



**Est. 1973**  
**COLUMBIA, SC**



**NEWSFLASH**  
**May 2018**



## International Plastic Modelers' Society/USA Membership Application / Renewal Form

New ☐ Renewal ☐ IPMS #:

Name:

Address:

City:  State:

Zip Code:

Phone:  E-Mail:

Chapter Affiliation, if any:

<b>Junior</b> (17 years or younger)	\$17.00	<input type="text"/>	Date of Birth: <input type="text"/>
<b>Adult</b>	One year	\$30.00 <input type="text"/>	
	Two years	\$58.00 <input type="text"/>	
	Three years	\$86.00 <input type="text"/>	
<b>Canada &amp; Mexico</b>		\$35.00 <input type="text"/>	
<b>Foreign</b>	Surface	\$38.00 <input type="text"/>	

**Family** (1 set of Journals)  ← Adult fee + \$5.00 # of cards?

Your Signature:

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

Name:  IPMS #:

### PAYMENT OPTIONS:

Cash	<input type="checkbox"/>	Amount: <input type="text"/>
Check	<input type="checkbox"/>	Check #: <input type="text"/> Amount: <input type="text"/>
Credit Card	<input type="checkbox"/>	Master Card <input type="radio"/> Visa <input type="radio"/>
		Card Number: <input type="text"/>
		Exp. Date: <input type="text"/> / <input type="text"/>

Billing Address, if different than above -

Address:

City:  State:

Zip Code:

Hello Swamp Foxes,

Welcome to May 2018 Newsletter.

I hope everyone has had plenty of time at the workbench over the last month and that we get to see your hard work at the next meeting, Wed 16th May in Lexington Main Library, 18.00 - 20.00, bring your Builds and Works in Progress.

The April meeting had 18 members attend. The President opened the meeting and covered the business agenda, The Constitution and By-Laws was discussed in depth and took up much of the meeting, Any other business and after a quick break Member models were covered. It was also passed the the Best Automotive award will now be called: **The James Palasz Best Automotive Subject.**

A big Thanks to **Fred Horky** for the second article in this months Newsflash.

### Now from the Front Office

Howdy, again!

Tonight's agenda:

1. June Show
  - a. Medals have arrived.
  - b. I've ordered plaque kits for the Class, Theme, and Best Of Show awards.
  - c. Plaque artwork has been printed. Assembly should take less than an hour.
  - d. Sponsorships! Please, try to add some sponsors to the show!
  - e. Judging. There will be a sign-up sheet for those interested.
  - f. Raffle Update from Hub.
2. Discuss the final version of the Constitution and By-Laws and formally adopt them.
3. Other Business as needed.

After that, we will talk models. The final part of Model Building 101 is also on tap for tonight.

Next month's meeting will be a few days before the show, so we will be primarily discussing the final items left hanging for the business portion of the meeting. No program will be on tap, although I'd like to have a discussion on competitions if time allows to help you contest rookies understand what's going on.

For the July meeting, I'm hoping to taper the business portion of the meeting back to a manageable time. The only issue I'd like to cover would be the nomination of Honorary Members. Two names have been given to me thus far:

1. Janet Hein (James Palasz' sister)—she has supported every event we've done since James passed away.
2. Ted Stambolitis (owner of The Flight Deck)—he wholeheartedly supports this club and what we do, to include giving us display space in the restaurant and allowing us to advertise there.

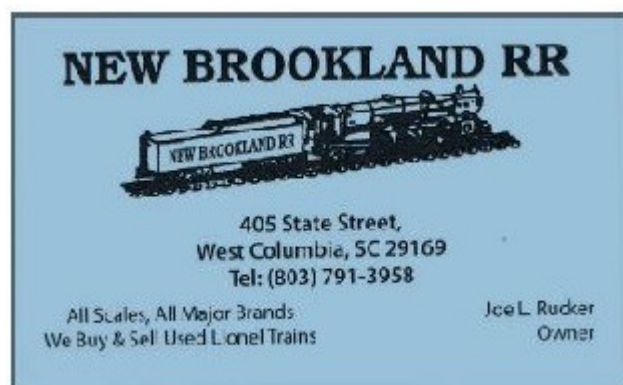
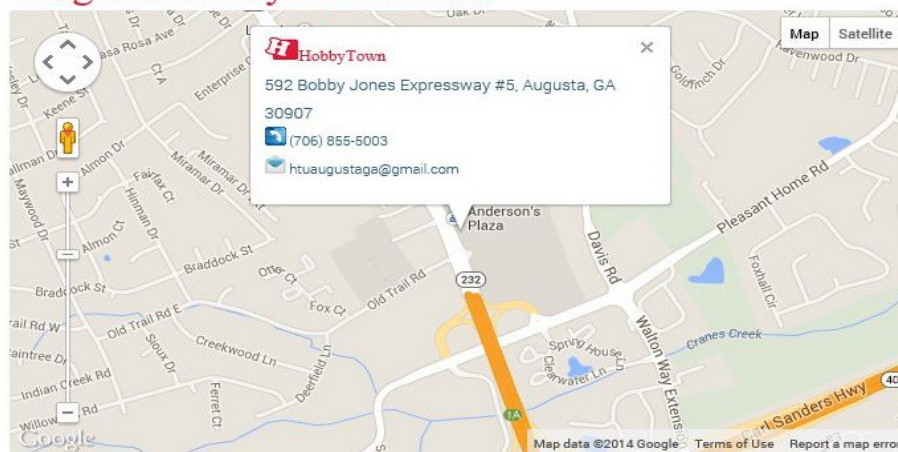
Cheers!

Ralph

## SUPPORT THE LOCAL HOBBY STORES



### Augusta HobbyTown USA:



## SUPPORT THE LOCAL HOBBY STORES



## Swamp Fox: History of the 157<sup>th</sup> Fighter Squadron, 169<sup>th</sup> Fighter Wing, South Carolina Air National Guard, Part 2

As promised, here are a few photos taken from various sources. If you search around, you will doubtless find even more. Wikimedia Commons has a lot more A-7D and F-16 photos, too.

### The Propeller Years:



Early days: Note the hodgepodge of markings, as well as the fact that they are designated “NG”. Pre-1947, for sure. (SCANG/USAF)



If you have the 2016 IPMS/USA Convention decals, this photo should be familiar. Black fin cap, Olive Drab anti-glare. (SCANG/USAF)



Kind of fuzzy (but high-resolution for the day, I'm sure), here is a later lineup. Note the ANG titles, meaning this was taken post-1947. I would wager the colors are as the previous photo.  
(SCANG/USAF)



If you look closely, you can see the camera windows in the fuselage—these are RF-51D's, and this is the only photo of any SCANG Photo Mustangs I could source. Looks like minimal trim markings and Olive Drab anti-glare. Oh, yeah, note they carry standard USAF markings while on Federal duty.  
(SCANG/USAF)



The lone F-51H photo I was able to locate. The F-51H's seemed to have flat black anti-glare panels as a rule. You're on your own for the rest of the airplane... (SCANG/USAF)

## RF-80A/F-80C:



An RF-80A in flight. Note the “USAF” titles; the unit operated the RF’s when they were called to Federal Duty. Again, no trim colors and Olive Drab anti-glare. The radome on the tip of the nose would be gloss black. Not sure about the bands visible on top of the wings; they appear to be yellow, old, and partially worn away. (USAF)



Another RF-80A. These appear to have the smooth (as opposed to bumpy or “wart”) nose. Clean machine! (USAF Photo/Sullivan Collection via Replica in Scale)





A four-ship of F-80C's. Note the Fletcher wingtip tanks. (USAF Photo/Sullivan Collection via Replica in Scale)



A "Plain-Jane" T-33, circa 1954. Another clean machine. (SCANG/USAF)



Pilot-speak. (SCANG/USAF)



A bit of a rarity—a color photo of an F-80C that isn't faded or suffering color shift! (SCANG/USAF)



## F-86A/L



Another lucky find: SCANG F-86A's. Colors are anyone's guess, although the "swoosh" on the tail of the trailing airplane could be blue or black. The lead has no trim colors. I'd bet there were Olive Drab anti-glare panels on both ships. (SCANG/USAF)



A four-ship of F-86L's. Note the Day-Glo nose and tail bands. I would wager the tail stripe is probably blue. Earlier SCANG Dog Sabres were marked similarly, but lacked the Day-Glo... (SCANG/USAF)



...sort of like this one! Anti-glare panel would be Olive Drab, or on occasion, flat black.  
(SCANG/USAF)



Here's what appears to be a fresh arrival—no titles, no stripes, no bands—nada. (SCANG/USAF)



**F-104A:**



A group of Swamp Fox Starfighters. Radomes are white; anti-glare panels are olive drab. (SCANG/USAF)



Another oft-published photo of SCANG F-104's at the barn. Wings would be white on top and either white or aircraft gray underneath. The rest of the airplane is polished bare metal.



Unloading at Moron. Note the “U.S. Air Force” titles—again, the unit was Federalized for the Berlin Crisis when they relocated to Moron. Note how huge the C-124 looks next to the F-104. (SCANG/USAF)

**F-102A:**



A pair of Deuces. Note the Case XX wings—cambered leading edge, downturned wingtips. Note the lack of Infrared (IR) sensors on the nose in front of the windscreen. (SCANG/USAF)



This one has the blue/red band on the tail. Also, note the Case X wing—upturned wingtips and relatively flat leading edge. Here you can also see the IR sensor. (SCANG/USAF)



About to rejoin the Earth. Again, note the Case X wing. The radome and anti-glare are black (flat and gloss, respectively). Again, note the IR Sensor. (SCANG/USAF)



A lineup of noses. Note the mix of camouflaged and Air Defense Gray paint schemes. (SCANG/USAF)





A camouflaged Case X-winged ship about to kiss the runway. (SCANG/USAF)



The 1971 class of SCANG pilots in front of an F-102A. (SCANG/USAF)

**A-7D:**



An SCANG A-7D in the original SEA (T.O. 1-1-4) camouflage. Looks nice and clean, too. Note the Minuteman shield on the tail. At some point, the Squadron and Wing crests would be added to the forward fuselage of some airplanes—squadron on the right, wing on the left. (SCANG/USAF)



Later, the airplanes were repainted in a wrap-around scheme. The colors were the same. Also note the change to low-visibility black for the insignia, tail code, serial numbers, and other markings. Note also the tight color demarcation lines. (SCANG/USAF)



## F-16:



A group of Block 10 F-16's on a mission. Note the Darby Erd-designed tail band and the “World Champions—Gunsmoke ‘89” titles on the tail. Also note the small horizontal stabilizers. (SCANG/USAF)



An SCANG Block 52 F-16C touching down in Marrakesh, Morocco. This airplane appears to have the two-color scheme as opposed to the 3-color scheme of the earlier airplanes. Note the white inlet interior. Also note the changes to the typeface on the tail—it is a common font, probably to ease the task of painting. The paint shop probably uses a commercial vinyl cutter to cut the masks, so they simply use the fonts available. (SCANG/USAF)



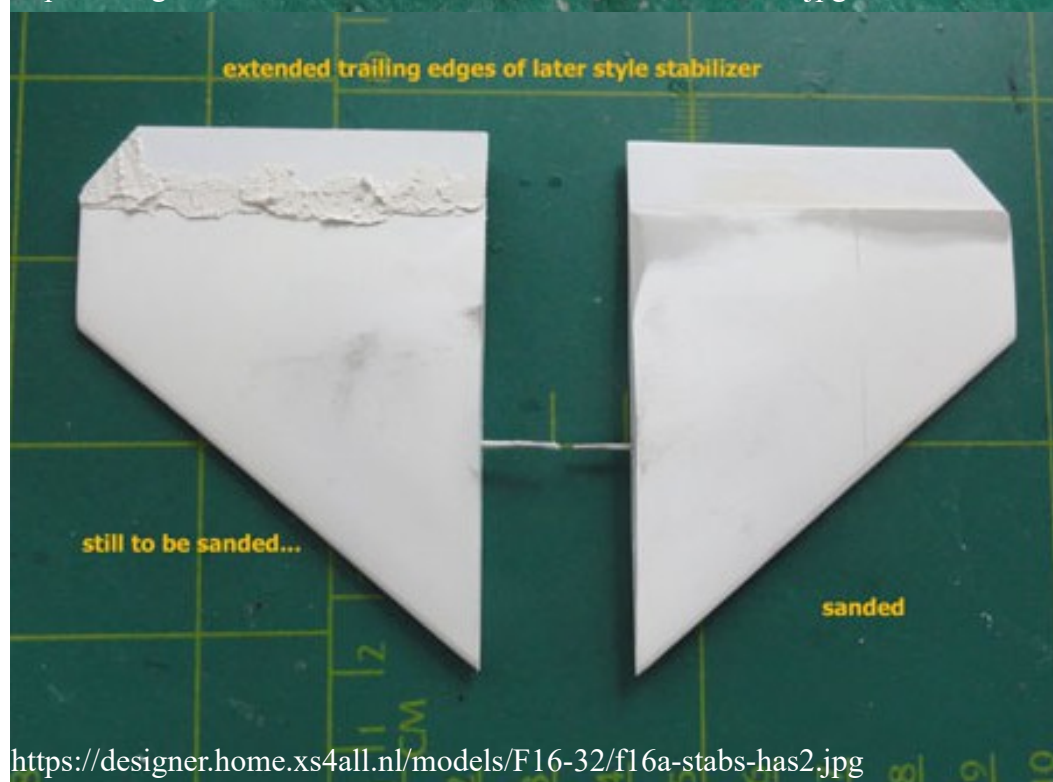
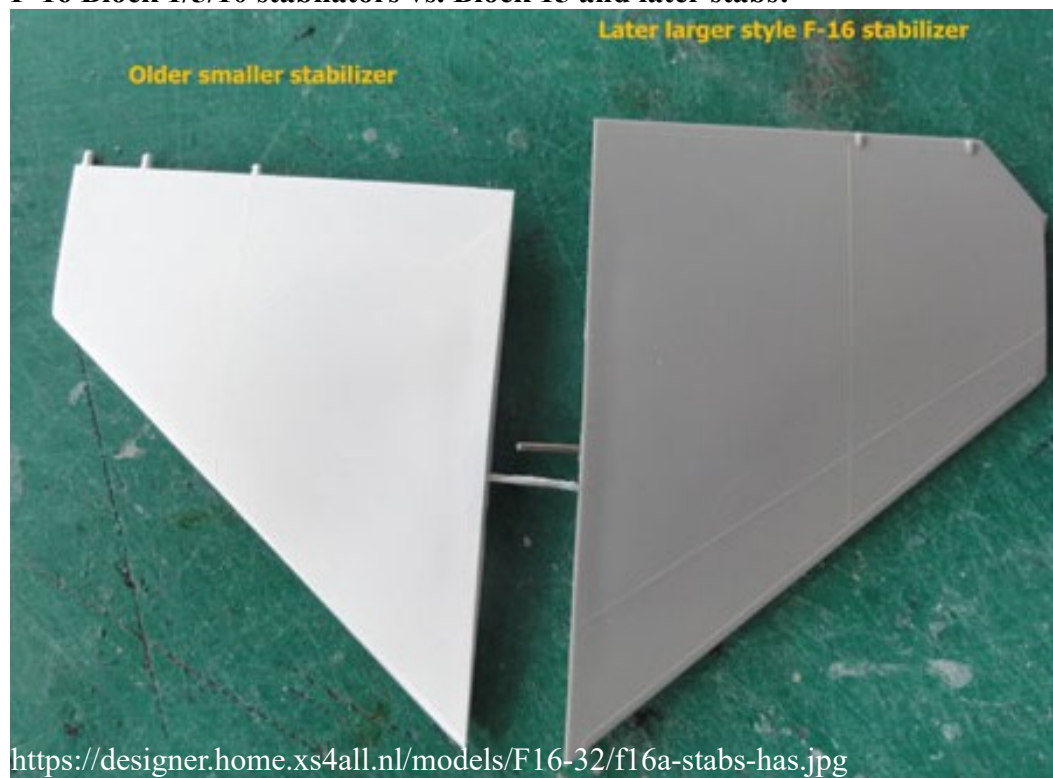
Here's another oddity—an SCANG F-16C in the new “Have Glass” paint. The paint is supposed to be less reflective to radar, making the F-16's already small radar cross-section (RCS) even smaller. (SCANG/USAF)



And, finally, two SCANG F-16C's flying formation with a Colombian Air Force IAI Kfir. Note one of the F-16's is the “Boss Bird” and features a blue tail band and Swamp Fox design. They also appear to carry the two color camouflage. The tip-off is to look for the patch of a medium gray on the top of the inlet sides, on the strakes, and on the aft fuselage sides. These all appear to be the same as the underside gray. Compare the horizontal stabilizers with the Block 10 photo above. (SCANG/USAF)



### F-16 Block 1/5/10 stabilators vs. Block 15 and later stabs:



Here's a rough comparison of the early small stabs and the larger stabs fitted to Block 15 and later airplanes, and a photo of how to convert them. While not exactly correct (note the position of the pivot in the first photo, then note the leading edge in relation to it), they look the part. ("The Designer" website/ Meindert de Vreeze)

Also, here are some links to a few articles on the current-day mission of the SCANG. The last article is

particularly pertinent:

<https://fightersweep.com/92/history-of-the-wild-weasel-part-1/>

<https://fightersweep.com/168/history-of-the-wild-weasel-part-2/>

<https://fightersweep.com/177/history-of-the-wild-weasel-part-3/>

### Some insignia:



The first is from the F-86L/F-104A/F-102 days as the 157<sup>th</sup> FIS; the latter two are modern squadron and wing crests.

### A few pencil pocket patches:



The first is self-explanatory. The second translates to “Oh, my God—I don’t care!”, and the third is the motto of Wild Weasel pilots everywhere: “You’ve got to be shitting me!” The last is the Swamp Fox.



A few more patches. The two tan patches are obviously for wear on the tan flight suit worn while the unit is in the desert.



And, finally, a photo of Brigadier General Bernie B. McEntire, Jr., in whose memory the Swamp Foxes' home field was named. (SCANG)

So, there you have it.

Research like this is fun. And these days, with help from the Internet and Google, it is easy. Compared to when I researched the Florida Air National Guard back in the 1980's and 1990's, this was a snap. There's no reason why you can't give it a try yourself.

Cheers!

Ralph

## "What's in a name?": more about Gen McGuire, the SC ANG, and his F-104



*(The accident aircraft, F-104A 56-853: date of photo and pilots unknown.)*

In his excellent “Newsflash” article last month, Ralph Nardone outlined the long history, equipment and missions of the South Carolina Air National Guard. Mentioned was that the unit’s main air base dated back to early in WWII, originally known as Congaree Army Air Field and located about fifteen miles southeast of the state capitol at Columbia; and that it had been renamed in 1961.

Congaree was originally an auxiliary field to Columbia Army Air Field .... the civilian airport closer to the city which had been commandeered from civilian control at the beginning of WWII, during the huge WWII military facilities buildup all over the country.

[https://en.wikipedia.org/wiki/Columbia\\_Army\\_Air\\_Base](https://en.wikipedia.org/wiki/Columbia_Army_Air_Base)





*Several B-25 and A-26 groups received their final training at Columbia before deployment: it was Columbia B-25 crews that volunteered for “an extremely hazardous, classified mission” to they-knew-not-where, who raided Tokyo with Doolittle a few weeks later. In recent years it was a Columbia B-25 that was recovered intact from the waters of nearby Lake Murray.*

*(<https://www.airspacemag.com/history-of-flight/lake-murrays-mitchell-14033140/>)*

**After the war Columbia AAB reverted back to civilian control as Columbia Metropolitan Airport: if you flew to Columbia for the 2016 IPMS National Convention, it was your arrival airport. Meanwhile, in 1946 the Congaree “auxiliary” became the home station of the new SC ANG.**

**During the war, numerous units with varied missions had passed through Congaree, as the base was used in quick succession, training a variety of units to go to war overseas ....but the name “Congaree” was still used as the base’s name.**

**A key member of the SC ANG from its inception was a young Army Air Forces officer just returned from WWII, Columbia-native Barnie B McEntire. Born in 1918, McEntire had graduated from the University of South Carolina in 1939, and had immediately volunteered for pilot training in the then-Army Air Corps, winning his silver pilot’s wings in 1940.**

**Flying B-24’s during the war years, on discharge from the USAAF he immediately joined efforts to organize a South Carolina Air National Guard. By 1961 he was commander of the unit and its first general officer, which had been selected as one of the first ANG units equipped with the famous F-104. McEntire was the first SC ANG pilot “checked out” in the famous “missile with a man in it”.**

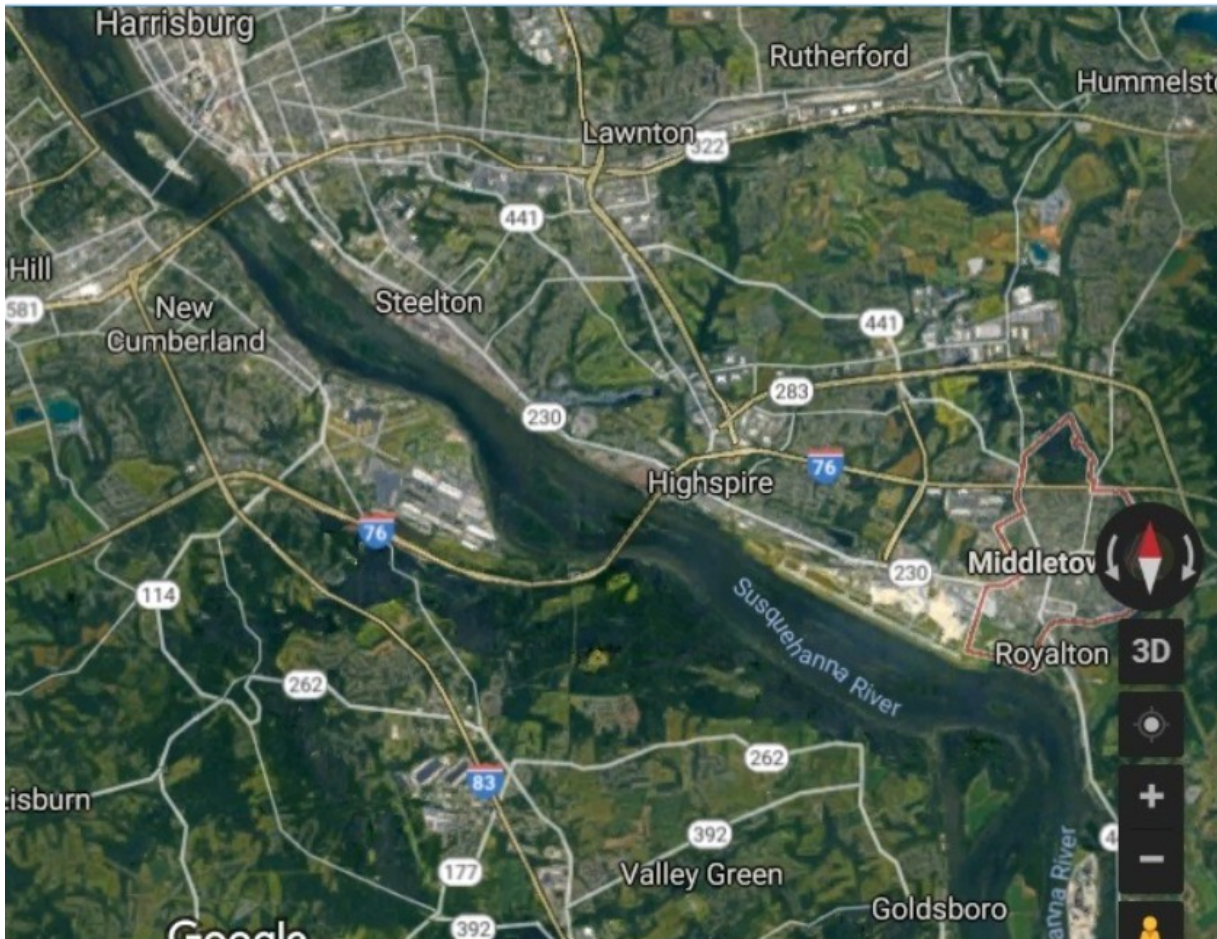


But for all its spectacular performance, the F-104 was a troublesome, *unforgiving* aircraft, most especially with the GE J79 engine which the F-104 had been designed around. With its unforgettable, unworldly howl, this ground breaking-engine gave a quantum jump in performance because of the design of its compressor stator. These stationary airfoil blades were arranged between the rows of rotating compressor blades to direct compressor airflow from one stage to the next: but in the J79 their pitch could be changed like the blades of a variable pitch propeller to do it more efficiently. The design was indeed ground breaking, but as with all new technology, “the devil was in the details”. Keeping the engine in tune with itself and its fuel control proved difficult, with many compressor stall problems.

A compressor stall in an airplane like the F-4 with its TWO J79’s could be eye-watering; but in the F-104 with only one J79 and “little visible means of support” in the form of wings, could be downright dangerous.

In the effort to address the F-104’s problem, in late May 1961, McEntire and his deputy, Col. Robert Morrell had represented their unit at conference on the J79 at the Middletown Air Materiel Area at Olmstead AFB in Pennsylvania, the USAF depot responsible for the engine. They flew to Olmstead as a flight of two F-104A’s. Almost sixty years have passed since then, and I’ve found little reference as to what was resolved to solve the J79’s problems at the conference; except that later, “.... A re-engining program was initiated during 1962 in an attempt to resolve engine stall problems that had been plaguing the F-104A fleet for some considerable time. The J79-3A engines were replaced by J-79-3Bs and ...”. ( <http://www.i-f-s.nl/operation-stair-step-ang/> )

What we do know is that 3:14 on the afternoon of the 27th of May, 1961; the two officers departed for home in their F-104’s. Their takeoff was to the northwest from Olmstead’s runway 31 (right center in Google view, below); with Morrell leading the formation. Everything was normal until about two miles beyond the runway, with the flight approaching the built-up area surrounding Harrisburg (the state capitol), which sprawls on BOTH sides of the Susquehanna River.



Also of interest in this picture: the light colored island in the Susquehanna three miles south of the airport is Three Mile Island, well known as the site of the 1979 nuclear power plant accident of the same name. [https://en.wikipedia.org/wiki/Three\\_Mile\\_Island\\_accident](https://en.wikipedia.org/wiki/Three_Mile_Island_accident)

Rather than giving my interpretation of what transpired, I'll attach a verbatim transcript from a worldwide F-104 enthusiast group, the International F-104 Society. ( <http://www.i-f-s.nl> ) Based in Holland, the group makes available a wealth of information about the F-104 in its many guises. This includes fascinating accident summaries of the many F-104 losses over the years .....including McEntire's. That summary is repeated below. (Since it is a foreign-based organization, the English text in some of the summaries may seem a bit stilted, but I'm sure you would prefer that to Dutch.) ( <http://www.i-f-s.nl/accidents-incidents-1961/> )

#### 25 May 1961 F-104A s/n 56-853 157th FIS, SC ANG

McGuire's F-104A crashed into the Susquehanna River following apparent engine failure at take-off. The pilot attempted to bail out but did not survive (canopy was jettisoned but ejection seat apparently was not fired). Pilot was Brigadier General Barney B. McEntire of the South Carolina ANG, 169FG/157FIS. At 1514 local hours two F-104s took off from Olmsted AFB, PA for return to Congaree ANGB, South Carolina. Colonel Robert H. Morrell was flying lead with Brigadier General McEntire flying



his wing. A normal afterburner take-off and climb-out commenced to a point approximately 2 miles from the end of Runway 31 at an IAS in excess of 350 knots and an altitude of 1,800 ft. At this time the wingman (General McEntire) transmitted that he had some sort of engine stall. This was the last intelligible radio transmission from him. Witnesses saw one or two explosions and saw balls of flame followed by black smoke coming off of 56-853. Flight lead immediately broke left and General McEntire leveled off at 2,000 to 2,500 ft. The aircraft then turned right following the course of the Susquehanna River and started descending rapidly. Witnesses stated that the engine was not running. The canopy was jettisoned at a point about one-half mile prior to initial impact and while the aircraft was at an altitude of about 200 to 300 ft. The F-104 impacted at the edge of a small island 7.42 miles from take-off position. Impact was nose-high, indicating the aircraft was under control at all times, power loss excepted. The aircraft started disintegrating and parts were scattered for a distance of 978 feet. The aircraft was destroyed and the pilot fatally injured. The crash occurred in the Susquehanna River\*\*, 2 nautical miles and 325 degrees magnetic from Har-York St, or a quarter mile NE of New Cumberland, Pennsylvania. One of the former 157 FIS pilots stated that during this period they lost F-104s and two pilots because of engine stalls caused by a faulty Bendix fuel control.

*One of these 2 pilots was Commander Brigadier General Barney McEntire who was at the time on a mission to attempt replacement of the Bendix control. On November 10th, 1961 the Congaree AB in South Carolina was renamed into McEntire to honor this Commander.*

Since that era the SC installation missions have evolved, and today the it is known as McGuire Joint National Guard base, reflecting joint use by both Army and Air National Guard units.

About Olmstead: in the 1960's Olmstead and its depot were selected to be closed; the facility eventually became Harrisburg International Airport.

Fred Horky  
IPMS/USA 6390

\* Among other Starfighters lost over its career were **two hundred and ninety-eight** of the Luftwaffe, which was reported with great intensity in the media. The airplane soon received the nickname of The Widowmaker. An accident summary can be found here... [http://www.916-starfighter.de/GAF\\_crashes.htm](http://www.916-starfighter.de/GAF_crashes.htm) , while a Luftwaffe pilot's home movie summary of the what it was like flying the Luftwaffe F-104's, mostly at the Luke AFB AZ training center, can be found at .... <https://www.youtube.com/watch?v=DDNEJAK3lww>

\*\* The Susquehanna River in this area of Pennsylvania is broad, rocky, and shallow (sometimes described as "a mile wide and a foot deep") McEntire's crash was on an uninhabited island.

## Pics from last Meeting



Matthew Goodman - Hasegawa - 1/72 Scale F-8 Crusader.



Kevin Cook - British Infantry Figures.



Hub Plott - Hobbycraft - 1/48 Scale - FG-1D - El Salvador (1969 100 hour war).



John Melton - 1/48 Scale - F-190 (In progress).





John Helms - Williams Bros - 1/48 Scale P-35 (In progress).



Michael Martucci - Revell - 1/24 Scale AC Cobra.



Donnie Greenway - Revell - 1/25 Scale Pie Wagon.



John Currie - Trumpeter - 1/350 Scale HMS Valiant 1943 with White Ensign Photo Etch. (In progress).





Tom Wingate - Revell - 1/24 Scale 1962 Ferrari GTO.



Tom Wingate - Hasegawa - 1/24 Scale Ferrari 250 Testarossa





Tom Wingate - Monogram - 1/24 Scale 1963 Ferrari 250P.



Tom Wingate - Dragon - 1/35 Scale JagdPanther.

# SCMA Show



**July 14, 2018**

South Carolina Modelers Association  
Midlands Chapter  
Presents the

## **9<sup>th</sup> Annual Model Contest and Show**

Ball Park Road Recreation Facility  
432 Ball Park Road, Lexington, SC  
9:00 a.m. to 4:00 p.m.

**Theme: Street Machines - Open**



**No Ghost Entries**

Registration:  
9:00 a.m. to 12:00 noon  
Judging: Noon to 1:00 p.m.



\$5.00 for first model entry  
\$1.00 for each additional model  
All models must remain on the tables until after Awards Ceremony  
\$1.00 admission per adult w/no models  
No charge for display only

SCMA Awards: 1<sup>st</sup> and 2<sup>nd</sup> place in each class,  
Two "Best of Show," and the Carole Sanders Award

**Vendor Setups: \$20.00 per table**

**For vendor information or sponsorship, contact:**

Carroll Hoover (803) 348-3491  
David Sanders (803) 530-0020

David Hoover (803) 609-2058  
Mikey Martucci (803) 586-6888



Hot Dogs, drinks, and  
snacks will be  
available for purchase





## 2018 S.C.M.A. Midlands Chapter – Classes

1. Auto – Factory Stock (Box) – any paint, foil, decals allowed
2. Auto – Factory Stock (Open) – wiring, flocking, wheels, and tires allowed
3. Auto – Street Rod (Box)
4. Auto – Street Rod (Open)
5. Auto – Street Machines (Box)
6. Auto – Street Machines (Open) [ this year's Theme]
7. Auto – Custom (Box and Open)
8. Auto – TV, Show Rods, and Vans (Box and Open)
9. Auto – Curbside and Slammers (Box and Open)
10. Auto – Tuners and Imports (Box and Open)
11. Auto – Big Scale (Box and Open) - 1/16 scale and larger
12. Auto – Heavy Trucks (Box and Open)
13. Auto – Small Scale (Box and Open) - 1/32 scale and smaller
14. Auto – Motorcycles (Box and Open)
15. Auto – Pickup Trucks and 4x4 (Box and Open)
16. Auto – Modified Diecast
17. Aircraft – Jet - 1/72 scale
18. Aircraft – Jet - 1/48 scale
19. Aircraft – Jet - 1/32 scale
20. Aircraft – Prop - 1/72 scale
21. Aircraft – Prop - 1/48 scale
22. Aircraft – Prop - 1/32 scale
23. Aircraft – Rotary - all scales
24. Ship – Military - 1/700 scale and smaller
25. Ship – Military - larger than 1/700 scale
26. Ship – Powered Non-Military - all scales
27. Ship – Sailing - all scales
28. Submarines – all scales
29. Armor, Allied – all types – all scales
30. Armor, Axis – all types – all scales
31. Figures / Busts / etc – all scales
32. Space / Sci Fi – all scales
33. Diorama – Non Auto – all scales
34. Miscellaneous Engines etc – all scales
35. Diorama – Auto – all scales
36. Exhibition Puller, LSR Vehicles (Box and Open)
37. Gasser and Altered (Box and Open)
38. Top Fuel (Box and Open)
39. Funny Cars (Box and Open)
40. Super Stock, Lower Stock (Box and Open)
41. Pro Stock, Pro Mod (Box and Open)
42. Competition – Open Wheel (Box and Open)
43. Competition – Closed Wheel (Box and Open)
44. NASCAR (Box and Open)
45. Weekend Warriors – 1974 and older (Box and Open)
46. Juniors (15 and younger)
47. 1/64 scale Hot Wheels, Matchbox, etc

**Thats All Folks, See You All at next Meeting. Wednesday 16th May.**

Club website - <https://ipmsmidcarolina.com>