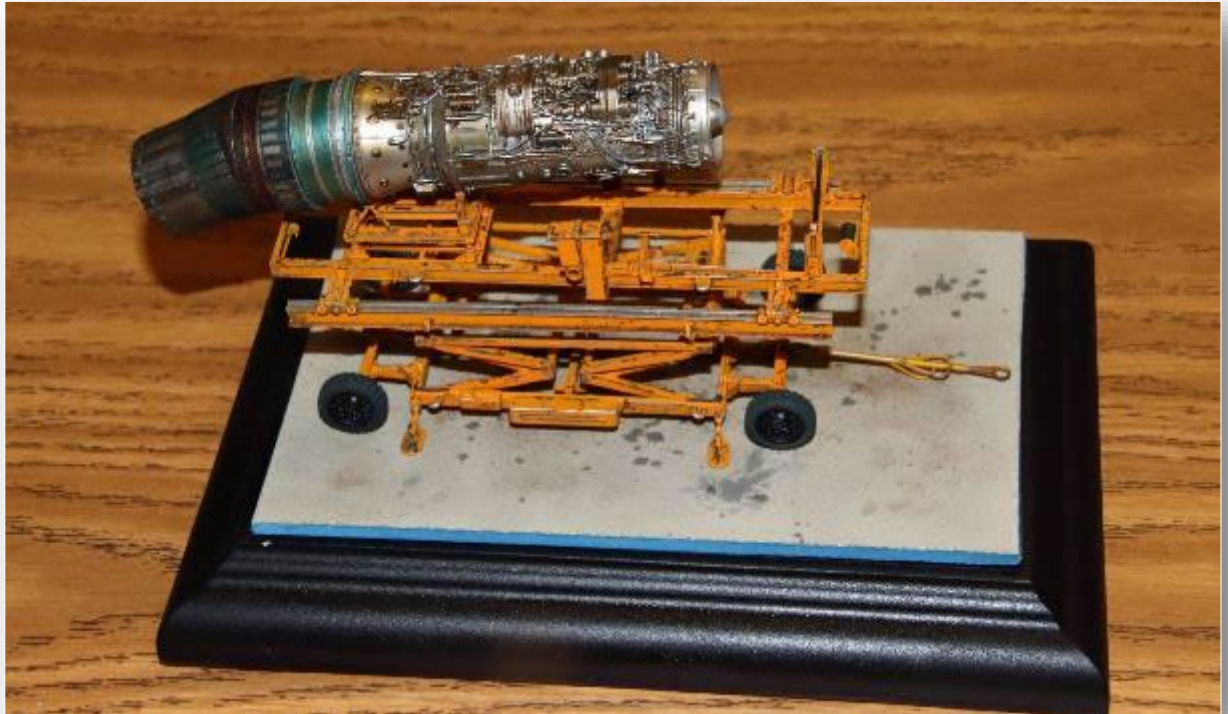


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November 2024 Newsletter

Editor: Tom Henderson



Chris Derk's Best of Show AL-31 engine

The IPMS Northern Virginia Modelers Chapter conducted its monthly meeting on 2 October at Fairfax High School. A healthy 60 people attended the meeting. The chapter welcomed two visitors who came with a request for help. More on their story is below. The chapter also welcomed very enthusiastic new member Randy Butler. His story is not unlike many of us who were dedicated modelers as youngsters, fell out of the hobby and is returning after a few decades. Amazed by what the hobby offers today, he is enthusiastically learning how to apply techniques and products we are used to in his aircraft and armor builds. Welcome, Randy!!

We had another visitor that was shy to introduce himself, but enjoyed attending the meeting nonetheless. Merrick "Maverick" Nowakowski was accompanied by his mother per invite from Hutch. Merrick is a teenager that likes to build airplanes and Gundam figures. It is always great to see young people interested in the hobby and attending club meetings. So, let us extend a big welcome to Maverick!!

Before the official meeting started, we were blessed by the appearance of brothers Lester and Michael Sorenson. They came to the meeting for two reasons: 1) soliciting assistance in completion of a B-17 diorama that pays homage to their WWII B-17 pilot father. The B-17 was started by another person that physically could not finish it, and 2) share many artifacts and



Left: Mike Sorensen addresses the chapter with an introduction to his father's career as a WWII B-17 pilot and his request for help to complete a model to commemorate his service. Wes Shull at right had taken on the challenge. The chapter E-board (l-r VP Haagen Klaus, President Scott Bricker and Secretary/Historian Dale "Hutch" Hutchinson look on in the background. Right: Vince Mankowski delivered an outstanding techniques demonstration on building dinosaurs.

stories about their father. Their father kept meticulous flight logs, and logs of when he was in captivity in a German Stalag, after being shot down on his 28th mission. Regarding the diorama, club member, Wes Shell, stepped up to look into bringing the B-17 diorama to completion.

Contest Winners October 2024



***Aircraft, 1/72 and Smaller, 1st Place
Me-262 by Alex Bernardo***



***Aircraft 1/72 and Smaller, 2nd Place
OA-4M by Haagen Klaus***

Contest Winners October 2024



*Aircraft 1/48, 1st Place
AL-31 by Chris Derks*



*Aircraft 1/48, 2nd Place
P-51 by Mike Monsivaiz*



*Military Vehicles 1/35, 1st Place
M-113 APC by Isobel Nylander*



*Military Vehicles 1/35, 2nd Place
T-19 Halftrack by Dennis Forrest*



*Ships, 1st Place
Bismark by Dennis Forrest*



*Civilian Vehicles, 1st Place
Model A by Mike Monsivaiz*

Contest Winners October 2024



*Civilian Vehicles, 2nd Place
Batmobile by Darren Riggs*



*Sci-Fi, 1st Place
Epyon by Beatrice Vetter*



*Sci-Fi, 2nd Place
EDF Boridino by Walter Schlueter*



*Special, 1st Place
Atlantic Convair by Bryan Nylander*



*Special, 2nd Place
C-76 by Bryan Nylander*



*OOB, 1st Place
T-64EM by Matt Christianson*

Contest Winners October 2024



*OOB, 2nd Place
P-35 by Dick Hague*

Rest of the Models



1/48 IK-3 by Jerry Lawson



J7W Shinden by Dennis Forrest



EDF Lexington by Walter Schlueter



1/72 F-86 by Khumar

Rest of the Models



1/72 NASA Global Hawk by Dave Vaughn



1/48 P-51 by Wes Schull



Epym by builder unknown



1/72 Stirling by Walter Schlueter



1/144 Sukhoi Super Jet by Walter Schlueter



1/144 Tu-204 by Walter Schlueter

Rest of the Models

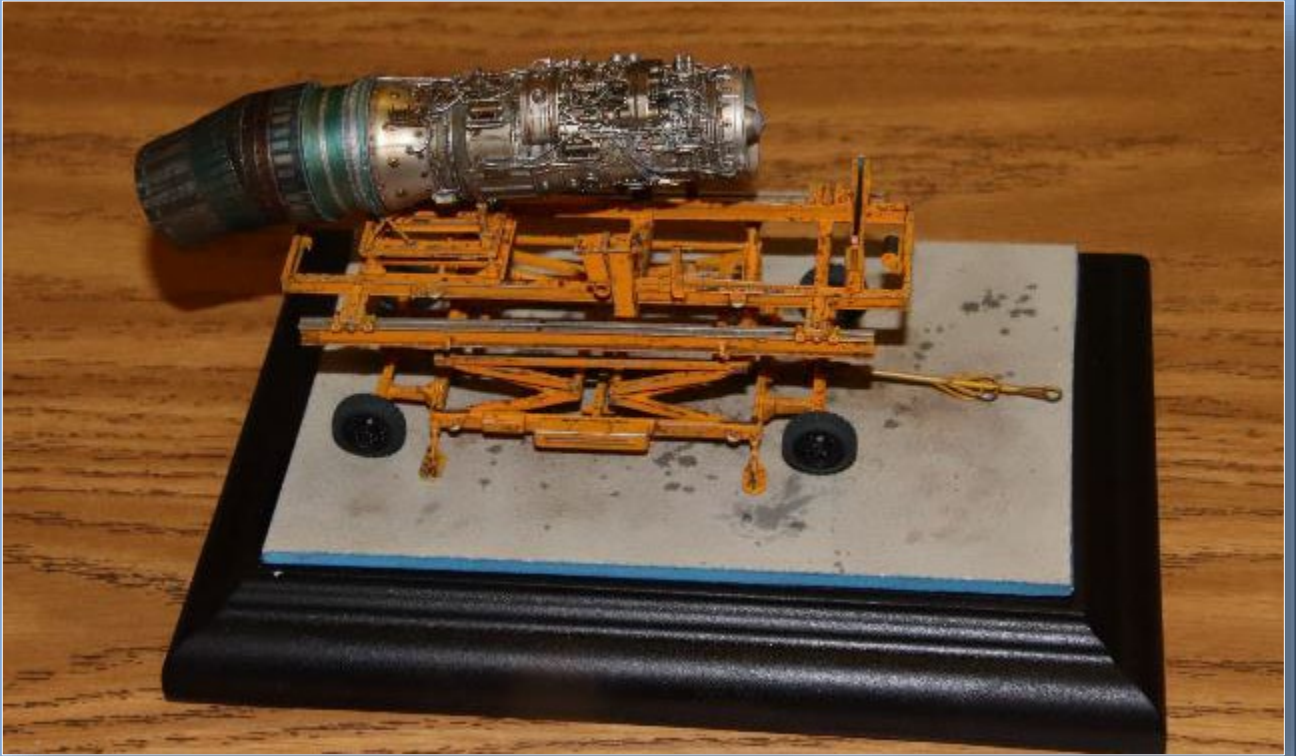


1/48 X-1 by Chris Derks



1/48 Yak-38 by Walter Schluleter

Best of Show AL-31 by Chris Derks



The Real AL-31



The Saturn AL-31 (originally Lyulka) is a family of axial flow turbofan engines, developed by the Lyulka-Saturn design bureau in the Soviet Union, now NPO Saturn in Russia, originally as a 12.5-tonne (122.6 kN, 27,560 lbf) powerplant for the Sukhoi Su-27 long range air superiority fighter. The AL-31 currently powers the Su-27 family of combat aircraft and some variants of the Chengdu J-10 multirole jet fighter. Assembly of the engine is also performed under license in India by HAL, for the Sukhoi Su-30MKI. Improved variants power the fifth-generation Sukhoi Su-57 and Chengdu J-20.

The design of the AL-31 turbofan began in the 1970s under the designation izdeliye 99 by the Lyulka design bureau, also known as Lyulka-Saturn. The chief designer was Arkhip M. Lyulka, and after his death, Victor M. Chepkin. With an emphasis on greater fuel efficiency over turbojets for longer range, the 12.5 tonnes-force (122.6 kN; 27,560 lbf) class turbofan engine was intended to power the heavy PFI (Russian: ПФИ, short for: перспективного фронтального истребителя, lit. 'Promising Frontline Fighter'), which was being developed by Sukhoi as the T-10. State tests of the AL-31 were completed in 1985. The T-10 entered Soviet air services as the Su-27. The engine is manufactured at Ufa-based UMPO and Moscow-based Salyut.

After the collapse of the Soviet Union, design bureau and production plant distinctions realigned and gradually faded, and Lyulka-Saturn eventually merged with Rybinsk Motors to become NPO Saturn and was closely aligned with UMPO while Salyut became an independent entity. Both Saturn and Salyut would make their own developments for the AL-31 family. Salyut also supplies AL-31 variants to fighters operated by China. The J-10 uses the AL-31FN before newer variants transitioned to the domestic WS-10A, while the J-20 uses the AL-31FM2 as an interim engine until its intended WS-15 is ready. This reorganization would result in serious disputes between Saturn and Salyut over intellectual property rights and royalties over AL-31 sales to China.

The Real AF-31 (continued)



The AL-31 was also used to assist Chinese engine designer and manufacturer Shenyang/Liming in developing the WS-10, with early examples directly using the AL-31F control system. According to Saturn's Victor M. Chepkin, chief designer of the 117 and 117S engines, the WS-10 was developed with the aid of the AL-31's maintenance technical documentation. This was recently confirmed by Aviation Industry Corporation of China (AVIC), the parent of Shenyang Aircraft Corporation.

Sources:

https://en.wikipedia.org/wiki/Saturn_AL-31

AL-31FN.jpg: By Vitaly Kuzmin - <http://vitalykuzmin.net/?q=node/292>, CC BY-SA 4.0,
<https://commons.wikimedia.org/w/index.php?curid=24913026>

Su-27: Wikipedia: https://en.wikipedia.org/wiki/Sukhoi_Su-27

Hague's Corner

Trying to get Back to Normal

by Dick Hague



Tip Alert! Before I get into tonight's update subject, a word or two about those handy applesauce plastic containers I find so useful in my modeling (Figure 1). This short tip identifies the source of the handy caps used along with them to help eliminate some confusion on the modeling desk!

I bought the top kit in the Tupolev picture (Figure 2) as it fits into my Korean War theme. Needing a break from something not Yak I decided to see just what could be done with FIVE somewhat weird Tu-2 kits on my Yak break. Wheels look like a good place to start something that could be later sanded to cover mistakes, so that's done! Then the bombs got done and landing lights got glued into the bottom halves of the wings (Figures 3-5). Tip Alert! Having one of those silver paint markers to put on the back side of the light makes it look like the reflective back of lamps saves cleaning a paint brush!

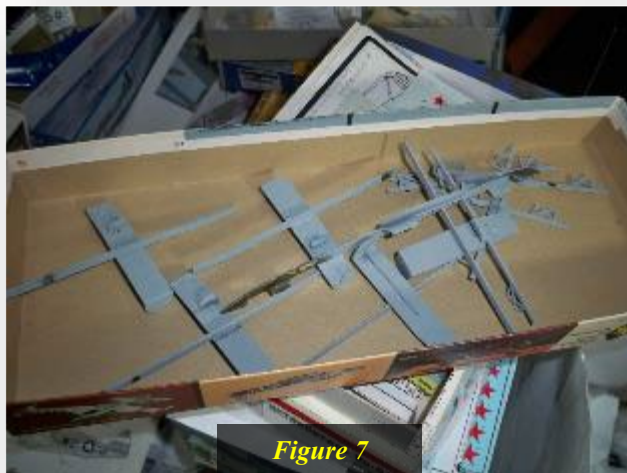




5 twin engine aircraft is 10 engines of which there are 2 parts to each which makes 20 things glued together! So far, this undetailed radial engine front is probably the worst detail loss found in the kit so far (Figure 6). Thankfully, most of the prop spinner covers what may not be the engine but a not very well detailed cooling fan. At the moment I don't see completing more than two of these kits so am only preparing propellers for three in case I decide to add another later.

Figure 7 shows some parts glued together but not painted until completion of air conditioner installation in the house. Tip Alert: These parts were sprayed with a can of Humbrol light gray HU-64. I have lots of tins of that on hand so later touchups will match. Otherwise, I would have used a Tamiya light gray with touchups done by spraying it on a glossy magazine page to use a brush for any touchups of which a lot will be required after other additions to what is shown!

The way I have been putting together and painting the props for this kit needs telling along with pics explaining what I did but I'm out of photos to attach all of that so I will come with a later update. If I didn't have pre-cut masks for this kit it would have gone in the trash! Modelers should look this thing up on Scalemates. They even have this kit issued recently with some added parts for a torpedo carrying version.



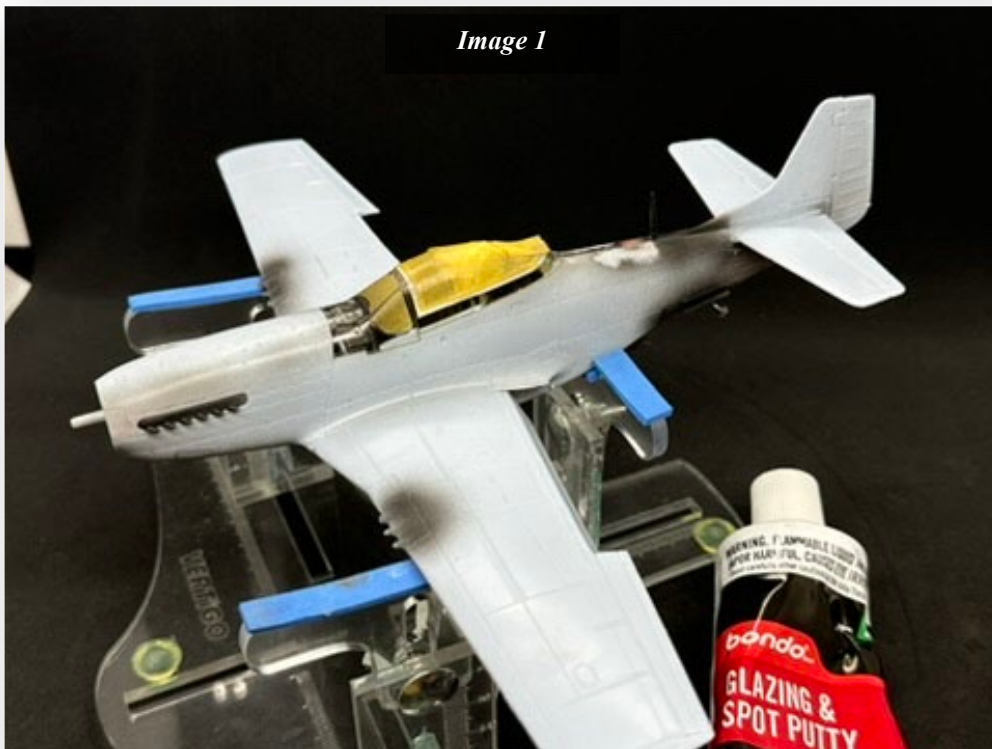
Basic Natural Metal Finish

by Dale Hutchinson

The following method is what I use for a very basic Natural Metal Finish (NMF). This is a very basic and is my approach to most of my NMF. There are many other methods to applying an NMF finish. I continue to keep an open mind and experiment with different methods using different paints (lacquers, acrylics, enamels, etc.) and techniques (tin foil). Approaching an NMF finish can be intimidating. It need not be. The following has worked for me and is very basic that one may want to consider.

Here are the following steps:

1. Address seams with your preferred method. I have used a number of methods to include stretched sprue and CA. In this case, I used Bondo Glazing & Spot Putty (Image 1) that can be found in any auto shop and even Walmart. I like it as it sands very smooth very easily. I first sand it down with 400 wet/dry black sanding paper. I follow it with 600 wet/dry black sanding paper. I then finish it up with my favorite for final stage and that is using a flexi-file #3210 Polisher/Finisher stick. I go over all the seamed areas with the white portion of the stick to eliminate any swirls. I end with polishing with the gray side that results in a shiny glass smooth surface. (Image 1)



2. I then spot prime the seams with Mr. Surfacer 1500 Black (I love this stuff), 50/50 mix with Mr Color Leveling Thinner (MLT), to see if there are any areas I missed--which is often. I then lightly sand over the area with 600 grit wet/dry black sand paper. This fills in any other scratches I may have missed. If needed, I then address these areas with any of the methods in #1 depending on the affected area. I often reapply Bondo, if needed. One can also run Mr. Surfacer 500 along the seam line, if there is still are small imperfections (or ghost seams) in the seam at this point...then sand accordingly.
 - a. Note – Don't be too aggressive with any sandpaper. One does not need to press hard or over-do it. Let the sandpaper do the sanding.
3. I then repeat #2 until the seams are properly addressed. At this stage one may have to re-scribe some missing panel lines or rivets.
4. Once the seams are to my satisfaction, I then spray the entire kit with Mr. Surfacer 1500 Black primer (Image 2). In this stage, I vary sometimes when thinning. If you want a light coat of primer, one can change the mix to 60% MLT with 40% primer. This can provide for a shinier primer surface.
 - a. Side note – The base is important on how it can affect the color of the NMF paint. IMHO, black provides for a richer NMF. If one wants a shinier appearance, ie polished aluminum or chrome, one can use a gloss black over the Mr. Surfacer black primer. This can be tricky as many have had success and challenges finding the right gloss black. Some have had problems with Alclad gloss black not drying properly leaving a sticky non-cured surface. But some have had success using the Alclad. Some have used Tamiya X-1 (including myself) with success. My recommendation is to experiment with what works well for you.
 - b. One can also apply NMF over a gray primer as well...and one can apply directly on bare plastic, but I have had mixed results with



Image 2

5. Once you apply the Mr. Surfacer Black and it has dried (It doesn't take long to dry), you should experience a very smooth surface. For me, I like it even smoother (like glass smooth), so I lightly go over all surfaces with a #4000 grit sanding pad. (Image 3).

Note: Don't be too aggressive with the sanding pad. One does not need to press hard or over do it. Let the pad do the sanding.

Time for the NMF—I most always start my base NMF finish with AK Xtreme Metal Aluminum (AK479). I find AK's pigment to be much richer and goes down well. I even label my bottle #1 in a two-step process (Image 4). Image 5 depicts the first coat of NMF using the Aluminum.

Note: After one begins laying down the NMF, I recommend wearing some sort of glove, so that one does not leave fingerprints behind or cause wear on the finish.



Image 3



Image 4



Image 5

6. Panel Masking--Before I start masking panels with a darker tone for variation, I always spray over the Aluminum with a light coat of clear gloss to seal the paint. I do this for a very important reason. I have found that in some cases when I use Tamiya masking tape over the aluminum, residue from the tape can sometimes be left behind. Cleanup is awful and annoying. To remedy I spray a light coat of either Alclad Aqua Klear Kote (ALC 310 – my current preferred go-to) (Image 6); Alclad Aqua Gloss (ALC 600) (Image 7); or Alclad Clear Base (ALC 303) (Image 8). It dries quick and is very durable.



- a. Note – Alclad used to be my go-to for NMF, but I really like the AK Xtreme Metals. Alclad is still one of my go-to metal paints and I sometimes use it over the AK to get other tonal changes.
- b. Additional note – Please take note that the Alclad Gloss appears cloudy in the bottle and Alclad Clear Base appears yellow. Do not be dissuaded by it. Both go on clear and stay clear.

- 7. After step #7, I let the gloss coat dry. Then mask (Image 9). To get some variation on panels I then use my other go-to for the second paint step—AK Xtreme Metal Dark Aluminum (AK 480). I label the bottle #2 (Image 4). Of course, one can experiment with different tones of AK or Alclad to get a number of different tonal changes.

Note: I used Alclad High Speed Aluminum for the “painted” aluminum on the wings.

- 8. I then hit the model again with a clear coat mentioned in #7.
- 9. Decal your model then clear coat to seal the decals. Please note that the clear coats should not be sprayed too thick...they should be very light coats over the decals.



10. Wash stage – Use your favorite wash method. I vary between using Flory washes and oil washes. There are a variety of other wash methods, and you may use something different. These are just
 - a. Flory washes are water/clay-based and are easily cleaned up with a damp cloth or Q-tip.
 - b. Oil washes are cleaned up with mineral spirits.

Note -- It is recommended that all the aforementioned methods should be used after some sort of clear coat mentioned earlier.

In summary, I'll end where I started.

About Fairchild Airplanes.... ©

...and how the Fairchild that inspired this crude watercolor was the airplane that shaped my life....

Part 1 *by Fred Horky*

In very early 1942 an aviation movie about Canadian bush pilots going off to war named "Captains of the Clouds" starred James Cagney flying, among other planes, a Noorduyn Norseman on floats. It also featured another movie star of the day, Dennis Morgan, with a Fairchild F71 on floats. Recent viewing that movie for the first time in eight decades led me on a nostalgic personal "surf" with several personal links to Fairchild aircraft. The story begins with The Fairchild 71, an airplane with an excellent reputation as a pioneering Canadian bush plane. The full story will be more interesting to aviation and entrepreneurial historians because of the interesting route by which the manufacturer entered the business of building airplanes. Sherman Fairchild was an inventor and innovator in many fields his Semiconductor division is remembered for "...a defining role in the creation of Silicone Valley". His Fairchild Camera and Instrument division was a pioneer in the design and manufacture of aerial mapping camerasin fact, he had diversified into aircraft manufacture with the separate Fairchild Aircraft Corporation mainly because he could not find an aerial platform optimized for his cameras, sturdy and stable enough tgo do aerial map and survey work in the most rugged and wildest places in this world!



Fairchild (continued)

The best-known result of that effort was the Fairchild 71, seen above flying over the wilds of Canada in a still from the “Captains..” movie. Built beginning in the late 1920’s in both the U.S. and a Canadian subsidiary, the “71” became very popular both for the intended aerial photography platform as well as for regular bush plane duties on wheels, floats, or skis.



The type also served both the U.S. Army and RCAF in small numbers. U.S. Air Corps service was as both the C-8 transport and F-1 photo aircraft; sometimes changing back and forth from “C” to “F”, and sometimes with either “X” (experimental) and “Y” (developmental) prefixes. When WWII came, three 1928 vintage civilian-owned airplanes were even drafted (“impressed”) ...with 1942 serial numbers! A somewhat unusual feature of the type was its folding wings, with the wing and strut assemblies hinged to fold straight aft much like the Fiesler Storch did later.

Other Fairchilds Over the years, Fairchild went on to build many thousands of aircraft in many models. My experience with them was limited to three types.

The first Fairchild in my life was the airplane that kick-started my aviation career. It arrived as the airworthy, low-time war surplus Fairchild PT-23 that my older brother Mel and his sidekick buddy purchased for four hundred and fifty dollars. That sum was the aggregate wealth of the two twenty-year old veterans, soon after they had been discharged after The Big War.

The seller had been Robertson Aviation, which at Lambert/St. Louis airport had a long line of surplus trainers for the partners to choose from. It was like a used car lot of surplus trainers “.....only flown to church by a little old lady in Pasadena”. As the annoying fifteen-year-old little brother, I was allowed to tag along on this adventure, but only after being sworn to secrecy with the understanding that I would be dead “.... if you breathe a WORD of this to Mom or Dad!” There wasn’t a chance that I’d squeal on them, but if I had, I think Mel just might have killed me.....

Fairchild (continued)

Robertson was a LONG-time fixture in St. Louis aviation and was the company where on the same airfield twenty years earlier, in 1926, Charles Lindbergh had been the company's chief Air Mail pilot. It had been on one of his St. Louis to Chicago runs, flying one of Robertson's WWI surplus DeHavilland DH-4's, that Lindbergh later wrote in "The Spirit of St. Louis" that he had decided to try to win the Orteig prize by flying the Atlantic from New York to Paris!

Getting back to my brother and his partner, since neither was yet qualified to fly anything, Chuck Edwards, another friend who had been a B-17 pilot in "...the big war" was drafted to ferry the airplane to our hometown airport.

About Fairchild's monoplane primary trainer: it had appeared in 1940, at a time when biplane trainers were still considered the world standard as "ab initio" trainers ...airplanes like the Army's PT-17 "Stearman" (actually, Boeing) and the Naval Aircraft Factory's N3N "Yellow Peril". But as WWII loomed the Army Air Corps, facing a HUGE expansion, had asked industry for new trainer designs.

Fairchild's response was their M62 design; an open-cockpit, tandem-seat monoplane with plywood skinned, all-wood cantilever (unbraced) wing and tail surfaces. The fuselage was a traditional welded steel tube truss structure, partially faired by wood and sheet metal fairings, the remainder covered with fabric. The original design was powered by the Ranger L440(1), a six-cylinder, inverted inline air cooled in-line engine from Fairchild's engine division. That airplane received the USAAC designation of PT-19. When built by Fairchild's Canadian division for the Commonwealth Training Scheme, it became the PT-26 with enclosed cockpits needed for frigid Canadian winters.

A shortage of Ranger engines saw a third basic version powered by the 220 HP R670, a seven-cylinder, radial, air cooled, Continental (2) engine, which in other applications powered many light TANKS and related vehicles!



This picture is NOT the partners' airplane, but a picture of an identical PT-23 found on the internet

Fairchild (continued)

As the little-brother-tagging-along (and not being either a girlfriend or bar buddy) I never actually got to FLY the Fairchild but did get to ride IN it. Once. But I have many happy memories of the airplane: I was given practically unlimited opportunities to crank and engage the engine's inertial starter. (Sort of like Tom Sawyer's friends who felt privileged to help him whitewash Aunt Polly's fence.)

But the bottom-line truth is, that airplane was the catalyst that started life-long careers in aviation for all three of us: the two partners, plus little brother. (Me)



Another photo from the internet of a present-day survivor PT-23.

*Few survive today because of the **early-year** ravages of weather on wooden wings parked outside.*

Today I don't have a single photo of my brother's airplane ...telephones didn't take pictures back then, and anyway I didn't have a phone. Or a camera. So, internet pictures must suffice.

My amateurish watercolor on the right was done from memory: it hangs on my man-cave wall today along with several others equally amateurish paintings of airplanes important to methe T-28 from pilot training, the C-119, and of course my favorite from travels "...from Berlin to Bangkok to Bukavu": the C-130.



Fairchild (continued)

My painting features from memory the name the partners applied to her nose, and the near requisite “nose art”. While no longer a military airplane and far from having ever been a combat type, the new owners thought she had to have nose art and a name! So, she became “Bar Fly II”. (There obviously had never been a Bar Fly 1, but with a Roman number “2” added it just sounded and looked better.) The huge reclining nude on the port side was from a calendar purloined from the partners’ favorite saloon, lovingly cut out and carefully applied with clear dope.



(Please don't be too critical of my first art since grade school eight decades ago: the entire picture is but 8.5 X 11 inches....)

Another personal fond memory is personally having been the proud owner of a very used PT-23 propeller. Replaced because of delamination in the hub of its wooden layers also, a victim of the weatherso all through my high school years I was the proud owner of that old prop hanging on the wall in my room, a clock in the hub. But it somehow vanished after I left for college. It's been over seventy years now and my mother gone for thirty, but I've never quite forgiven her for “losing” my souvenir of that first airplane.



If I had that prop today it would be hanging here in my assisted living “Man-Cave”.

But I’ve rambled, again now, about the next Fairchild!

The first Fairchild that I actually FLEW was the C-119, some sixty-plus-years ago in 1956-1958, right out of pilot training. It was 1956 and the era of post-Korea cutbacks: I felt lucky to get a flying assignment at all. Some of my classmates down the pecking order didn’t get cockpit jobs at all! Flying ANYTHING!



Fairchild (continued)

The dollar-nineteen received a bad rap when as a new type it had been rushed into the Korean War. (The WWII history of the Boeing B-29 and Hawker Typhoon are better examples of what happens when a type is rushed to combat.) The shortcomings of the C-119 became obvious in combat-related accidents. The unexpected war (aren't they all?) exposed a lot of not-fully-developed new technology; with shortcomings highlighted by spares shortages caused by flying combat with spares that had been funded for peacetime-flying rates at the end of long supply line stretching half-way around the world. "New" was Pratt & Whitney's 28 cylinder, R4360 "corn cob" engine driving the new HOLLOW steel blades of the NEW reversible Ham-Standard props they droveand much more.

As usually happens, by the time I flew the airplane beginning in 1956, the biggest problems had been sorted out. Remaining was that it was still a big, fat, ugly, slow, airplane with flight controls "boosted" by human muscle. Not very glamorous, in a "zoomy-zoomy, Big-Bomber-centric" JET Air Force but it did jobs no jet could yet do, like air dropping heavy weapons and vehicles. Just now I checked my Form 5: it shows 1,394.1 "Dollar-Nineteen" hours in a little over two years.



One of my favorite pictures taken in 1957 at Pope AFB at "Airborne Stations Time", 82nd Airborne troops are loading for a formation "troop drop" at nearby Ft Bragg. I had a few minutes before "Air Force Stations Time", so while my copilot did the standard emergency briefing for our troops, I (carefully) clambered out the open (for ventilation: hot day, no A/C) astrodome with my ancient Argus C3 camera. (It's remembered by camera collectors as "The Brick".) But I got my picture while very carefully avoiding heater air intake and exhaust scoops, assorted blade antennas, radio compass loop covers, and the long-wire HF radio and Loran antennas. The 464th Troop Carrier Wing Lightning bolt markings were red for the 776th TCSq, blue for 777th, green for our 778th, and yellow for 779th. Author Al Lloyd featured this photo on the cover of his definitive "C-82 Packet and C-119 Flying Boxcar" book, published by Aerofax in 2005; as well as using many more of my pictures inside.

The next Fairchild flown was the Ugliest of Ducklings, the C-123:

The much-ridiculed Charlie-Ace-Deuce-Treys were delivered in the mid-1950's, but only a few years later this aerial dump truck had almost been laughed out of the active-duty, "...we fly JETS!" Air Force. It was actually programmed for very early, FY1963 retirement from the active Air Force! But then it suddenly found the mission that nobody in the big-bang, zoomy-zoomy Jet Air Force had thought of; combat logistics to short, undeveloped airfields in a "limited war" called Vietnam.



In April 1963 I herded the above-pictured, S*L*O*W, short-range, two-engine device (S/N 54-0651), all the way across the Pacific to 'nam. The mission was a squadron deployment for a "Classified Joint Training Mission". That's what our orders said, anyway, "training". The mission turned out to be my first time at bat (of what became three) in the early innings of the Greater Southeast Asia War Games.

Designed as a short-range combat assault airplane really, developed from the WWII concept of virtual "throw-away" combat assault gliders, but with engines added the type was congenitally incapable of flying in a straight line "hands off" for more than a few secondsand it never had an autopilot. To get across all that water, the range had been extended for the trans-Pacific flight by two 500 gallon "Benson Tanks" bolted to the cargo floor and plumbed into the fuel system with flexible hoses. (The edge of one of the zinc-chromate-painted Benson tanks is seen in the picture below. They looked distressingly like coffins.) They were both needed: on the longest leg of that ten-day saga, I logged an even SIXTEEN HOURS between California and Hawaii!

Fairchild (continued)

At the end of a tow rope behind a C-47, WWII assault gliders hadn't needed navigators. But to get across all that water, the C-123 did, so a navigator station was added as an afterthought: with the "gator" sitting high above the cargo floor on sort of a circus trapeze seat. Navigators soon learned to tie their plotters and pencils to strings so that items that fell off their tiny table could be reeled in, rather than clambering down to retrieve them.

Designed as an austere short-range airplane, it also didn't have the luxury of oil quantity gauges with "Big Round Engines" whose oil consumption is typically measured in gallons per hour!

To get across the "Big Pond", Mother Air Force provided the true "Rube Goldberg" Oil Replenishment System pictured above: a barrel of oil strapped to the side of the airplane in front of the right wheel well; the Sears and Roebuck hand pump seen under Jim Hooper's elbow connected via flexible hose plumbing up through the wing leading edges to modified engine oil tank filler caps in the nacelles.

Of course, without oil quantity gauges we had no idea exactly how much oil was being pumped, but then we didn't know how much each engine had burned anyway.

But the system worked....

In 'nam we soon found that about any perceived shortcoming of the airplane had been redeemed by Fairchild's fortunate selection of two of the best "BRE's" ever built: the eighteen cylinder R2800 of Messrs. Pratt and Whitney.

Actually, Fairchild hadn't designed the airplane: that had been done by engineer Michael Stroukoff at Chase Aviation, in New Jersey. Like fellow Russian expatriate designers, among them Seversky, Sikorski, and Karveli; Stroukoff had fled for his life (to America's eventual great benefit) from the Russian Revolution. Stroukoff had designed the begun the design as one of a series of all-metal assault GLIDER prototypes, designed from the beginning to accept engines, which allowed the (relatively) "cheap" former glider to be more easily recovered and used again ...unlike the thousands of true cargo gliders which had littered invasion fields during World War II.





During his career industrialist Henry Kaiser had been best known for his massive WWII ship building efforts. Later, during the Korean War his companies became a second source for C-119's in the same Willow Run plant in Michigan where Henry Ford had built thousands of B-24's during WWII. (The huge facility was actually government-owned Army Air Force Plant 31.) With his C-119 program ending and Chase having little production capacity, he bought control of Chase, intending to also build C-123's at Willow Run. But with the C-119 program ending under an "cost overrun" investigative cloud, and with both Congress and the Air Force upset with Kaiser's cost history, after only five C-123's the Kaiser program was cancelled and C-123 production given to Fairchild at their Hagerstown, Maryland facility.

http://www.ruudleeuw.com/c119_kaiser-fraser_mystery.htm



Kaiser is perhaps best remembered today for his attempt to challenge Detroit's "Big Three" with his Kaiser automobiles.

Thus, what had begun as an experimental Chase combat assault GLIDER, became a short-range Fairchild combat assault transport that was extremely sturdy, reliable, and capable of absorbing considerable damage, powered by two very dependable BRE's, and capable of delivering a good-sized load albeit slowly.

In Vietnam, our loads were most often "beans and bullets" ...often including "rations on the hoof", just as seen in the movie "Air America": live chickens and ducks in wicker baskets; the occasional pig in a crate. We flew into the most laughable of "runways" up in the mountains. They included an alphabet soup of place names, some of which you have heard: Khe Sanh, A Shau, Gia Vuc, Kontum, Kham Duc, Quang Ngai, Dong Ha ...plus a LOT more you probably haven't heard.

The six-month C-123 combat deployment early in the Vietnam unpleasantness (1963) did include an R&R (Rest and Relaxation) of sorts. For this, two or three crews at a time took their planes "TDY from a TDY" to Thailand for two weeks. There, we were still flying every day, just not getting shot at. That side mission, based out Bangkok took us on supply missions all over that country, mostly supplying USAF and contractor construction cadres at Thai Air Force bases then being vastly expanded for the coming air war "up north". (e.g. the F-105's later at Takhli, Korat, etc.)

Fairchild (continued)

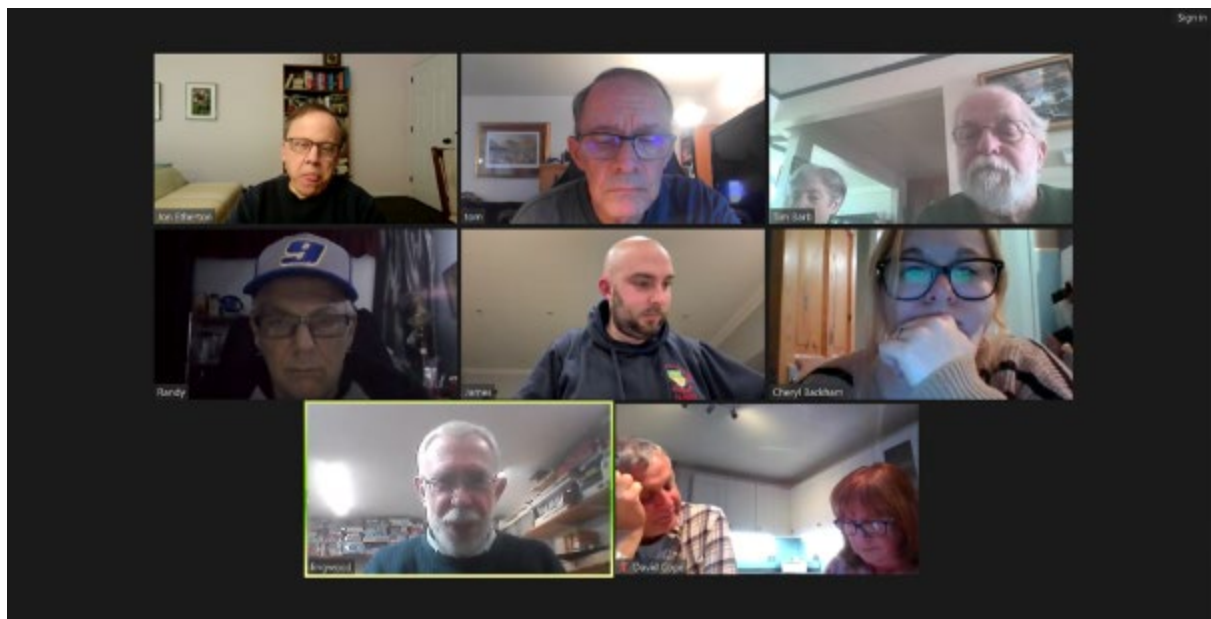
Personally, my only claim to fame from the Bangkok mission was making the very first landing ever by anybody, at NKP (Nakhon Phanom), just after the Navy's Seabees had finished building the runway at that "Secret Base". Directly across the Mekong River from Laos, NKP is about as far northeast (i.e., toward Hanoi) as you can get and still be in Thailand. While the Seabees had been building the new airstrip, to resupply them with perishables, priority supplies, mail, etc.; we had been landing on the town's civil grass runway where the SeaBee tent-city base camp was located. (For more, check near the end of this link

<http://aircommandoman.tripod.com/id26.html>)

That six-month temporary duty squadron "Joint Classified Training Mission" to Vietnam had been from Pope AFB in North Carolina, to Danang. To get there we herded our Charlie Ace Deuce Treys for eighty hours flying time over ten days. This was years before the J85 auxiliary-jets were added to make the C-123B into the C-123K. Even without those jets, there was no pretense of soundproofing, and so besides being ultra-slow all C-123's have always been ultra-noisy. Years later a Veterans Administration doctor saw "C-123" on my records, and without hesitation approved my hearing disability....and the hearing aids that came with it.

Editor: This is a good place to end Part 1. In part 2, Fred takes us through the last production airplane bearing the Fairchild name, a few other notable aircraft from 1932 to the present.

Tips and Share 12 October 2024 Quarterly Meeting with IPMS Staffordshire Moorlands



Tips and Share (continued)

It is too bad it took the horrors of COVID-19 to wake the planet up to the likes of Teams and Zoom. It was not that long ago we would not have imagined us sitting down at our computers in the middle of our Saturday afternoon meeting with good friends on the other side of the Atlantic during their evening. For those who have not joined these quarterly meetings, they are just plain fun. The meeting opened with a bit of time spent catching up with each other since the last meeting and talking about preparing the upcoming Scale Model World show. The discussion included shipment of a particularly important commodity required to be delivered in time for the show. Hostess Tiwnkies. Ask us at the meeting if you are curious.

Taskmaster Jon Etherton allowed the banter to continue only so long before he got us down to “business” and started the slide show of photos submitted by several members.

John “Prof” Lingwood was up first: “75mm figure by Mitches Military Models. The quote on the plinth is taken from Shakespeare's play. The horse was painted in Windsor & Newton artists oils over an acrylic base coat. The metalwork is Humbrol metalcote. Everything else is Vallejo acrylics’



Tips and Share (continued)

John's French Light Horse Lancer: "A 75mm figure by Mitches Military Models. Again, the horse is Windsor and Newton oils over an acrylic base, everything else is acrylic apart from the brass helmet which is true metals wax over a sand yellow acrylic base".



Tips & Share (continued)

John's next share: "Alexandra towing tug Victoria, the rebuild of the wrecked model kit I bought is now complete and is shortly to go to a new owner which should fund my next few ship builds".



And his final share: "These two photos were taken during Bourneville model boat and yacht club's warship open day earlier this year and was the first time these much-modified Matchbox kits had been sailed. As a by the by, Bourneville is a really quite pretty 'model village' just south of Birmingham created by a Quaker family whose name has become synonymous with making chocolate alongside another Quaker family in that locality known for their chocolate. I presume the name Cadbury rings a bell?



Spiraea K08 has been modified from the Matchbox Bluebell kit to show a short focsle Flower converted to long focsle, however the original mercantile-style bridge was retained. Loosestrife K105 has been modified to show pretty much the last iteration of offensive and defensive armament on the standard Flower class hull with extra Oerlikon cannons- both manual and powered mounts for air defence, rocket flares. She was also fitted for towing and minesweeping".

Tips & Share (continued)

Enthusiastic new member Randy Butler contributed from this side of “the Pond”. This is his first or one of his first builds after decades of being away from the hobby and learning of huge amount of products we have been taking for granted over time. His P-47 is not historically accurate. He made a couple of his own modifications to present his WWII P-47 pilot a representation of the Thunderbolt he flew. The period pics are what was left of it after an emergency landing.



Tips & Share (continued)

Cheryl Backham built this fantastic diorama of, well who has not seen “Return of the Jedi”? Cheryl explained her husband did Leia as she is still working on developing her figure painting skills. Does not look to me like she has much further to go.



Karen Cope’s Talos from “Clash of the Titans”. Guess how many colors she used. OK I will answer: 2. I can’t accurately relay her explanation it but if you attended the meeting you know how she did it.



Tips & Share (continued)

David Cope's 1/48 ICM Ju-88C-6b. David explained this kit was excellent – a far cry from the challenges he had to overcome with the Special Hobby He- 177.



Tips & Share (continued)

James Backham's "Captain Price". Apologies to James I had to leave the meeting for a few minutes to attend to an important chore and missed his story. I understand it is related to a game. It is clear, however, that he is a heck of a figure painter.



So much for the November issue except for the following next meeting contest and theme information, chapter officers and volunteers, and of course the form you can use to renew or become a member of IPMS. That is a segway to a reminder that the chapter has an IPMS subsidy benefit. The chapter will cover 2/3 of the \$30 annual membership for up to 3 years. See Jon Etherton at the meeting for details.

See you at our 6 November meeting. November is election month. The present E-board (President, Vice President, and Secretary-Historian) indicated they are willing to continue. However, if you are interested in running for any of those position or are interested in one of the volunteer positions, let Scott, Haagen or Dale know before the meeting.

See you at the November meeting.

November Meeting Program and Contest Special

Program: Vince Mankowski - "Building and Painting Scale Dinosaurs"

Contest Special: Nov 1989 - 35 years ago - Fall of Berlin Wall (Build any vehicle from the end of the Cold War)

Visit the club website at www.novaipms.org and join the club Google group at <https://groups.google.com/forum/#!forum/northernvirginiamodelers>

Both locations will allow you to access the monthly Contest/Program Schedule as well as information about IPMS Northern Virginia Modelers.

We're also on Facebook

<https://www.facebook.com/pages/Northern-Virginia-IPMS>

IPMS NoVA Executive Board and Chapter Volunteers

IPMS Northern Virginia Modelers Chapter Officers

President:

Scott Bricker

Vice President

Haagen Klaus

Treasurer:

Jon Etherton

Secretary/Historian:

Dale Hutchinson

Chapter Contact:

Tom Henderson

IPMS Northern Virginia Modelers Chapter Volunteers

Contest Coordinator:

Mike Monsivaiz

Webmaster:

Mike Fleckenstein

IPMS USA Webpage of the Year for 2017

Newsletter Editor:

Tom Henderson

IPMS R2 2020 Newsletter of the Year
tomhenderson51@verizon.net

Raffle Coordinators:

Randy Corish, Mike Howe

Program Coordinator:

Vacant, volunteer needed

Make and Take Coordinator

Tim Barb

Join IPMS/USA: www.ipmsusa.org

IPMS/USA MEMBERSHIP FORM	
IPMS No.:	Name: _____
Address: _____	First Middle Last
City: _____	State: _____ Zip: _____
Phone: _____	E-mail: _____
Signature (required by P.O.) _____	
Type of Membership <input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86	
<input type="checkbox"/> Junior (under 18 Years) \$17	<input type="checkbox"/> Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? _____
<input type="checkbox"/> Canada & Mexico: \$35	<input type="checkbox"/> Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order
Payment Method: <input type="checkbox"/> Check <input type="checkbox"/> Money Order	
Chapter Affiliation, (if any): _____	
If Recommended by an IPMS Member, Please List His / Her Name and Member Number: _____	
Name: _____	IPMS No.: _____
IPMS/USA	PO Box 1411
Join or Renew Online at: www.ipmsusa.org	Riverview, FL 33568-1411

Upcoming Events

6 November 2024

IPMS Northern Virginia Modelers Monthly Meeting
Sully Government Center
4900 Stonecroft Blvd., Chantilly VA 20151
3501 Lion Run, Fairfax VA 22030

9 November 2024

Washington Armor Club Meeting
Thomas Jefferson Community Library Meeting Room 1
7415 Arlington Blvd (US Rt.50)
Falls Church, VA
10:00 AM to 1:00 PM

19 November 2024

IPMS DC Meeting
Nancy H. Dacek North Potomac Community Rec Ctr
13850 Travilah Rd. Rockville, MD 20850
6:30-8:45pm

20 November 2024

IPMS Northern Virginia Tips and Share Zoom Meeting

20 November 2024 (not a typo 3rd Wed this month)

National Capital Model Soldier Society (NCMSS)
Monthly meeting
Thomas Edison High School Room E-112
5801 Franconia Rd.
Alexandria, VA 22310

22 February 2025

IPMS Richmond Old Dominion Open
Richmond Raceway Complex
The Old Dominion Building
600 E. Laburnum Ave.
Richmond, VA 23222

BeachCon 2025

General Robert H. Reed Rec Center
800 Gabreski Lane
Myrtle Beach, SC

12 April 2025

IPMS Northern Virginia Model Classic 2025
Fairfax High School
3501 Lion Run
Fairfax VA 22030

2025 Old Dominion Open Scale Model Show & Contest

Saturday, February 22

80 Model Contest Categories
Extensive Vendor Marketplace
Huge Modeler's Drawing
On-site Food Vendor

1st, 2nd & 3rd place awards for each category, plus these special awards:
Judges' Best In Show • Best Junior
Best Aircraft • Best Automotive • Best Diorama • Best Figure
Best Gundam • Best Maritime • Best Military Vehicle
Best Real Space & Sci-Fi

Doors open at 8:00 a.m.
Model Registration:
8:30 a.m. - 12:00 p.m.
Judging Starts at 12:30 p.m.

Richmond Raceway Complex
The Old Dominion Building
600 E. Laburnum Ave.
Richmond, VA 23222

Model Entry (cash only): \$20 for up to 20 models
General Admission (cash only): ages 13 & older: \$10.00 / ages 12 & under: free

General inquiries, please contact Bob Walls: robwalla2@comcast.net

IPMSRVA.org

GRAND STRAND SCALE MODELERS

Presents

Show Theme

The Pacific War

Saturday, March 29, 2025 9am - 4pm
General Robert H. Reed Recreation Center
800 Gabreski Lane, Myrtle Beach, S.C.

General Admission:
\$5.00 Single Adult (18 and older)
\$8.00 Family

Contestants
\$14.00
(collected in advance of models)

Juniors
(17 & under)
and
Active Duty Military
(with ID)
FREE

Vendor Tables
6' Table - \$38.00
8' Table - \$48.00

Award Sponsorships:
Category Medallions \$30
Best of Class Trophy \$49
Best of Show Trophy \$59

SUPER Raffle!

Scan for show website

On Site Food Concession!

Pat Coleman
182 Oak Hollow Rd.
Myrtle Beach, SC 29529
616-236-2256

Joe Thompson
2560 Laneswood Rd. Unit
2034 29524-1416

Rich Barrett
5032 W. 8th St.
Myrtle Beach, SC 29576
252-449-9818

For more information please visit:
www.grandstrandmodels.org