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Preflight
Submitted by Bob Niemiec

This will be our last meeting before ValleyCon. The meeting notes covered the February meeting well and I'm sure there will be some last minute tweaking this month.

As I'm sure you noticed Tony's Fury got it's own article even though it appeared in On The Table. The amount of modifications listed warranted the extra article. I felt there was just too much info to stick in On The Table.

Interesting Links is back along with a pilot's reminiscences from Hal.

Our next meeting will be on Thursday, March 5, 2015 at the First Congregational Church in West Springfield, starting at 7 PM. I'll be present barring any unforeseen issues.

Meeting Notes
Submitted by Al LaFleche

Our February meeting was postponed due to weather and held on a very cold night. This may have contributed to only about a dozen members being present.

Most of the formal session involved planning for the contest. Several sponsorships were collected and several more were promised. We are sold out of vendor space and a waiting list has been started.

It was noted that our member, Ron Champagne of Chicopee, passed away during the previous month. Our condolences go out to his family.

Please make every effort to attend the club meeting next Thursday at 700 pm at the First Congregational Church hall on Lathrop Street in West Springfield. This is our last meeting before the contest. Bring in any sponsorship money you have collected, or at least a listing of sponsors from whom you have commitment. At this point, we have about 10 categories that could use sponsors. Thanks to everyone who has sponsored a category or collected a sponsorship.

Don will be going over the judging roster and final details will be discussed. As you may know, we have sold out all our vendor spaces and I have a waiting list in place should there be any cancellations.

For the contest, remember we are hoping to have a large non competitive display area featuring our work (and awards, if applicable) to celebrate the contest's 25th anniversary.

On The Table
Show-and-Tell from the Last Meeting

- **Walt Damon:** Humpty Dumpty flat; scale and manufacturer unknown; work in process; attempt at sculpting flat into frame.
- **Walt Damon:** 1/9 scale Life Miniatures Churchill bust; conversion from Monty to Churchill.
- **Pete Dawson:** 1/48 scale Boulder Valley Models shorty caboose; scratch built brake actuators.
- **Tony Kuralowicz:** 1/72 scale Emhar FJ-4B Fury; details will be added as a separate article.
- **Al LaFleche:** 1/35 scale Tamiya M792 Gama Goat ambulance; added gas, brake and clutch (scratch).
- **Al LaFleche:** 1/35 scale Tamiya Gama Goat; added tow eyes, winch chain, gerry can with straps, fire extinguisher (scratch), gas, brake and clutch (scratch), tie downs (scratch).
- **Jack Maynard:** 1/25 scale 1966 Chevy Nova; work in progress.
- **Bob Rys:** 1/72 scale Fujimi OA-4M; out of box.
- **Bob Rys:** 1/72 scale Fujimi TA-4J; out of box with decals from the spares box.
- **Wayne Weatherwax:** 1/72 scale HobbyBoss Dora gun barrel.

Those were the days, my friend.....
Submitted by Hal Marshman, Sr.

This is pretty much the way it was. Friday nights at the club could get pretty wild. Some of this language is pretty raw, but most of it occurred before the wives got to the club...and after they left. And to think...we got paid to fly!!! But, we got the job done and our country remained FREE! And...we often forget those who made it possible....

As we get older and we experience the loss of old friends, we begin to realize that maybe we bullet proof pilots won't live forever, not so bullet proof anymore. We ponder . . if I were gone tomorrow did I say what I wanted to my Brothers. The answer was 'No!' Hence, the following few random thoughts. (Continued on [page 2](#))

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(Those wer the days, my friend - Continued from [page 1](#)) When people ask me if I miss flying, I always say something like, “Yes! I miss the flying because when you are flying, you are totally focused on the task at hand. It’s like nothing else you will ever do (almost).” But then I always say, “However, I miss the Squadron and the guys even more than I miss the flying.”

Why you might ask? They were a bunch of Aggressive, Wise ass, Cocky, Insulting, Sarcastic Bastards in smelly flight suits who thought a funny thing to do was to fart and see if they could clear a room. They drank too much, they chased Women, they flew when they shouldn’t, they laughed too loud and thought they owned the Sky, the Bar, and generally thought they could do everything better than the next guy. Nothing was funnier than trying to screw with a buddy and see how pissed off they would get. They flew planes and helos that leaked, that smoked, that broke, that couldn’t turn, that burned fuel too fast, that never had autopilots or radars, and with systems that were archaic next to today’s new generation aircraft. All true!

But a little closer look might show that every guy in the room was sneaky smart and damn competent and brutally handsome! They hated to lose or fail to accomplish the mission and seldom did. They were the laziest guys on the planet until challenged and then they would do anything to win. They would fly with wing tips overlapped at night through the worst weather with only a little red light to hold on to, knowing that their Flight Lead would get them on the ground safely. They would fight in the air knowing the greatest risk and fear was that another fighter would arrive at the same six o’clock at the same time they did. They would fly in harm’s way and act nonchalant as if to challenge the grim reaper.

When we went to another base we were the best Squadron on the base as soon as we landed. Often we were not welcomed back. When we went into an O’Club we owned the bar. We were lucky to have the Best of the Best in the Military. We knew it and so did others. We found jobs, lost jobs, got married, moved, went broke, got rich, broke something and the only thing you could really count on was if you really needed help, a fellow Pilot would have your back.

I miss the call signs, nicknames, and the stories behind them. I miss getting lit up in an O’Club full of my Buddies and watching the incredible, unbelievable things that were happening. I miss the Crew Chiefs saluting as you taxied out the flight line. I miss the lighting of the afterburners, if you had them, especially at night. I miss the going straight up and straight down. I miss the Cross Countries. I miss the dice games at the bar for drinks. I miss listening to BS stories while drinking and laughing till my eyes watered.

I miss three man lifts. I miss naps in the Squadron with a room full of Pilots working up new tricks to torment the sleeper. I miss flying upside down in the Grand Canyon and hearing about flying so low boats were blown over. I miss coming into the break hot and looking over and seeing three wingmen tucked in tight ready to make the troops on the ground proud. I miss belches that could be heard in neighboring states. I miss putting on ad hoc Air Shows that might be over someone’s home or farm in far away towns.

Finally I miss hearing DEAD BUG being called out at the Bar and seeing and hearing a room of Men hit the deck with drinks spilling and chairs being knocked over as they rolled in the beer and kicked their legs in the air, followed closely by a Not Politically Correct Tap Dancing and Singing spectacle that couldn’t help but make you grin and order another round!

I am a lucky guy and have lived a great life ! One thing I know is that I was part of a special, really talented bunch of guys doing something dangerous and doing it better than most. Flying the most beautiful, ugly, noisy, solid aircraft ever built. Supported by ground troops committed to making sure we came home again! Being prepared to fly and fight and die for America. Having a clear mission.

Just Having Fun.

We box out the bad memories from various operations most of the time but never the hallowed memories of our fallen comrades. We are often amazed at how good war stories never let the truth interfere and they get better with age. We are lucky Bastards to be able to walk into a Squadron or a Bar and have Men we respect and Love shout out our names, our call signs, and know that this is truly where we belong. We are Pilots. We are Few and We are Proud.

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Interesting Links Various contributors

WW2: The First Motion Picture Unit Army Air Forces (1943)

A documentary showing the functions of the Army Air Corps' First Motion Picture Unit, which made training and inspirational films for the Army Air Force during the Second World War.

https://www.youtube.com/watch?v=AsFO3WjJsXA&feature=em-subsub_digest

LOCKEED A-12 Early version of the Blackbird or SR-71.

This is neat, A-12. From the early 60s - Really good! With wide load trailer full of A-12.

http://www.roadrunnersinternationale.com/transporting_the_a-12.html

360-degree virtual tour: Battleship Iowa

<http://www.latimes.com/visuals/photography/la-tr-battleship-iowa-pano-htlmstory.html>

WW2: Battle Wreckage (1944)

Motivation film on the wartime demand for steel

(Continued on [page 3](#))

<https://www.youtube.com/watch?v=hg9YPfK5M&feature=em-sub digest>

NEAM panoramas

http://neam.org/index.php?option=com_content&view=article&id=852

You might get a kick out of watching how the "Blues" performed in the fifties.

Here is some footage of the Blue Angels in black & white. Carl

<https://www.youtube.com/watch?v=Mv7wvrTK61E&feature=youtu.be>

Welcome to the GM tunnel of love in Detroit.

Even the public and the media aren't allowed in this building. Very few people know it exists.

http://www.youtube.com/watch_popup?feature=endscreen&=R=1&v=RvVmDsWnMOK

WW2: Diary of a Sergeant (1945)

Harold Russell, an American soldier who lost his hands in a training accident, tells the story of his medical rehabilitation at Walter Reed Army Medical Center in Washington DC, how he and his fellow amputees at the hospital at first despaired and then found new hope in the prostheses and training available to amputees through the Army's medical corps.

<https://www.youtube.com/watch?v=I4ryvwZin74&feature=em-sub digest>

North American FJ-4B Fury Submitted by Tony Kuralowicz



Tony Kuralowicz - FJ-4B Fury

- Removed all raised panel lines and re-scribed new panel lines
- Styrene filler was used to widen the fuselage to match the width of the canopy and tail hook insert
- Shortened horizontal stabilizers to correct length
- Enlarged front intake
- Scratch built instrument panel & control stick
- True Details ejection seat used. Added ejection rings & other details to the seat
- Fabricated new starboard & port lateral intakes
- Removed molded rear port & starboard speed brakes. Used thin styrene to fabricate new ones
- Rebuilt the kit rudder. External stiffeners were molded only on one side
- Added contour dash under the windscreen
- Vacuum formed a new canopy in lieu of thick kit canopy
- Added fuel vent tube at the rear of the rudder and a tail skid
- Scratch built canopy opening mechanism to pose canopy open
- Brake lines were added to the landing gear
- Used brass tube for the exhaust and long needle for the re-fueling probe
- Epoxy was used for navigation lights and tip or refueling probe
- Dry transfers used to compliment kit decals
- Tamiya acrylics and Model Master metalizer paints



Jack Maynard - 1966 Chevy Nova



Wayne Weatherwax - Dora gun barrel



Al LaFleche - M561



Bob Rys - TA-4J Skyhawk



Bob Rys - A-4M Skyhawk



Al LaFleche - M792



Pete Dawson - Shifty Caboose



Walt Damon - Churchill bust



Walt Damon - Humpty Dumpty