



THE AFTER MARKET SHEET



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

" What Modelling Madness Is "



Yes, Two Articles, Two Pics, With A Glaring Commonality

Photos: Mick Burton, Uschi, Kent McClure

Text: Mick Burton, Kent McClure

Dear Reader, bear with me here, it's been well over a year since this publication has seen print.

With that said, this returning to active life issue is going to have at least these two full articles inside



“ AGAIN, A DREAM TAKEN FROM US ”

This editorial page as happens quite often it seems of late, wasn't planned for and it came to pass very unexpectedly, as real life does. While there is much justifiable angst and I am not ignoring the real human suffering it is causing, as also part of latest opening rounds of the Russo/Ukrainian conflict, *the An-225 Mriya (Dream) is now gone*. This one of a kind craft that became more than just “another big airplane”, DESTROYED in its repair depot by Russian actions.



MRIYA – R.I.P. 02-27-2022

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NOT BAD, FOR A CRAWDAD

A model article by Kent McClure

Always on the look-out for something unique and different to build, I think this fits the build. It is from Fujimi, kit ID 4968728170879 (FUJ17087), the Louisiana crayfish. (Or *Procambarus clarkii*, to give it its scientific name). This is one of Fujimi's newer Gunpla-like kits, a Skill Level 3 kit designed to be put together without glue or paint and be fully poseable (read, playable) when complete. However, the kit guide indicates that the kit needs glue and paint, but the review of it on Hobbylink Japan's (HLJ) website indicates otherwise. The crawfish comes in three versions – red, opaque white, and blue (yes, there are blue crayfish out there). Cost is listed as 3,190 Yen; mine cost me \$24.54 at HLJ. I picked up the blue version.

Now about the prototype. The *Procambarus Clarkii* is commonly known as the Louisiana crayfish, the red swamp crayfish and the mudbug. Its native range is from northern Mexico and the far southeastern New Mexico area through the Gulf states to the Florida panhandle as well as north through the Mississippi basin to southern Illinois and Ohio. It is commonly found in warm fresh water such as slow flowing rivers, marshes, reservoirs, irrigation systems and rice paddies. Unusual for crayfish, it is tolerant of slightly alkaline water. The *P. Clarkii* likes to burrow. As such, it can cause problems for flood control measures. *P. Clarkii* is carnivorous, preferring insect larvae, tadpoles, and snails, although they will eat the remains of dead animals and worms. As someone who has gone crawdaddy in his youth, they like smelly meat like liver, warm bologna, or hot dogs. *P. Clarkii* are usually between 5.5 cm to 12 cm (2.2 – 4.7 inches), weighing about 50 grams (1.8 oz.). And their color is usually dark red when mature, tending towards greenish brown in immature ones.



Procambarus Clarkii –
the Louisiana crayfish

Wait a minute, this model is blue. Well, that's right. There is a member of the *Procambarus* family that is blue – the *Procambarus Alleni*. This one is known as the Blue Crayfish, Sapphire Crayfish, the Electric Blue Crayfish or the Everglade Crayfish. These are native to central and southeastern Florida. And they are blue due to the lack of a specific gene.

And I do mean blue.



Procambarus Alleni –
Electric Blue Crayfish

So, I suspect that what Fujimi did was made a model that they could use as either the *Procambarus Clarkii* or the *Procambarus Alleni*. They also make a model of a “white” (or at least opaque white crayfish). This would be the White Specter Crayfish, a variant of the Electric Blue Crayfish.



Procambarus Alleni –

White Specter
Crayfish

On to the model.

Upon opening the box, I found 16 runners molded in predominately blue plastic, but there were also some molded in a tannish brown (for the antennas and some of the underbelly), clear opaque white (underbelly of the tail), black (eyes), and grey (the polycaps). The instructions come in color and black and white, with the black and white being primarily cad type drawings. Total number of pieces is 102, of which 20 are polycaps.

This being a “snap kit” – that is, one designed to use no glue or paint – the fit is rather good. As is the articulation - the pincers open, the tail curls up, the legs move to a point. The articulation is done primarily via polycaps and/or dumbbell shaped polystyrene pieces. This is good to a point.

Unfortunately, some of the dumbbell shaped connectors are rather small and are hard to fit securely in place. Also, since the instructions rely mainly on CAD type drawings, it is sometime hard to correctly align the pieces

The instructions “indicate” one way until you try to add the next assembly only to discover that the first piece is backwards. This “misinterpretation” happened to me. I was working on the left pincer. For the pincers, you trap the upper part of the claw between the “top/bottom” (or ‘right/left’) part of the claw/leg. It wasn’t until the final assembly, when you put the whole critter together, that I discovered that I had the pincer upside down.

Luckily, since this is a snap kit, all I had to do was pry the pieces apart and flip the offending piece around. Imagine the headache it would have been if I had glued the pieces together!

A grand total of about 6 hours were expended putting this kit together. When finished, the antennae were poseable, the legs and claws were somewhat poseable, and so was the tail.

In fact, it was the tail that had the greatest difficulty in staying together. The segmentation utilized the various sized dumbbell shaped pieces. It was these pieces that were the most difficult to insert into their receiving receptacle. Too much flexing of the tail causes the dumbbells to pop out.



All in all, this was a fun kit to assemble, and I would not hesitate to do another one. Maybe the red one. And vary the color scheme to reflect one that is primarily a darker, more blackish/dark grey primary color with red highlights.

head

underside of head



Tail



underside of tail, showing segmentation





close up of dumb bell joint



completed tail with legs



pincers

DONE!



THANK YOU for your **MODEL FISHING EXPEDITION** to get us **GOING AGAIN, KENT !** – mickb, Editor

Editor's Addendum : In case you were still left wondering what the "glaring commonality" between the two cover pictures are, there are two very easy correct answers. 1) There's a whole lot of blue going on in them thar shots... 2) It may not be glaringly apparent to you, but there's a clear share of Red, Blue and White shared in aggregate of Crawdad's Composition article photos, with the lead in tease picture for the Return of Reno NCAR photo essay 😊



Gentlemen, You Have A Race...returns!

Editor Luxuriates In Compiling An Essay of Photos (indeed, a pair) celebrating a fabulous American West event's return in its 57th year, to Stead Airfield & Reno NCAR

(above, Formula Class racer heads to start, below, Pace plane gets underway to make call)



Part One – Reno National Championship Air Races 2021 as seen by a second time newly minted fan of the ‘Worlds Fastest Motorsport’



A Beech UC-45J, civilian owned but restored in “squadron hack scheme” this bird served in its military years. That’s the plane I am posing in front of in cover shot, taken by my lovely SO, Uschi. On display at Reno NCAR.

As it happens, I was lucky enough to have my Uschi and her young scientist accompany me to the 2019 NCAR, for their first exposure to this type of motorsport. Mind you, no stranger to air shows and long time familiarity with the inside world of Drag Racing motorsport, mama also being a fierce adherent to two wheel road machine. But I didn’t expect the wonderful result of being asked when we are going next to this event, and made more an event by virtue of the first cancellation of NCAR (for 2020) in its long run (since 1964) with potential no return!

So when the confirmation that the 2021 NCAR was on, full bore, we were rewarded for efforts with ability to go for a “Race Weekend ” arriving in a very nice old school hotel with kitchenette Friday, stay to Sunday yes!

Saturday was quite the re-introduction, as the notorious desert winds were in full glory all day long. In fact got several races cancelled. The air show portions were modified or cut short for same reason. Nonetheless, we indulged in our Pit Passes, grandstand seating, Aircraft displays and of course, shopped the vendors for among other things, vintage aero adverts screenprinted on metal signs, well done affordable aviation jewelry. Sunday proved to be all around better for everyone, winds were not interfering just pleasant as sunny skies order of the whole day, all shows and races were put forth with no accidents or short schedules. The Unlimited Gold Race to close the event proved to be as exciting as the return of the entire NCAR, with “Miss America” P-51D looking as if she took the First winning flag to us in stands.



However, in racing you have smart rules. So if you don’t follow them, you don’t get an unfair advantage, no you get the fair disqualification if caught. Even if you have added the new special racing parts delivered to you straight from the factory which is local in our own San Martin, CA

Which is how the final ruling rolled out.

Better luck next time, Brent.

Brent Hisey of OK City, OK had his Bird parked so that Uschi could get a “smiling shot” as you see.



Uschi and Maria find the Texan races as engaging as do I. Here a shot she took from our grandstand, by phone!

Uschi doesn't share my intense bias as to who fields the best military air display demo team, she has seen many in both European and United States settings over some years. She was just as pleased to know that this year the USAF Thunderbirds would be featured at Reno show... and here is one of her favorite snaps from our seating:





Uschi knows I am a passionate fan of Kingcobra and Beech 18 family members, took shots for me of them. We both shared an interest in this high wing classic below, and were caught up with the Osprey performance, too!



Uschi can't resist an aircraft "with a nice smile" and this one was a splendid capture in example by her:



Here is another angle on that bird, with a windblown example of a veteran fan included for scale. Thanks, U !



And on that same note, another pic of Uschi's favorites to lead us into the second part of this review of Return of Reno NCAR

Part Two – Reno National Championship Air Races 2021 as seen by an enthused long time novice fan of the ‘Worlds Fastest Motorsport’



Going back to this event at this storied place brought on a greater confident sense of “this too, shall pass” more than going to the 2021 IPMS USA Nationals did for for me. Even though held little more than month apart and in the same state! Nevada is not California, and Reno, Las Vegas are entities unto their own beyond being in Nevada.

I have been enjoying the Reno NCAR pretty regularly since the 1990s, and went to my first one way back in 1983 thanks to a co-worker who shared an interest in model building and more deeply, in air racing, aerobatic teams.

For those who may not know it, the Reno-Stead Airport has been the home of the NCAR since 1966. The races were started in 1964 originally at Sky Ranch airfield and ran there again in 1965. When the Reno Army Air Base began, it was a USAAC built operation in 1942 assigned to the 2nd AF. It grew quickly from its original purpose as a training site for Signal and Chemical Corps personnel. Interestingly enough, it became a major training site for Air Transport Command pilots being assigned to flying “The Hump” in the CBI theatre. As the terrain between Stead and what was to later become Travis AFB (then Fairfield-Suisun Army Air Base) adjudged being the most similar to the Himalayan areas of India to China transport route! It would be this same mountainous, forested and desert landscaping feature that lead the postwar USAF in 1951, to relocate the USAF Survival School from Colorado to Stead Air National Guard Base (so renamed in honor of Croston Stead, who crashed there in a P-51D Mustang during training maneuvers in 1949. Croston was a Reno native, also the brother of Bill Stead, who would go on to organize the Reno NCAR ...)

This move by the USAF ended up leading to many more upgrades and integrations into a very large operation for this sort of important training, and Stead AFB also became the hub of major military helicopter pilot training for not only US military commands but many nations around the globe, during the 1950s into 1966, when it was turned over to civilian control, which included its becoming then the home of the Reno National Championship Air Races!

I have only given the briefest of history embedded in this little airfield and its associated neighborhood and could say that Reno’s boast of being “Biggest Little City in the World” could easily be re-adapted to use by Reno-Stead Airport as being the “Biggest Little Airport in the World”. So there, now you know perhaps a little bit more about this gem.

One more great reason as to why this place resonates with me and several others in our model community... Up until very recently, the IPMS Reno High Rollers held their excellent Classic for years on Stead Airfield grounds, inside the Mt Bismarck Elementary School Auditorium, often on weekend before NCAR Gold Race Sunday. Oh the memories!



While Reno NCAR has always been thought of popularly as “Where the WW2 Warbirds Go To Race”, there have been other air race classes in it all along. Currently now there are 7. One of them fairly recently created, I have become a novice fan of, my last 3 times attending. It’s the Sport Class, some of them seen taxiing out for their next race, above.

Sport aircraft shall be any experimental, kit-built, plans-built or amateur built aircraft that is certificated by the FAA and has completed a phase 1 flight test. Aircraft are to be powered by an internal combustion engine or engines totaling no more than 1000 cu in. and capable of a 200 MPH minimum qualification lap speed. The specifications listed herein will be the only specifications of the Sport Class Air Racing Association

Besides those above qualifications, the Sport Class ARA also requires specific additional proofs for performance due to the Density Altitude normally expected at Reno-Stead. If you don’t understand D-A, trust me, don’t worry. But also don’t fly yourself or willingly fly with anyone else who doesn’t. It’s not a healthy ignorance, trust me.

Here, have look at one of the higher altitude Sport Class Racers in midst of race. Yes, at near 400 mph air speed. FUN!





They look like they're fast moving even on the ground, very much living up to the Sport nomenclature to me.





A last look at the LOW and FAST class, on left...

Then we switch to another perennial favorite of many, the T-6 Class. Yes, ONLY North American T-6 Texan or the relatives of that first design, are allowed in this.

You could call it the LOW and SLOW class but that be a damned ignorant move. It's a very competitive class, and more dangerous than some may appreciate. One of my early attendances to the NCAR, the Saturday T-6 final heat saw 4 Texans collide right in front of pylon you see here, and 2 Doctors piloting them died and 2 others severely injured. It's a test of pilot skill as much as machine, and extremely demanding of judgement.



Fortunately for me, I was not a witness to that horrible midair collision of bad judgement. Reading of it when I was resting at my hotel, having arrived too late to make the Saturday events. But it was a sobering reminder of fact there's no reset button or do over in real life, ever.

For this portion of my photo essay, I'll show three of the group who raced this go around, and then return of four.

I was so busy watching them race very strongly that I'd not taken any shots of races either Saturday or Sunday !

But it was again a very lively class to spectate in air and in the pits, with Texans, Harvards, SNJs all there to race.







ALRIGHT, I did say The NCAR also includes an active Air Show component, yes?

Well, let's take a break here and see a bit of one of these features.

This lovely Cub J-3 from Method Seven taxiing about, when sudden urge to leave cockpit occurred to the Pilot. Passenger left aboard...



As we watched from our seats, the tower spokesman talked Passenger aboard J-3 here through “on the fly” Flight Lessons which made for some interesting interludes.

This shot here I took wasn't lowest or scariest turn of this particular segment

But it gives you an idea.

Of course, the Pilot returns to scene with “a rescue van” (really!) to bring things to a close, healthily we hope.

And as you may be able to make out of my long distance zoom shot here, the van with J-3 Cub landed safely aboard (after trying a few trial runs to get it just right) cruises off to permit more sedate fare to proceed.

This was fun to watch Saturday and on Sunday, with Saturday being so windy, The Ultimate Class races were scrubbed.

The whole act of barely keeping this J-3 in air, took on a whole new dimension in that cursed air at low level. Yet the skilled Pilot passenger managed to land atop van on both days. The Osprey demo wasn't able to be so lucky. This event has had weather be a huge factor in how it runs all years I have been to it. This was worst for wind, one day.





The USAF provided a very elegant “Heritage Flight” display both days, honoring the members of the Armed Services who gave their all in time of service, as well as saluting current AF personnel. It was performed by an active duty F-35 and a Warbird P-51D, in a series of maneuvers keeping in formation, and neatly bracketing the beginning of the USAF in 1948 on through to present day.

The F-35 would be doing an extremely active demonstration of its capabilities at another point, and the Major who was in command of it, she was a very clearly capable fighter pilot to any measure you’d like to offer, without a doubt.

The USMC demonstrating the measure of the V-22 Osprey was equally masterful, and a credit to the pilot, crew. A memorial low level pass was done with an American Flag flying out cargo bag, to honor a serviceperson recently lost in Afghanistan operations. Members of their family were present to witness this salute effort by fellow Marines.





This year marks 20th that the Jet Class of Air Racers will have been in the NCAR. For year 19, there was a greater mix than ever. Originally only allowing match racing by Czech built L-39 Albatros like two lovelies on the left, it now can and does have L-29 Delfin, DH Vampire plus a few other odd jets out for this MAXIMUM speed race.

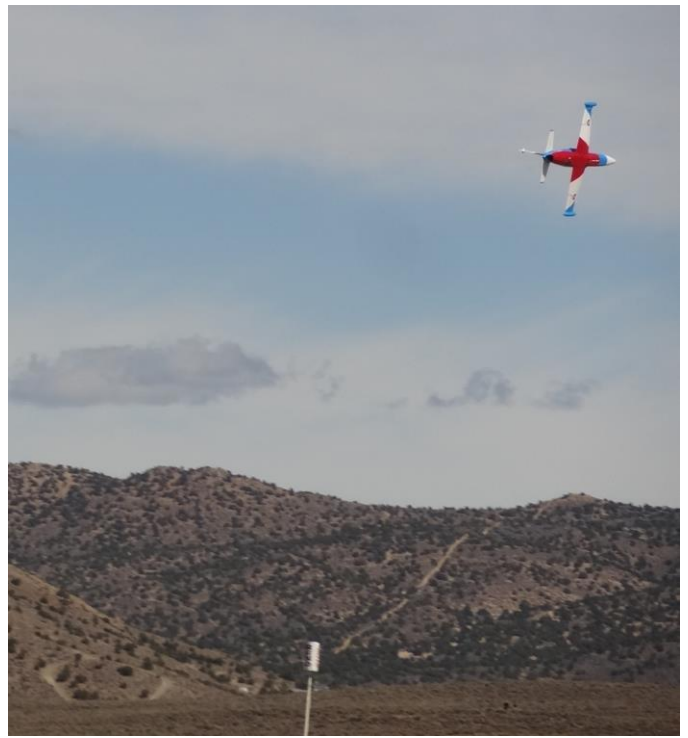


These three L-29s for instance, were re-engined to make them more competitive. Just so much fun !



This was their Pace Jet, by the way.

Steve Hinson flies the Chino Air Museum T-33 for the Unlimiteds Class Pace aircraft, this Honda Jet is more suitable for the Jet Class work.



As you may see, once this gang is in the air, they are just as low altitude focused competitive as any of the Formula, Sport, Bipe or Unlimited Class Racers get. Only these can get over 500 mph regularly while doing that.

While I am sure that my pictures don't carry the same impact, I do hope they elicit at least a sense of curiosity about the NCAR



And the winner this time out was...



YES, I AM KIDDING. The F-35 left before Jet Race.



As the Jet Class finals for their Gold Race and return to their paddocks, of course the Unlimited Class is NEXT.





Sea Furies...You just have to love them. They are very versatile, like Bearcats





Two more favorites of mine, Dreadnought and GoldFinger. Sea Fury for two and Mustang for one.





Pretty Polly P-63 above and below one of those great Sea Furies, both now on way to the Unlimiteds Race





Dreadnought and Miss America (a LONG TIME NCAR participant) also in review on way to race for GOLD





GoldFinger and Speedball Alice Race 31 Mustang head out for that epic battle ...



If only still pictures could roar like these engines do !



Race results can be found for all of NCAR 2021 at this address: <https://reports.airrace.org/>

For me, I'll just leave you here with a last look three shot of these beautiful birds enjoying a unique life, racing



UPCOMING EVENTS CALENDAR AS OF 02-31-22

Friday, February 18 2022 **CANCELLED 02-14-22**

IPMS/ Silicon Valley Scale Modelers meeting. “**Boring Return to Normal Functioning**” is Club Contest Theme

Monday, February 28 2022

IPMS/ Silicon Valley Scale Modelers meeting . **GAME KASTLE locale**

Friday, March 18 2022

IPMS/ Silicon Valley Scale Modelers meeting. “**Boring Return to Normal Functioning**” is Club Contest Theme

Saturday, March 26 2022

Silicon Valley Classic # 7 themed “**Take Your Best Shot**” @ Napredak Hall 770 Montague Expwy, San Jose

Monday, March 28 2022

IPMS/ Silicon Valley Scale Modelers meeting. **GAME KASTLE locale**

Friday, April 15 2022

IPMS/ Silicon Valley Scale Modelers meeting. “**Boring Return to Normal Functioning**” is Club Contest Theme

Monday, April 25 2022

IPMS/ Silicon Valley Scale Modelers meeting. **GAME KASTLE locale.**

Friday, May 20 2022

IPMS/ Silicon Valley Scale Modelers meeting. “**Boring Return to Normal Functioning**” is Club Contest Theme

Monday, May 23 2022

IPMS/ Silicon Valley Scale Modelers meeting. **GAME KASTLE locale.**

Saturday, June 11 2022

NNL WEST / West Coast Model Expo SUPER DISPLAY not to be missed! Santa Clara Convention Center

Friday, June 17 2022

IPMS/ Silicon Valley Scale Modelers meeting. “**Boring Return to Normal Functioning**” is Club Contest Theme

Saturday, June 25 2022

IPMS/SilverWings host SILVERCON 2022 @ Town and Country Lutheran Church and School, Sacramento

Monday, June 27 2022

IPMS/ Silicon Valley Scale Modelers meeting. **GAME KASTLE locale.**

Saturday, October 08 2022 (NOTE NEW LOCALE FOR THIS EVENT)

CONTEST & SHOW Hosted by **RENO HIGH ROLLERS** , BPOE Lodge 597, 597 Kumle Lane, RENO NV.
Theme is "The Cold War" with any model subject extant between March 5 1946 and December 31 1991 (The dates of Churchill's "Iron Curtain Speech" and dissolution of Soviet Union) being eligible

AND AS OF 2-28-22 WE ARE STILL GO for this

THE SILICON VALLEY CLASSIC VII



CONTEST THEME "TAKE YOUR BEST SHOT"

March 26th 2022 9am-5pm

Napredak Hall 770 Montague Expw. San Jose, CA

Racing vehicles of all types (land,sea,air),military recon subjects,spy aircraft,space,Aerospace vehicle or subjects that pushed the limits of technology or drew negative feedback from others,early stealth projects,super weapons,WWII aircraft that saw service in Korea & Vietnam,fire fighting aircraft,China Lake,Point Magu,Tyndell AFB,Hollaman AFB,White Sands Missile Range,Red Flag,UCAV/UAV's,Land Speed vehicles,projects started by one and finished by another

12 NOON REGISTRATION CLOSES, 1:05 judges meeting, 3:30 Awards

Free Make N Take model building for kids being held all day. Two raffles held at 11AM & 2PM.

Competition open to the public (IPMS MEMBER OR NOT) in 47 categories of senior (18 & UP), 9 youth (13-17), sub junior (12 & under). (SWEEP ALLOWED)

SENIOR \$12 UNLIMITED NUMBER OF MODELS, \$5 FLAT FEE

PLEASE NOTE Due to safety restrictions within the contest venue we can not accommodate models or vendors that require wall power. Small battery power models are ok.

Vendor table sales and other contest related information please contact the contest director. Tables are on a first come basis and limited to two tables per person and non refundable or transferable. NO EXCEPTIONS. Valid state of California tax form/permit required and must be present at event.

"The following awards will be awarded to a model that best fits the title, flavor, or the person would find of interest and does not have to be a 1-2-3 place winner"

Best Competition Auto, The Steve & Anita Travis subject award, Atlantis reissued model kit" (must be built out of the box with instructions present

Questions? Contact the contest director Mike Woolson swingwingklvk@gmail.com

Official news <http://www.mickbmodeler.com/sv-classic-seven.php>

GO FIGURE – LOOK WHAT’S UP for SEPTEMBER ‘22



STAY TUNED FOR NEWS ABOUT UPCOMING SUMMER AND FALL EVENTS !

STILL PLANNED: OUR MARCH, APRIL and MAY 2022 SVSM Meets @ Game Kastle

STAY TUNED FOR NEWS ABOUT MILPITAS PD Community Room Reopening

PLEASE SHARE THE JOY OF OUR HOBBY AND FRIENDS

Because it seems sometimes more than a few forget this :

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

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



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