



MONTHLY NEWSLETTER

Issue: February 2020

Vol 2020-02

From the President's Desk

My Fellow Modelers,

On the modeling front, I would like to build on last month's themes of judging and contributions to the club. Several of us attended the Mad City Modelers show in Madison last weekend, and it was definitely worth the trip. They had a last-minute venue change due to the hotel being sold (bad omen?), but the Alliant Center was an excellent choice, and hopefully their new home. There was the typical assortment of vendors, some familiar to us and some unique to Mad City; a good number of models on the contest tables; and a pretty nice two-tiered raffle. I volunteered to judge, and as always, I am glad that I did. Several of the categories assigned to our group were Armor, and that's definitely not in my wheelhouse. But that's where I learned the most, and also was able to add a dimension to the 3-man judging team based on my experience judging planes and cars. We each saw different things, positive and negative, and the combined evaluation from three different judges led to a ranking that I feel was fair and just, or at least defensible. And kudos to Steve Day for stepping up and being volunteered to judge Sci-Fi, not because it was out of his wheelhouse but because he's an old pro and they needed one on the team.

We will be doing a judging demo at the March meeting, focusing on figures because that's the Show-and-Tell topic. If you have some figures, whether good or bad or in between, bring 'em in. And if they were ever entered in a contest, even better. The point is to not only show off the work you've done, but to help all of us recognize what makes one figure a Gold and another a Bronze or a pat on the back, and share the techniques so we can try them out and build on them and share those results. It's how we all grow as modelers.

Speaking of sharing techniques, we have a lot of resources available to the club which some feel are underappreciated. Our website has links to Newsletters containing all sorts of interesting information, and Articles written by members on various topics.

I would like to add to our selection and will address that with the members to see if they agree. If anyone has something they'd like to add, please let us know. Additionally, we have Demos at many of the meetings, which typically involve someone taking the time to prepare a demonstration of a particular skill or technique or a new tool or something of interest to modelers. Some are more of a presentation describing a personal experience and/or a historical event. They are always relevant, always interesting, and I encourage members to stick around and pay attention and not talk during the Demos.

And finally, there is the information presented in Show and Tell. While some may tend to ramble on interminably, there is generally something of interest in everything on the table. It's a great way to introduce what you brought in, go over some details of the kit or its significance, and hopefully trigger some questions during the presentation or a more detailed conversation during the break or after the meeting. While there is instant feedback for Show and Tell, what I would like to encourage is more feedback to those who write the articles and newsletter, and more consideration for those giving the demos. They are all valuable resources that we should not take for granted.

I also want to address the current state of concern that is gripping the nation, threatening to hurl us into a global recession. Though preventive measures taken may seem draconian, they are necessary to mitigate the risk and avoid long-term disaster, even at the expense of short-term prosperity. I assure you though, the Shizuoka Hobby Show will return next year with a vengeance! The Tamiya factory tours will resume in a few months! And production of kits and supplies is already ramping back up to pre-quarantine levels, with plenty of inventory still on shelves and in warehouses. We will survive this. (continued)

Inside This Month

Officers Comments
Show-and-Tell
Upcoming Events

On a serious note, due to the very real risk that viruses pose to our more “experienced” members, I do want to encourage everyone to follow the procedures that have been recommended to prevent the spread of not just coronavirus, but any virus – washing your hands, avoid shaking hands, using hand sanitizer, and avoiding touching your face.

Oh, and if you can get away with it, consider using “self-quarantine” as an excuse to hunker down and build more models!

Happy Modeling,

John Novak
President

February 2020 Meeting Recap and Other News

About 20 members attended the February 14 meeting. President John Novak brought the meeting to order. He asked those in attendance to make sure that their email addresses are up-to-date to ensure that they will receive the Newsletter. He emphasized that we need to get more people involved in judging at our annual show, and that those who have judged in the past get familiar with being able to judge various categories. John suggested that members should consider volunteering to judge at other shows in order to gain experience. He then went over the Treasurer’s report (Treasurer Hector Colon was not in attendance). Our club is financially strong. Ihor Hlohowskyj mentioned that we will be back at the Holiday Inn for our 2020 Show which will be held on November 7 (the recent Newsletter listed that the November Show was scheduled for November 14 – this will be corrected in future Newsletters).

Club members then discussed the models they brought in for show and tell. For his show and tell, Keith Ward brought copies of the articles he has written for past Newsletters. He lamented that he has received little to no feedback on those articles. This led to a discussion on this topic. Those members that provide “how to” and other articles to the Newsletter devote a lot of time and effort to do that for the benefit of other club members. The bottom line is that we should let those that contribute such articles know that the articles are being read and appreciated. Following the show and tell, Ihor demonstrated two methods to mask canopies for painting and Steve Day showed his technique for rusting train cars. Their methods are applicable for other modeling applications such as masking windows on cars and buildings and rusting armor, metal roofs, and so forth.



2020 Club Officers

President: John Novak
j.novak@comcast.net

Vice-President: Bob Fryszak
rfryszak@luc.edu

Secretary: Bill Vinikour
wvinikour@comcast.net

Treasurer: Hector Colon
hcolon@yahoo.com

Club Store:
<https://butchohare.qbstores.com/>

Club Web Site
www.butchoharemodelers.com

Quick Link Newsletters
www.butchoharemodelers.com/latest-newsletter.php

Drop in to the Next Meeting:

March 13, 2020 at:
St. Paul's United Church of Christ
5739 Dunham Road
Downers Grove, IL
Start: 7:30 PM

Date	Theme	Demo/Guest
January 10	Annual Membership	tbd
February 14	On the Bench/Unfinished	Rust (Steve Day) Masking Canopies (Ihor)
March 13	Anything with Figures	Figure Judging
April 10	Sci-Fi and Fantasy	Sci-fi/Fantasy/Real Space Judging
May 8	Anything Roaring 20's Related	Lighting Models (Bob Fryszak)
June 12	NATO/Eastern Bloc	Bay of Pigs (George Garcia)
July 10	North Africa WW II	Scenery Techniques (Bill Vinikour)
August 14	Anything 1950s Related	TBD
September 11	Middle East	Aircraft Judging
October 9	WW II Pacific Island Hoping	Armor Judging
November 7	38 th Annual Show	Annual Show
December 11	What you got last Christmas/Hanukkah and BOH Annual Christmas Party and Show Recap	White Elephant Gift Exchange



February Show-and Tell

On the Bench/Unfinished

	Bill Vinikour	1/1 <i>Psittacosaurus</i>, Cretaceous Creations
	Dick Beemer	1/72 Roman Warship, I MIA
	Ihor Hlohowskyj	1/35 Panzer IV D, Dragon; 1/72 Blohm und Voss BV-138, Squadron
	George Garcia	1/48 MiG 3, Trumpeter and Nakajima A6M2 Rufe, Tamiya
	Steve Day	1/160 N-scale planes
	Butch Benja	1/48 T-34, Minicraft; 1/72 Extra 300, Breagan
	Carl Knable	1/72 Sikorsky S-43, Sword, and RF-4B, Esci; 1/72 Electra, Minicraft
	Mike Knowski	1/35 M3 Halftrack, Schwimmwagen, and Jagdpanther, Tamiya; 1/35 Panzer II Lynx, Ark; 1/35 Sd.Kfz 10, Italeri; 1/25 Little Red Wagon, Lindberg
	Bob Fryszak	1/96 USS Constitution, Revell
	Mike Ferguson	1/25 1960 Chevy Impala, Monogram

February Show-and Tell

On the Bench/Unfinished

	Don Grajek	Ship/plane photograph album from museums in So. California
	Jim Pinc	1/25 1940 'Curly Gasser' Willys, AMT
	John Bishop	1/35 V-2 and Meillerwagen, Takom
	Keith Ward	Ward's Workshop Book

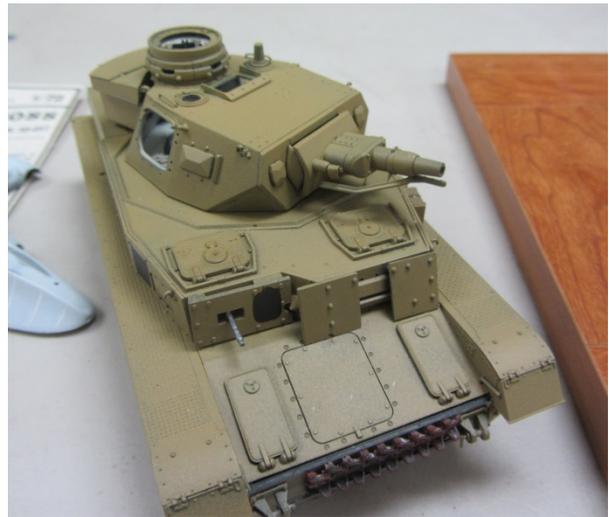
Bill Vinikour – 1/1 *Psittacosaurus*



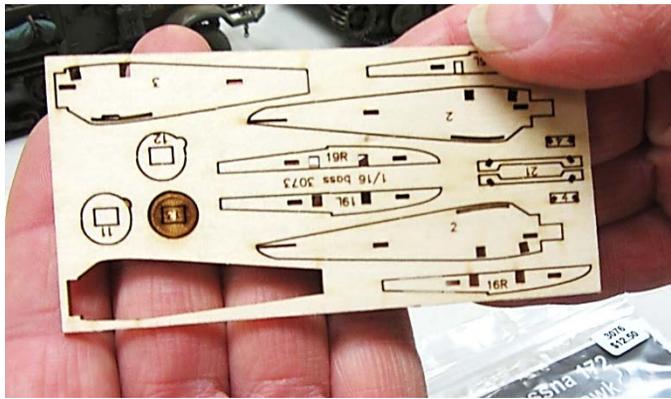
Dick Beemer – 1/72 Roman Warship



Ihor Hlohowskyj – 1/35 Panzer IV D; 1/72 Blohm und Voss BV-138



Steve Day – 1/160 N-scale Planes



George Garcia – 1/48 MiG-3 and Nakajima A6M2 Rufe



**Carl Knable – 1/72 Sikorsky S-43;
Phantom RF-4B, and Electra**



Butch Benja – 1/48 T-34; 1/72 Extra 300L



Mike Knowski – 1/35 M3 Halftrack, Sd. Kfz 10



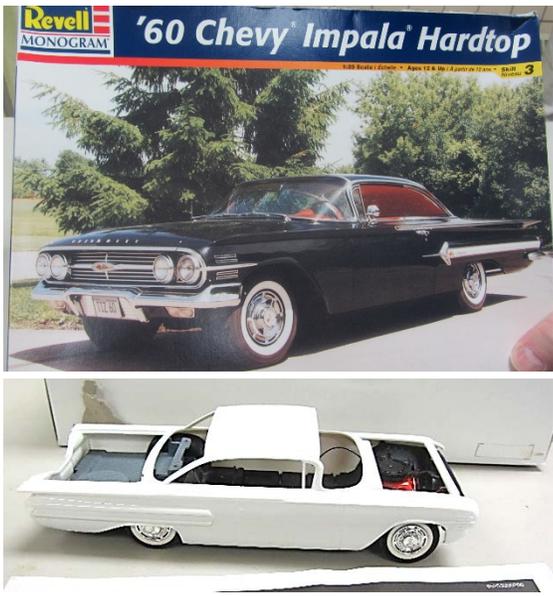
**Mike Knowski – 1/35 Schwimmwagen, Jagdpanther, Panzer II Luchs;
1/25 Little Red Wagon**



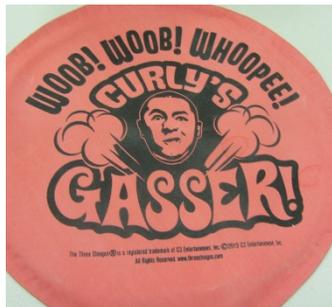
John Bishop – 1/35 V2 and Meillerwagen



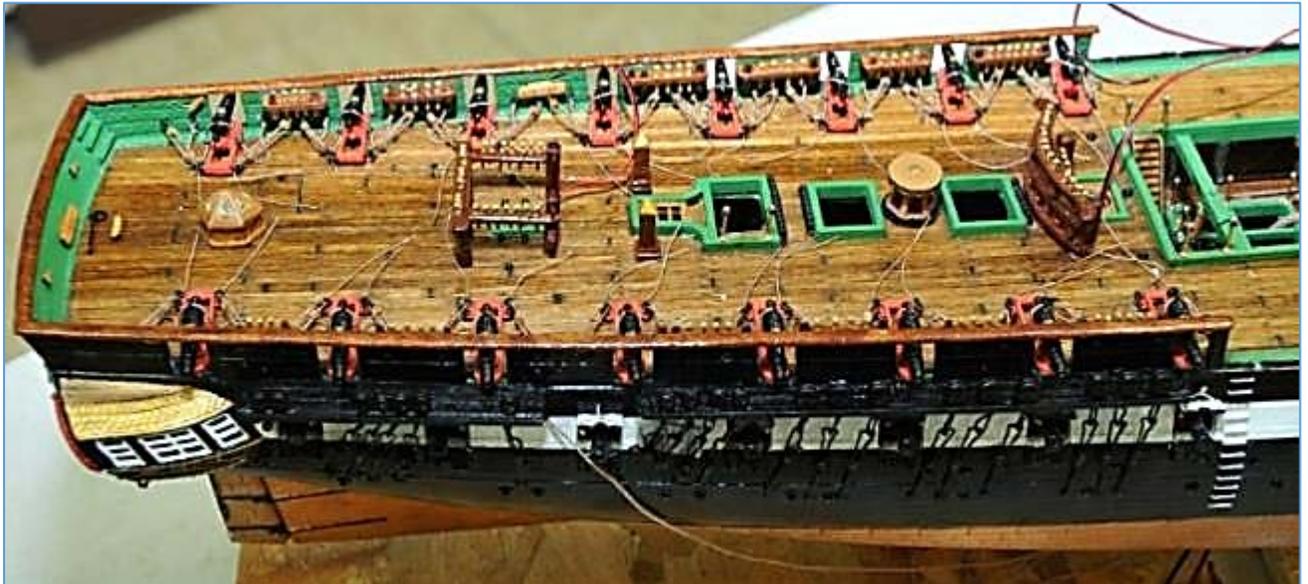
Mike Ferguson – 1/25 1960 Impala



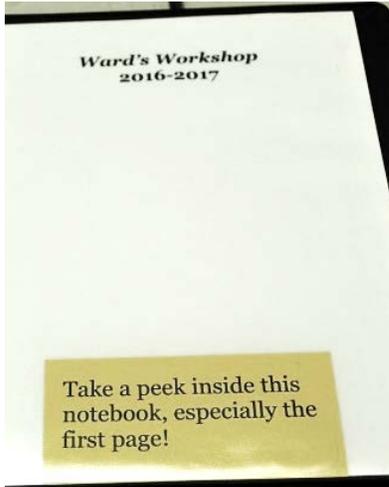
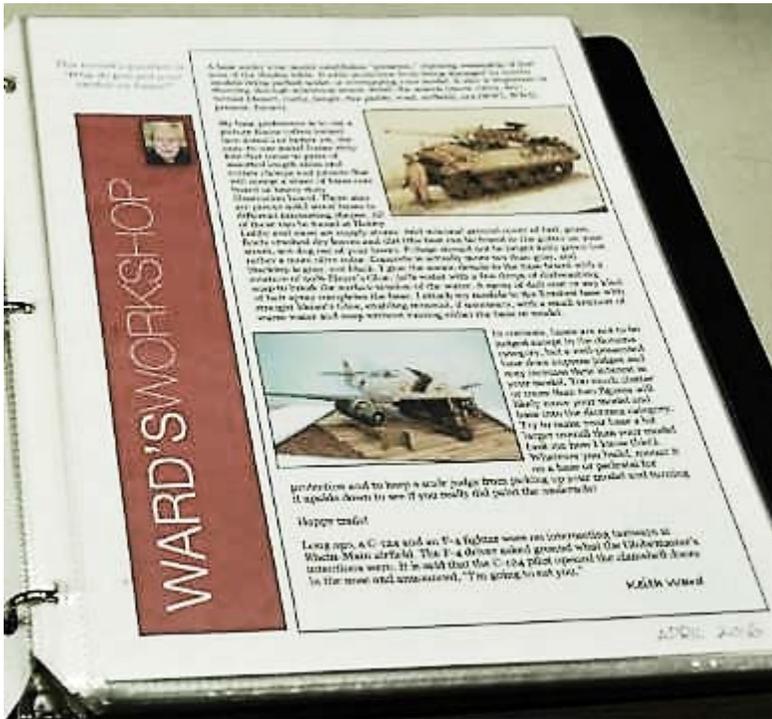
Jim Pinc – 1/25 Curley Gasser



Bob Fryszak – 1/96 USS Constitution



Keith Ward – Ward’s Workshop Book



Don Grajek – So. California Museums - Ship and Plane Photo Album



Canopy Masking and Rust Weathering Demos



Modern United States Navy Carrier Air Operations – Part 2

Stan Kurcz

Flight Operations - Officers

Air Officer



Also known as the air boss, the air officer (along with his assistant, the miniboss) is responsible for all aspects of operations involving aircraft including the hangar deck, the flight deck, and airborne aircraft from the carrier. From his perch in Primary Flight Control (PriFly, or the "tower"), his assistant and he maintain visual control of all aircraft operating in the carrier control zone (surface to and including 2,500 feet

(760 m), within a circular limit defined by 5 nautical miles (9.3 km; 5.8 mi) horizontal radius from the carrier), and aircraft desiring to operate within the control zone must obtain his approval prior to entry. This officer is typically a Commander and is normally a former CVW squadron commander who was not selected for major command.

The normal working jersey color of an air boss is yellow, but an air boss may wear any color jersey he pleases, as he represents everyone working on the flight deck, hangar bay, and aviation fuels personnel.

Catapult Officer



Also known as shooters, catapult officers are naval aviators or naval flight officers and are responsible for all aspects of catapult maintenance and operation. They ensure that wind (direction and speed) is sufficient over the deck and that the steam settings for the catapults will ensure that aircraft have sufficient flying speed at the end of the stroke. They are also responsible for signaling to the pilot that he or she may take off.

Aircraft Handling Officer

Also known as the aircraft handler (ACHO, or just handler), the ACHO is responsible for arrangement of aircraft about the flight and hangar decks. The handler is charged with avoiding a "locked deck", where too many misplaced aircraft are around such that no more can land prior to a rearrangement. The handler works in Flight Deck Control, where scale-model aircraft on a flight deck representation are used to represent actual aircraft status on the flight deck.

Aircraft Directors

Aircraft directors, as their name implies, are responsible for directing all aircraft movement on the hangar and flight decks. They are enlisted aviation boatswain's mates. They are colloquially known as "bears" and those who work in the hangar go by the term "hangar rats". On some carriers, commissioned officers known as flight deck officers also serve as aircraft directors. During flight operations or during a flight deck "respot", typically about 12-15 yellowshirts are on the flight deck, and they report directly to the "handler". Although aircraft directors are often used at airports ashore, their function is particularly crucial in the confined flight deck environment where aircraft are routinely taxied within inches of one another, often with the ship rolling and pitching beneath. Directors wear yellow and use a complex set of hand signals (lighted yellow wands at night) to direct aircraft.

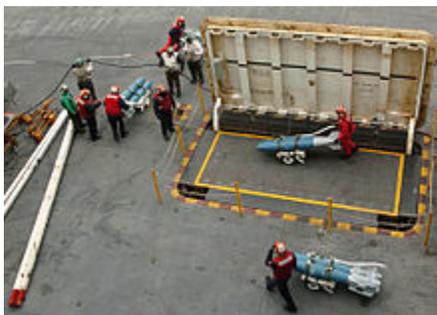
Landing Signal Officer

The landing signal officer (LSO) is a qualified, experienced pilot who is responsible for the visual control of aircraft in the terminal phase of the approach immediately prior to landing. LSOs ensure that approaching aircraft are properly configured, and they monitor aircraft glidepath angle, altitude, and lineup. They communicate with landing pilots by voice radio and light signals.

Arresting Gear Officer

The arresting gear officer is responsible for arresting gear operation, settings, and monitoring landing area deck status (the deck is either "clear" and ready to land aircraft or "foul" and not ready for landing). Arresting gear engines are set to apply varying resistance (weight setting) to the arresting cable based on the type of aircraft landing.

Cyclic operations



Cyclic operations refers to the launch and recovery cycle for aircraft in groups or "cycles". Launching and recovering aircraft aboard aircraft carriers are not conducted concurrently, and cyclic operations are the norm for U.S. aircraft carriers. Cycles are generally about one and a half hours long, although cycles as short as an hour or as long as an hour and 45 minutes are not uncommon. The shorter the cycle, the fewer aircraft can be launched/recovered; the longer the

cycle, the more critical fuel becomes for airborne aircraft.

"Events" are typically made up of about 12–20 aircraft and are sequentially numbered throughout the 24-hour fly day. Prior to flight operations, the aircraft on the flight deck are arranged ("spotted") so that Event 1 aircraft can easily be taxied to the catapults once

they have been started and inspected. Once the Event 1 aircraft are launched (which takes generally about 15 minutes), Event 2 aircraft are readied for launch about an hour later (based on the cycle time in use). The launching of all these aircraft makes room on the flight deck to then land aircraft. Once Event 2 aircraft are launched, Event 1 aircraft are recovered, fueled, rearmed, respotted, and readied to be used for Event 3. Event 3 aircraft are launched, followed by the recovery of Event 2 aircraft (and so on throughout the fly day). After the last recovery of the day, all of the aircraft are generally stored on the bow (because the landing area aft needs to be kept clear until the last aircraft lands). They are then respotted about the flight deck for the next morning's first launch.

Classification of Departure and Recovery Operations

Departure and recovery operations are classified according to meteorological conditions into Case I, Case II, or Case III.

- Case I occurs when flights are anticipated to not encounter instrument conditions (instrument meteorological conditions) during daytime departures/recoveries, and the ceiling and visibility around the carrier are no lower than 3,000 feet (910 m) and 5 nautical miles (9.3 km; 5.8 mi), respectively. Maintaining radio silence, or "zip lip", during case-I launches and recoveries is the norm, breaking radio silence only for safety-of-flight issues.
- Case II happens when flights may encounter instrument conditions during a daytime departure/recovery, and the ceiling and visibility in the carrier control zone are no lower than 1,000 feet (300 m) and 5 nautical miles (9.3 km; 5.8 mi), respectively. It is used for an overcast condition.
- Case III exists when flights are expected to encounter instrument conditions during a departure/recovery because the ceiling or visibility around the carrier is lower than 1,000 feet (300 m) and 5 nautical miles (9.3 km; 5.8 mi), respectively, or for night departures/recoveries.

Launch operations

Before launch

About 45 minutes before launch time, flight crews conduct walk-arounds and man assigned aircraft. Around 30 minutes prior to launch, preflight checks are conducted, and aircraft engines are started. Roughly 15 minutes prior to launch, ready aircraft are taxied from their parked positions and spotted on or immediately behind the catapults. To assist the launch, the ship is turned into the natural wind. As an aircraft is taxied onto the catapult, the wings are spread, and a large jet blast deflector panel rises out of the flight deck behind the engine exhaust. Prior to final catapult hookup, final checkers (inspectors) make final exterior checks of the aircraft, and loaded weapons are armed by ordnancemen.

Catapult launch

Catapult hook up is accomplished by placing the aircraft launch bar, which is attached to the front of the aircraft's nose landing gear, into the catapult shuttle (which is attached to the catapult gear under the flight deck). An additional bar, the holdback, is connected from the rear of the nose landing gear to the carrier deck. The holdback fitting keeps the aircraft from moving forward prior to catapult firing. In final preparation for launch, a series of events happens in rapid succession, indicated by hand/light signals:

- The catapult is put into tension whereby all the slack is taken out of the system with hydraulic pressure on the rear of the shuttle.
- The pilot is then signaled to advance the throttles to full (or "military") power, and he takes his feet off the brakes.
- The pilot checks engine instruments and "wipes out" (moves) all the control surfaces.
- The pilot indicates that he is satisfied that his aircraft is ready for flight by saluting the catapult officer. At night, he turns on the aircraft's exterior lights to indicate he is ready.
- During this time, two or more final checkers are observing the exterior of the aircraft for proper flight control movement, engine response, panel security, and leaks.
- Once satisfied, the checkers give a thumbs up to the catapult officer.
- The catapult officer makes a final check of catapult settings, wind, etc. and gives the signal to launch.
- The catapult operator then pushes a button to fire the catapult.

Once the catapult fires, the hold-back breaks free as the shuttle moves rapidly forward, dragging the aircraft by the launch bar. The aircraft accelerates from zero (relative to the carrier deck) to about 150 knots (280 km/h; 170 mph) in about 2 seconds. Typically, wind (natural or ship motion generated) is blowing over the flight deck, giving the aircraft additional lift.

Upcoming Events: March - May 2020

March 14, KCCON 2020. Kansas City, MO. IPMS/Great Plains Chapter, IPMS/KC AMPS.
<https://calendar.ipmsusa3.org/event/kccon-2020>

March 14, Semmex. Clinton Township, MI. IPMS Warren. <https://calendar.ipmsusa3.org/event/semmex-2>

March 21, 13th Annual South Central Modelers Show and Contest. Fairmont, MN. IPMS/South Central Modelers.
<https://calendar.ipmsusa3.org/event/13th-annual-south-central-modelers-show-and-contest>

April 3, WrightCon 2020 IPMS Region IV Convention, Dayton, OH. IPMS/Wright Field Scale Modelers/Wright Field Scale Modelers. <http://wrightcon.com/> <https://calendar.ipmsusa3.org/event/wrightcon-2020-ipms-region-iv-convention>

April 4, Surgicon 26. Des Moines, IA. IPMS/Plastic Surgeons <https://calendar.ipmsusa3.org/event/surgicon-26>

April 18, Fleacon 16. Monticello, IA. IPMS/Alexander Lippisch Chapter.
<https://calendar.ipmsusa3.org/event/fleacon-16>

April 19, Spring Swap-n-Bull Model and Toy Show. Rocky River, OH. IPMS/Lorain County.
<https://calendar.ipmsusa3.org/event/spring-swap-n-bull-model-and-toy-show-2>

April 25, MOSS CON 2020. Springfield, MO. IPMS/Missouri Ozark Scale Specialists.
<https://calendar.ipmsusa3.org/event/moss-con-2020>

May 1, 2020 Spring in the Pines Model Contest. Eagle River, WI. IPMS/Northwoods Scale Model Phanatics.
<https://calendar.ipmsusa3.org/event/2020-spring-pines-model-contest>

May 16, MMCL Invitational. Louisville, KY. IPMS/Military Modelers.
<https://calendar.ipmsusa3.org/event/mmcl-invitational-2>

IPMS / USA

IPMS / USA membership qualifies you to participate in IPMS/USA sanctioned contests, particularly our world-famous National Convention, held each summer. As a member, you'll also be able to access our online discussion boards, where a wide variety of modeling topics are discussed, and enjoy interaction with other serious modelers for help with questions about modeling techniques or IPMS in general. Many hobby shops and model vendors around the country offer discounts to IPMS/USA members.

Memberships are available in several ways:

Junior- 17 years or younger, \$17 per year

Adult - \$30 for 1 year, \$58 for 2 years, \$86 for 3 years.

Family - \$35 Adult membership 1 year plus \$5 for multiple cards.

Download the application from IPMS/USA and mail today! <http://www.shopipmsusa.org/category-s/100.htm>

The **Butch O'Hare Chicago Chapter** of the International Plastic Modelers Society (IPMS) was inspired by the accomplishments and **heroism of Edward Henry "Butch" O'Hare**, the U.S. Navy's first flying ace and Medal of Honor recipient in World War II. The original members of the organization therefore decided to take his name in memoriam. We welcome all those who have any level of interest in modeling to explore our web site and visit us at our monthly meeting.

Meeting Location

St. Paul's United
 Church of Christ
 5739 Dunham Road
 Downers Grove, IL



Meeting Times

7:30 PM
 2nd Friday of every month

Website

www.butchoharemodelers.com

BOH Annual Membership

Regular \$20
 Family \$25
 Senior \$15 over 65
 Junior \$15 under 18

	Adults	Seniors (Over 65) and Juniors (under 18)
Jan-Mar	\$20	\$15
Apr-Jun	\$17	\$10
Jul-Sept	\$14	\$7
Oct-Dec	\$9	\$5
Family - \$25 annually		
Senior (over 65) = \$15		

**38TH ANNUAL BUTCH O'HARE CHAPTER OPEN MODEL CONTEST
SATURDAY, NOVEMBER 7TH, 2020**



**THEME: CELEBRATING THE 75TH ANNIVERSARY OF
THE BATTLE FOR IWO JIMA!**

Holiday Inn Itasca, 860 Irving Park Road, Itasca, IL 60143

Fees:

Contest Entry Fee: \$10 Adult (over 17) for First 4 Models; \$2 for each Additional Model
 Spectator Fee: \$5 Adult (over 17); \$1 Junior (12 to 16); Under 12 FREE!
 EARLY BIRD ENTRANCE TO VENDOR\$ TABLES: \$10, 8:00 AM Start Time!
 RAFFLE TICKETS: \$1 Each, 6 for \$5. Drawn throughout the Day.



EVENT INFORMATION:

Registration Forms and Info:
 Please download our **NEWLY
 UPDATED FORM** available at
www.butchoharemodelers.com

or Contact:
 Hector Colon
hcolon@yahoo.com

Vendor Table Reservations:
 Please Contact Hector Colon
hcolon@yahoo.com
 630-609-9072

**CONTEST JUDGED BY
CHICAGO RULES:**

Unlimited Class Awards in **GOLD,
 SILVER & BRONZE** Medallions!
 Recognizing your modeling skills!

SPECIAL AWARDS for distinguished
 modeling excellence given to:

Best Aircraft, Best Armor, Best Nautical,
 Best Auto, Best Figure, Best Real Space,
 Best SciFi/Fantasy(Comic & Gundam),
 Best Gaming, Best Diorama, Best Junior,
 Best Battle of Iwo Jima, Best In Show!

CONTEST SCHEDULE:

7:00 AM: Vendor Set-Up
 8:00 AM: Early Bird Vendor Sales
 9:00 AM: Doors Open to Public
 11:00 AM: First Raffle (hourly)
 NOON: Contest Entry Closes
 Judging Begins
 4:00 PM: Judging Ends and
 Awards Announced
 5:00 PM: Vendor Sales End
 Vendor Clean-Out by 6:00 PM

Local Hobby Shops

Chicago Land Hobbies	6017 N NW Hwy, Chicago IL, 773-775-4848
Forever Timeless	4438 W. Belmont Ave, Chicago IL 773-545-6959
Des Plaines Hobbies	1524 Lee Street, Des Plaines, IL 847-297-2118 www.desplaineshobbies.com/store/
Timberline Train Shop	5228 Main Street, Downers Grove, IL, 630-324-6136 www.timberlinetrainshop.com
Games Workshop	947 Burlington Ave., Downers Grove, IL, 630-515-1428
Americas Best Hobby	865 Maplewood, Itasca, IL 630-467-1102 www.americasbesttrain.com/
Ron's Mundelein Hobbies	431 N. Lake Street, Mundelein, IL 847-949-8680
M&M Models	9329 S. Cicero Ave, Oak Lawn, IL 708-423-7202 www.mmodelstore.com
Past Time Hobbies	9311 Ogden Ave, Brookfield, IL 708-485-4544 www.pthinc.com
Berwyn's Toys & Trains	7025 Ogden Ave, Berwyn, IL 708-484-4384 berwynstoytrains@comcast.net
Walt's Hobby & Model Shop	2207 Plainfield Road, Crest Hill, IL 60403 www.waltshobbyonline.com

