strut, wrapped over the wire and carefully cut. All of this was done before the strut was put in place.

Next came the rigging. I tried using .004 surgical steel, but I couldn't keep it straight enough, so I went with a weird option: .005 acupuncture needles. This stiff wire was cut precisely to length, added to the pre-drilled holes, and secured with a tiny amount of white glue. The rigging wire that passed through a cut-out in the main strut was faked – I made it in two sections instead of making a tiny, perfectly-positioned cut-out in the strut and then doing the exact same thing on the other strut! Doing the rigging in brief 20-minute sessions ensured that my nerves remained steady and the frustration level stayed low. Sure, I knocked a few loose and had to repair them, but eventually I had them all in place and aligned!

I added a small headrest made from Apoxie Sculpt and then added the rim of the cockpit with lengths of solder, which were painted gray. The gunsight came next. I drilled out the ends of a piece of .040 styrene rod, then added two bands from more flattened solder. Tiny bits of leftover acupuncture needle were used for the mounts, and the whole thing was painted black and added to the fuselage.

The windscreen was made from three carefully-cut pieces of acetate taken from a window envelope. The center pane had a hole punched in it to accommodate the gunsight, and all three pieces were gingerly added to the fuselage with white glue.

Next, I built the skyhook. The CMR kit provided the resin upper rail and hook, but I detailed it with some bolt heads and the hook latch. The CMR struts were too narrow to fit the holes in the Pegasus wing, so I made new struts from .040 styrene rod, using the CMR parts for dimensions and a factory drawing of the hook for positioning the six different elements. When the glue had set, I added the upper rail and hook, then rigged the release mechanism, using bits of wire, flattened solder wrapping and a mechanism made from photoetched parts cut from components for .50-caliber machine gun mounts.



The wing antenna tripods were made from more acupuncture needle material, and I carefully drilled a hole in the front on the fin for an aerial mount. It was shockingly easy to rig a single piece of nylon thread (cut from a pair of black panty hose) from one mast to the tail to the other mast. The hard part was getting the aerials leading to the fuselage even – not jut in where they attached to the long aerials, but in how much they pulled the long aerials down. Several attempts were needed to get it right.

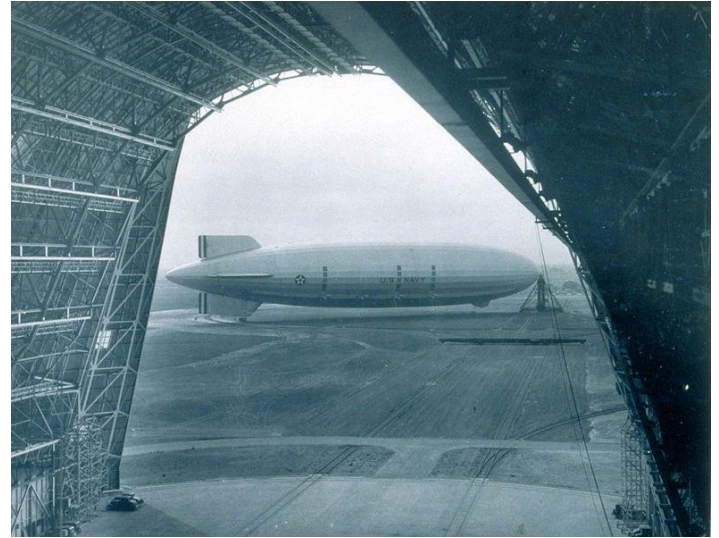
With this, the speed ring was added to the cowling and the propeller was slipped into the crankcase. The last detail was the addition of nine scratch-built exhaust stacks; these were made from .030 rod; the ends were drilled out and they were painted a dark rusty gray, then were carefully added to the back of the engine.



The main wheels were added and it was done – the culmination of decades of thought, some 17 years after it was started!

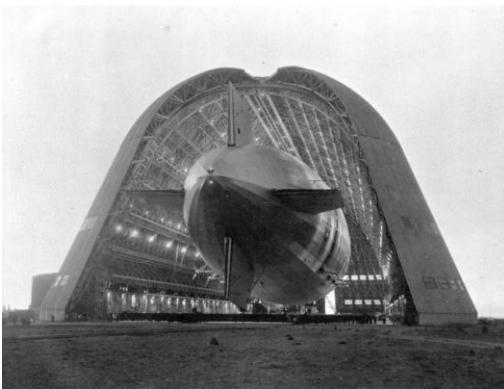
It never would have been completed without the influence of Stephen Tontoni, who passed away before it was finished. When I look at it, I think of my childhood fascination with the dirigible fighters and of a good friend who encouraged me to turn that fascination into a finished model. - *Chris fini*





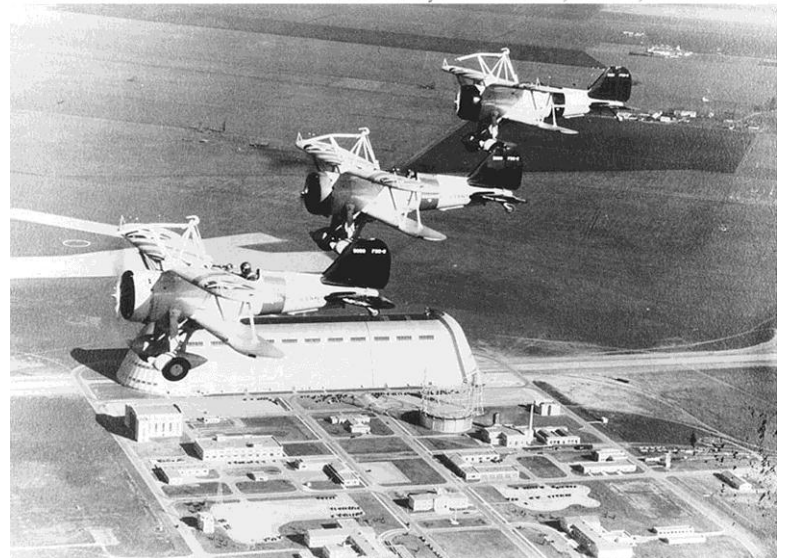
Another viewpoint looking upon Sunnyvale and her new ZRS-5, now (renamed Sept 1933) home based at NAS Moffett Field, Hangar One.

Photo # NH 77426 F9C-2s from USS Macon fly over Moffett Field, California, 1934



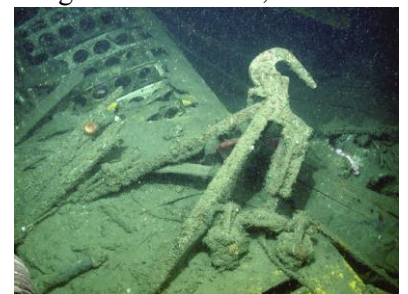
Exquisite, rare, as it were "high tech" machinery of that day, C. Bucholtz's rendering brings a new chance to fall for a Sparrowhawk

Haunting and with an air of mystery, even just parked, ZRS-5 Macon was something to see,] way back in 1933!



Due to Chris supplying article, my researching now found me: a trove of photos. Also that there was a Cruiser USS Macon CA-132 (Baltimore class) which was set to sea in 1944, serving until 1961. 200 tons of her retired armor plate now serves with the Fermi National Accelerator Laboratory. Not her first service with atomic matters either. That Regulus I shown (right corner), is a nuclear tipped model aboard the USS Macon in service abroad in 1956, as an example. Another of the ways that being Editor of this publication provides more than meets the eye or imagination...thanks, Chris.

Photo # NH 80772 Waco XJW-1, assigned to USS Macon, circa 1934-35



SVSM MEMBERS' CONTEST THEME MARCH 2014 "The Beatles Invasion"

FOR THIS ONE in COMPLETE DETAIL, please go to www.mickbmodeler.com, at drop tab "club contests"

SVSM MEMBER' s CONTEST APRIL 2014 "SVSM 2014 SPEED BUILD"

As help due a good number are newer memberships or legion of those who aren't apt to remember these odd contests we occasionally put on, review now the simple equations which comprise "90 Day Wonders Mk III"

- 1 . ALL POTENTIAL ENTRIES are limited to those gift items listed in the Official Minutes. So we're clear on that. It doesn't have to be the person who is listed as having took it home, who builds entry.
- 2 . ALL POTENTIAL ENTRANTS are limited to those listed in the Official Minutes. But that's a big list, as you likely have read. Again, if items on list have since traded/sold/given to new hands that are also on the list, they can be entered. As long as item & entrant are on the list, some way, is OK.
- 3 . The ENTRIES TO BE ELIGIBLE TO WIN, must be FINISHED at Contest Entry time. No fancy or restrictive rules on how, just the simple fact of having the item DONE, hon. Feel free to show up in any case, as always, seeing the effort in progress in any case is a reward in itself.
- 4 . The "90 Day Wonders " Part and parcel of the name of the game is this: Twice in the past, we have filled "dead time" between Christmas Meeting, Kickoff Classic events with an announced in advance club contest effectively using the "approx. ninety days in between Xmas meet & March Meet" as the allowed build time, using ONLY the items in Gift Exchange. Since this contest was only announced in January, it's consequently going to clock to APRIL meeting for "the ninety". OK?
- 5 . There will be the easily convertible "US Gov Issue Gift Certificates" for 1st, 2nd 3rd, place if show up.

SVSM EDITOR' s CONTEST MAY 2014 "The 80s" (aka Modelling Miami Vice II)

ANY and ALL "F-80s" for a start ! (F-80, F-82, F-84, etc) Olds "88" cars. Any 88mm weapon/system. T-80s. Any 1980s auto marque. Convair 880 or 580. Airbus 380. Work on the seed, find a way that fits your need.

SVSM MEMBER' s CONTEST THEME JUNE 2014 "THE F-1 CHALLENGE"

For ALL F-1 Cars of any era, plus if that doesn't suit you, also open to Century Series a/c, also Certain Mirages, Fords and whatever other clever rules benders can devise...

SVSM EDITOR' s CONTEST JULY 2014 "DAY OF TRINITY"

As some fun, here's the basic outlines: Simplest entry method, bring to enter any group of three "NEW" to our table subjects you built. Or slightly more complex, a single entry on a "Tripled" theme. (TriMotor, TriJet, Tri Wheel Auto. NO, Tricycle gear aircraft by themselves, aren't okay as single entries). Or, go for nuclear option, again, single entry subject allowed as long as it's clearly "The BOMB". Nuke weapons (ICBM, IRBM, SLBM, Tactical missiles as delivery vehicles. Bombs, too.) Subs, Aircraft, Armor delivery vehicles, NOT eligible alone.

SVSM MEMBERS' CONTEST OCTOBER 2014 "THAT '60's CONTEST"

FOR THIS ONE in MORE DETAIL, please go to www.mickbmodeler.com, at drop tab "club contests"

SVSM EDITOR' s CONTEST THEME NOVEMBER 2014 "THE SHARKS SPECIAL"

Celebrating San Jose's puck head connection, with a twist. ALL Shark Mouthed vehicles, EXCEPT for P-40s !, are eligible to compete. Since Editor and his adviser VP happen to like them, ANY C-2 Corvettes also eligible. (Ask WHY? Easy. they are directly connected by "Mako Shark" design exercise. Also fits for this "Special").

Usual \$ 10 per win. ☺ Why NO "mouthy" P-40s? The Editor's gold, he makes rules. They're cliché.



Hey Now, Look We Had Some Winners ! the February Club Contest Results NOW “ From Goddard to Gagarin ”

Because the Editor enjoys a challenge, February often has odd or” hard to populate” themes chosen for it as his birthday fun. A Real Space club contest spawned from a subtheme he plans for another purpose provided the outline and titling, Gave best long term (months) promotion and hoped for the best. Thanks to two members, got wish granted. Here’s a quick review, all !

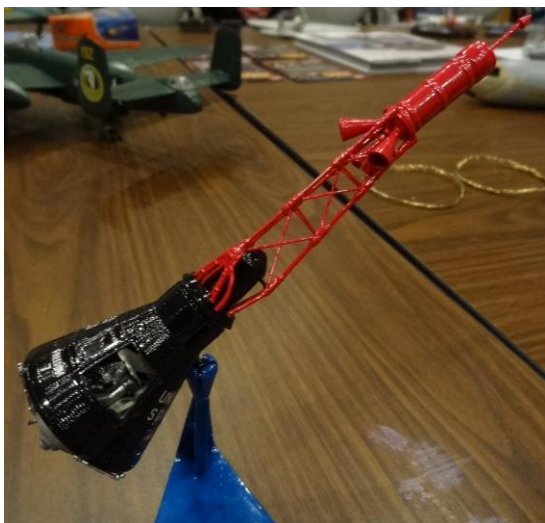
Field of Battle came to pass as four entries though I’d asked one other to enter a model on premise “a future astronaut may make”

Just to let you know, it was the new “Lego” version Bf-109 which the kids today in my book may enjoy crafting (and go on to Space career)

With a great personal tale to go with it, Greg Plummer took First place and 10 bucks of Editor’s prize money, with this lovely 1/72 X-15A-2. The remaining three entries were all from “Trucker” Cliff Kranz, FYI.



Cliff took Second for his “Gus Grissom Mercury” from the re-issued Revell kit in 1/48. Combined prize bucks for Cliff came to 20, as he got Third for his 1/72 White Sands V-2



using the IPMS Convention decal set. Cliff also aided in our segue...

Returning Now Are We To the CHAPTER WAYBACK MACHINE !

As noted in the inaugural Wayback Machine, South Bay (San Jose) Chapter of IPMS-USA has had a lengthy bit of “Hangar One time” to be justly proud of. Seems appropo to expand more on this history in this issue, making “theme of it”. Thanks to one of The Founders, Life Member Jay Sherlock, I have for reference material archives created by another Founder, the late William “Old Bill” Magnie to help illustrate some of these magic times.



To give some perspective, on right is standing Bill in middle between Fess and another, in ‘75

In fact, why don’t we let Bill start us off, from his Moffett Seat Of Honor as part of the Chapter Display in 1975, seen at left.



The display cases you see were provided for our use by the US Navy, which worked pretty well. Thanks to Life member Cliff Kranz for that reminder, and other assistance in expanding my knowledge of the histories prior to my own taking up the club membership 8 years later. While it looks quiet here now, soon enough more like this:

Along with giving large Airshow crowds a look at what club members could do in form of their great finished displays, there as you see a “living build” is underway with audience.



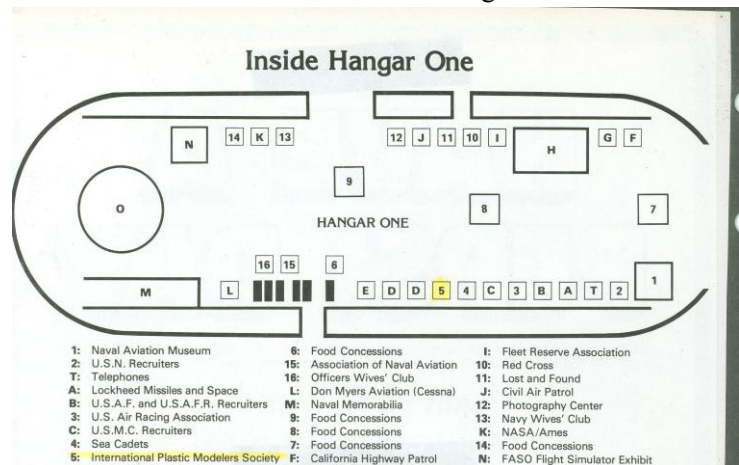
I didn’t make this event, but attending several later year ones and making the “drop by to see IPMS” a big factor that would finally convince me as well as a host of others, decide that joining this crew was “the thing to do. Thanks to Moffett’s Hangar One and the efforts of the original folks who created this club, a HUGE outreach. was realized for many years to mutual benefit of a community of many. Below, back again in BiCentennial ‘76 and like 1975, were located along same “wall space”, which I have here indicated on the diagram from 1977...

ARMED FORCES DAY
OPEN HOUSE

SATURDAY, MAY 8, 1976
1000 TO 1600

NAVAL AIR STATION
MOFFETT FIELD, CALIFORNIA

ERICA





In 1976, that F9F-2 Panther hadn't been that long away in 1/1 scale from this Hangar. The Shuttle, not seen yet, only there in "model form". Below, some "editorial punctuation" and "thousand words picture" from our 1977.

Valley opinion
Editorial
Moffett Field's hot attraction

That so many people voted with their feet in the heat says all that need be said about the popularity of the Blue Angels flying team and Moffett Field Air Show '77.

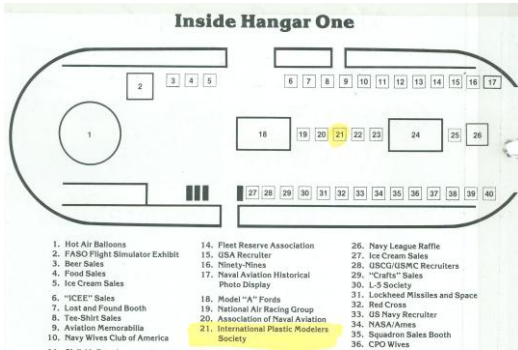
More than 380,000 spectators watched the Angels and other top Navy air attractions—about 170,000 on Saturday, when the temperature on the runways was close to 100° Fahrenheit, and 210,000 on Sunday, when it was roughly 10° cooler. Beyond any doubt, the show is one of the Bay Area's very best crowd pullers.

It was another great show. Thanks, Blue Angels. Thanks, Moffett. Thanks, Navy.



If that "MOPAR" Tee strikes a familiar chord, the gentleman wearing it below a "trademark" Ball cap is none other than the aforementioned "Trucker" Cliff Kranz. Wonder if he knows either of these two early fans of the P-38, F6F and B-24J ??





Nothing like a time warp, as we jump now to 1981. By this time we're right in the middle of it, which was great as a public outreach but hard on the staff

Another two day event, with a grand mix of models to see. From the World Aero Teams to WW2 and Tow Trucks

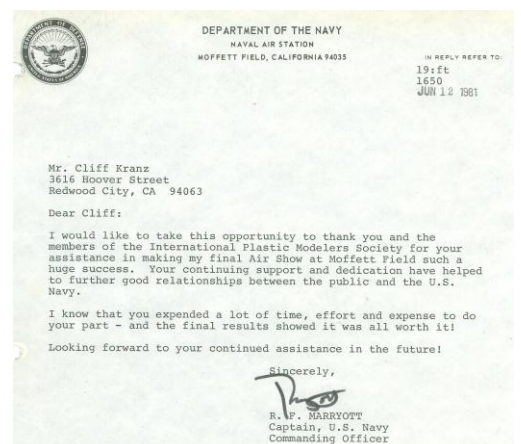
Now, on left, our heroes (or mine !) Jay Sherlock, Tim Curtis (in center),

and one stylishly hatted Doug Stewart, who in two years I would meet and be fatefully deciding to take up the officership of. On right, again Jay, and in center, a smiling "Old Bill" Magnie



If you don't know, we had an "artist" in our past ranks of alums. That's him on left, Stuart Shepherd, sat next to Cliff K's Mopar. Stu's work has been on several Revell and Monogram kit boxes among others in the years.

On right, a thanks to Cliff from the USN, for making our appearance happen, again.

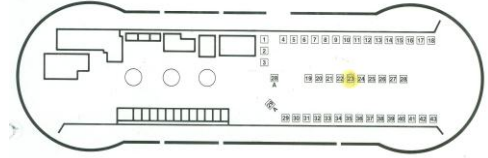


CONTINUING PART TWO OF OUR YEAR LONG MEMORY JOG FROM THE CLUB ARCHIVES (page 17)



Now, one last look at 1981, just so you know there's a lot of work that went on before those Hangar One doors opened. Say hello to Norm "Bandag" Engel and "Haze Gray Admiral" on left, then center: Jay, Doug Stewart and Cliff.

Inside Hangar One



- | | | |
|--------------------------|---|---|
| 1. Silks Screen | 17. Photo Display | 29. Ice Cream Sales |
| 2. Popcorn Sales | 18. Donuts/Coffee | 30. Lost & Found |
| 3. Electronic Amusements | Center | 31. U.S. Marine Recruiters |
| 4. Beer Sales (Truck) | 19. SCV Model A Club of America | 32. Red Cross |
| 5. Tee Shirts | 20. Bay Area Land Sailing Assoc. | 33. Lockheed Missiles & Space |
| 6. Nachos | 21. National Air Racing Group (War Birds) | 34. U.S. Coast Guard Recruiters |
| 7. L-3 Society | 22. Assoc. of Naval Aviation | 35. U.S. Navy Recruiters/Naval Sea Cadets |
| | 23. International Plastic Models | |

With the 1982 show, two days of public display provided more fully as they could visit from both sides of the centrally located posting. A serious mix of aircraft wasn't without mirth, in form of Cliff's special



"IPMS Gojirahs" seen in case corner. The "Journal" had a well done story on creating these, and Cliff went the course one (or more) better in model.



These Hangar One "Outreach and Promotion" operations really were a workout to setup, populate with models plus modelers/communicators and maintain enthusiasm to endure the span. That I came to know firsthand, later. Made me appreciate the efforts made by these club veterans all the more, thanks Bert, Barry, Bill, Cliff, Jay, Norm, Tim, Doug Summers and Doug Stewart. Look on the next two shots, see some of them enjoying all.



LOOK AT THE CLOSE OF 19821 MOFFETT and OUTLINE FOR 3 DAYS IN 1983 SOUTH BAY IPMS (now 18)



If you'd like more of a first hand recall of these days of Moffett from behind display, talk to Tim White. That's him in blue, with Norm Engel. Stu Shepherd's taking point.

We'll close out 1982 with another good man in tan, Doug Stewart, working to give another young light an encouraging take.



Doug was always smiling and full of great cheer, stories, with a quiet patience. Never anything but encouraging, helpful, sharing to me while getting to know him my first year, 1983. He, Tim Curtis, Bill Magnie and Jay Sherlock basically got me grounded/bounded when I decided to join chapter. Doug was then an experienced "Tech Writer". Also huge fan of "old school EC comics". As I am.



Today, Jay continues on mighty as ever from his many years now relocation to Nevada, along with Doug Summers. Both have been driving forces among the Reno High Rollers of Region Nine. Tim Curtis and Bill Magnie have been deservedly memorialized after their passage with chapter awards annually. Many others of

these years ago I have managed to stay in touch or keep up peripherally thru networking, but never learned where the generous spirit who was the SJSM Secretary/Treasurer and Newsletter Editor took on life, after he left Bay Area. Hope he got some well deserved breaks and fortune. Godspeed !

Now just to look over the aftershow 1982 thanks. Giving a preview of the 1983 show, which would be THREE DAYS LONG (and we would be there for all). As well the Golden anniversary of Moffett Naval Air Station, and the 30th year of Lockheed's P-3 Orion in USN ASW service. Boo ya!

So here for reference, our map for 1983 locale (below)



DEPARTMENT OF THE NAVY
NAVAL AIR STATION
MOFFETT FIELD, CALIFORNIA 94035

IN REPLY REFER TO:
19A:CEM:sh
5726
24 May 1982

Mr. Cliff Kranz
International Plastic Modelers Society
3616 Hoover Street
Redwood City, CA 94063

Dear Mr. Kranz,

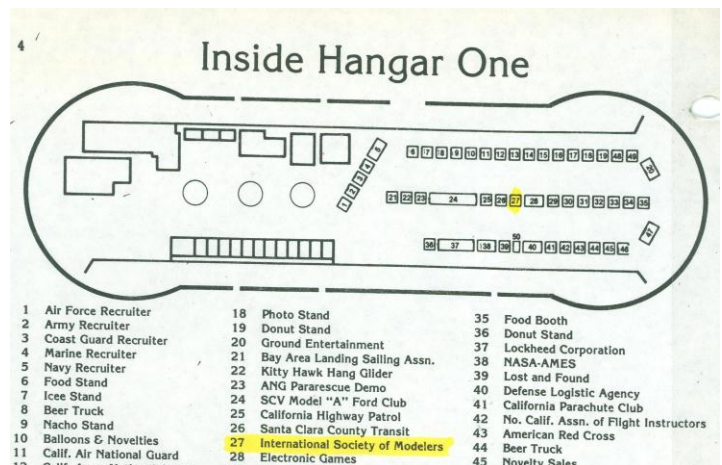
I would like to take this opportunity to thank you and the members of the Modelers Society for your assistance in making the NAS Moffett Field 1982 Openhouse/ Air Show such a tremendous success. As I am sure you are aware, this annual event fosters good relations between the residents of Santa Clara and adjoining counties and the United States Navy. Naval Air Station Moffett Field is a community which is unique, having an isolated role with over 5,000 residents and yet having a tax paying constituency of several hundred thousand. The Openhouse/Air Show provides us an opportunity to allow this constituency to see how their taxes are being invested as well as an opportunity to enjoy exciting aerobatics demonstrations.

I know that you and your organization expended much time and effort to participate. Hopefully, the final results have been both rewarding and worthwhile.

The initial planning for next year's Openhouse/Air Show has already begun. 1983 marks the golden anniversary of Moffett Field as well as the thirtieth anniversary of the P-3 in anti-submarine warfare. No dates have been determined; however it will be a three day event. I look forward to another safe, successful event and hope that you and your members will again join us.

Sincerely,

C. E. MUNDT
Lieutenant Commander
Supply Corps, U. S. Navy
Hangar One Coordinator



AND STILL MORE LOOKING BACK AT CAREFREE MOFFETT YOUTH of IPMS SOUTH BAY ! (now 19)

Here we are in 1983, with Tim Curtis (red shirt), Jay Sherlock (blue shirt), Doug Summers (white shirt) at helm



Bert "Haze Gray Admiral" McDowell's fleet !



Now, above, in 1983, we see...1/32 rules here That's a Swiss Bf-109, a MiG-21 Aero Team, Mirage IIIC, SBD Dauntless! Don't miss that Piasecki VZ-8 "AirGeep" next to Mirage, that is a 1/30ish scale kit and pretty rare by then !

Further in distance, a 1/144 C-5A Galaxy nose open and tail doors too. The F-86F with engine and tail on cart, the Blue Angels Skyhawk TA definitely got plenty of attention for our club!

Recall now also, that this year was 30th ann'y of P-3 Orion in USN service, themselves icons virtually in many SC Valley folks as they flew 24/7 overhead, in and out of Moffet for nearly that long already. So imagine conversation of SJSM's Tim Curtis, Stu Shepherd with USN Officer over unknown builder's 1/72 P-3 here.





The three days of Moffett's Golden Anniversary weren't at all a repeat in any fashion of past SJSM displays in any way

Here in this case, treated to a collection of 1/144 airliners, among them "Hefner's Black Bunny" 1/72 DHC Beaver in Air Rescue orange, a variety of 1/72 Japanese, Finnish, USA and German WW2 fighters (bottom shelf) Mid shelf has an F-82G Twin Mustang, A-26 Invader, Aggressor Skyhawk, Vietnam 1970s MiG and USAF aircraft again in 1/72 among them. Top shelf includes an F-4K, Harrier, Argie Skyhawk and Pakistani MiG-19, even now not often seen models!

The display case on the other side had this very big on variety and years of service for honoring the USN Aviators, all in 1/72 scale for compare

There's Corsairs, Hellcats, Avenger, Wildcat, F2G Bubbletop Corsair, Bearcat, Tigercat o yea!

Jets weren't shorted either on top shelf. Early in service models included FJ-1, Panther, Cougar, Banshee, all of which saw some time on tarmac.

Then behind them, Tomcats, Vigilantes, Skyray and no slouch either, the F11F Tiger. Below are A-1 Skyraiders, S-3A, F-8, even an SOC -3 !



In wrap up, we'll let "Old Bill" have the last say, as he captioned this picture of his with his immortal wit ...



UNKNOWN MODELER

. . . AFTER THE 3RD DAY

ANOTHER MARVELOUS DAY SPENT THANKS TO THE NNL-WEST

SATURDAY, FEBRUARY 1, 2014, Santa Clara Convention Center, Hall A. Damn, they're at it AGAIN ! Why do these "Nameless National Luminaries – Western Division" persist in this clearly crazy behavior of theirs ??

Booking this 25 thousand square foot, beautifully lit and accessible convention hall ! Charging 15 dollars to get in, per person, and *there's NOT EVEN A CONTEST* ! Just somehow expecting that people will just show up and pay this admission, that others would pay big money to buy table space to sell to those folks who do, and for the absurd idea that still others will show up to "simply display their CAR MODELS for others to enjoy!" NUTS !!

Hey, wait a minute. How can this be ? In just 2 hours after the doors open, there's NOOOO IT's TRUE there's OVER 900 Car Models on display ALREADY, and the ALL THE VENDOR TABLES ARE TAKEN !! HOW CAN THIS BE, why EVERYONE KNOWS THIS SORT OF THING JUST CAN'T BE ! mumble mumble ...

Well, while this Anonymous Highly Opinionated Life Entity is being led off to ponder their clearly challenged perceptions of how others can manage to go have fun when they set out to combine it with friends in modelling, join me in congratulating several of the key reasons this year's NNL West show was another big success !



Why here's Andy Kellock, never one to shy from hard work well done, he's selling raffle Tickets inside the Hall, when he's not out in The Booth selling admissions. No rest for him! (he had some lovely models on tables too...!)



Then there's Rex Barden, whom I think was born with NNL as his middle name, he's ALWAYS part and parcel of this show's life. Here it looks as if he sees Andy may get free of his table ☺



Say hello to Mike English, who's got another marvelous NNL-West show flyer in voluminous portfolio of his "Mike English Designs" to illustrate he knows how to get the word out and eye caught, no matter what your business is.

Bill Bauer makes sure only the right people make it into see The Show... (those with the paid admissions) Here he's made "Sarge" Frank Beltran assist him in free advertising for 2014 Hobby Expo which followed NNL West in two weeks. Must be some Chris Zanella character hiding in the area, caused it.

CAREFULLY NOT SHOWN in this set of shots or those to follow: Natalie Plummer, who's working as ever quite hard at all sorts of important items here at the admissions and HQ Desks, but swore I would live (shortly) to regret shooting her.





Fortunately for me, her husband is not averse to camera capture, you merely have to be patient as he's ALWAYS WORKING during show. Greg kindly gave me a chance to inestimably illustrate the truly fun/friendly manner that characterizes NNL West shows. Thank you again, my friend !



Here we have Steve Travis, seen on a break from his vendor table on the behalf of Vets Drive SVSM that his lovely wife Anita is still working at, showing another a portion of models Steven had on display that day

If you're a local, perhaps you will know who this is already, buried in "sea of vendor tables" as seen below



Why, it's Ray McCarley of D&J Hobby ! Hello Ray, what are you up to this day?





AHA ! You and the young businessman on left who's the one carrying on family owned "independent LHS" that his dad and mom built, showing support of hobby community first hand YES.

Well, to be sure, NNL West is always so fun and grand to go to, because it's people having fun and making sure all who show do so too. Not nearly as easy to do as they make it seem. THANKS TO ALL WHO MAKE IT SO !

And mark your calendars, for 1-31-15 to do it again.

NOW IF YOU WANT TO SEE A FEW GALLERIES OF PICS of what you missed this year : visit GALLERY at <http://www.fremonthornets.org/> where you'll find NNL West 2014 Photo Array has 3 different albums !

LASTLY BUT FAR FROM LEASTLY, CONGRATULATIONS TO THE HOSTING IPMS CHAPTERS OF SONOMA COUNTY AND MT DIABLO, FOR ANOTHER FABULOUS HOBBY EXPO THIS FEB 15 2014

Pleased to be sure to make it to the show this year, I did not take ANY pictures nor did I enter any models, only sponsored a Special Award and caught up with all the people who had time for me at this very vibrant event.

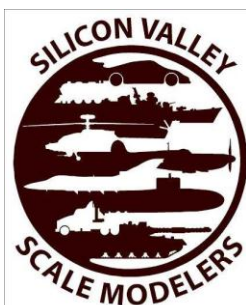
I know that several members of SVSM and Fremont Hornets did in fact take some awards home for their entries and with the more than 300 high quality contesting models and 100 or so competitive entrants, that was no small feat, either !

Luckily for me, two of my friends did get a "color shot" for me, of some of the activity at the Hobby Expo, which captures a part of what makes it a unique show. Thanks Phil & Mike !

PLEASE SHARE THE JOY OF OUR HOBBY AND FRIENDS
Because it seems sometimes more than a few forget this :

THE ONE TRUE RULE OF MODELLING (if ever there is).

***If you're having fun,
Then you're doing it right.***



EDITOR
SILICON VALLEY SCALE MODELERS
P.O. BOX 361644
MILPITAS CA 95036
Email : dens25403@mypacks.net