

Live fast, die young: the Convair 880

By Ken Miller

The Convair 880 was, despite Convair's best efforts, a commercial flop. The 880 and 990 did occupy a small niche in the early days of jet transportation, but the Boeing 707 and Douglas DC-8 received all of the glory. The convoluted history of the 880 fleet lends itself to building a unique model.

The Convair Corporation had a rich aviation history, including being the United States' most prolific aircraft builder during World War II. The company produced over 30,000 planes during the war. After WWII, Convair and many other manufacturers turned toward the development of airliners to serve as replacements for the Douglas DC-3/C-47, and Convair sold 1076 twin-engine 240, 340 and 440 Convairliners from 1946 to 1960.

In 1953, Convair was looking for a new design to replace the successful Convairliner series. Billionaire Howard Hughes approached Convair with the idea of converting the YB-60 jet bomber into a commercial transport for use by Trans World Airlines. A feasibility study quickly ruled out the idea, but these talks marked the beginning of a relationship between Hughes and Convair that

would eventually lead to the 880.

In 1955, Convair unveiled a four-engine jet transport design designated the Model 18 that was capable of carrying 123 passengers on domestic routes. When Boeing and Douglas

announced plans to produce similar aircraft (the 707 and DC-8), Convair realized that the market could not support three similar types and shelved the plan. In 1956 Convair proposed a model 22 that would carry 80 passengers over medium to transcontinental segments at 600 mph cruising speeds. Howard Hughes' Toolco company was offered delivery rights for the first 40 aircraft, which Convair/General Dynamics considered the minimum number necessary to launch the project.

The aircraft design was initially called the Model 22 Skylark 600 in

reference to its 600 mph cruising speed. To maintain the Skylark's speed, designers restricted the fuselage width to only fit five-abreast seating, whereas Boeing and Douglas acquiesced to customers, lowered design speeds, and widened the 707 and DC-8 designs to accommodate six-across seating.

Continued on page 12



The 880, from beginning to end. At top, the prototype speeds through the air. At the bottom, an 880 awaits the scrapper's torch at Mohave. This plane wears bogus livery applied for an episode of *Amazing Stories*.

FROM THE PRESIDENT

Whoops! That is not what I meant!

"People in glass houses should not throw stones." Or at least that's how I remember the saying goes. It seems that at one of the prior meetings I was inadvertently throwing some pretty big rocks myself.

During the closing of the last meeting, I was informed that some people took offense to some comments I made during the announcement of the builders' workshop at Reid-Hillview. The workshop is for some a place to get away to build and exchange information. I admit myself it's not the best area to hold this type of meeting, but we are allowed, at no cost to the club, to do so by the Airports Division of Santa Clara County. We also are allowed to stay as long as we want, with 3:30 am being the record so far. As a result, we have been approached and asked to bring students there to build. We have also put on displays and shows at the local schools. It's even allowed some of us to get comfortable enough with each other to invite people to their homes and start Saturday night workshops there. Rodney Williams started the workshop in 1994 because he wanted a place to meet other that the meeting and discuss "how to" more than "this is what I did." He wanted it to be something different than building at home alone.

Originally we started as a first and last Friday meeting, but now it has grown into a every week but 3rd Friday meeting. Even though a lot of us have moved on to the Saturday meetings, I'm happy to say the Reid-Hillview nights are still going.

At the last meeting when I said that "...so if you don't want to drive to Alameda or Fremont.." I in no way meant that you should not support your local club. Go! No matter how good a club is, it will only survive by the support of its members. So support your clubs. As for myself, I have to say to the Alameda and the Fremont clubs that I apologize for any misinterpretation that happened with the announcement of Reid-Hillview. It was only meant to be a secondary option in case of car problems, late starts, traffic, etc. Once again feel

free to bring any problems you may have to my attention. I can only be as good or bad a president as the input I get. Once again, sorry.

I've noticed that, by the time we hit the break, we lose a couple of the models on the table. I feel that we are losing out because we don't hear from you or about your model. Some have been pretty interesting, but we never hear about them because they are gone after the break. If you may need to leave early, please put you models on the front table nearest the door! This is your once a month chance to talk about the hobby you love with others who share the same interests as you, and we can accommodate you if you need to leave early.

See you at the auction in November and remember to start thinking about those kits for the vets!!

CONTEST CALENDAR

October 21, 2000 **IPMS/North Valley Dambusters** holds its annual contest in Redding, California. For more information, call Richard Carlson at (530) 357-4488 or e-mail BlackWatch25@aol.com

October 22, 2000: **IPMS/Orange County** hosts **The Region 8 Convention-OrangeCon 2000** in Buena Park, California. For more information, call (949) 631-7142 or e-mail ocipms@aol.com.

October 28, 2000: **The American Scale Modeling Organizaton** presents the **Central Valley Modeling Expo** at the Legion of Valor Museum in Fresno, California. For more information, Call Ernie Gee at (559) 438-1628 or e-mail him at elitemodels@aol.com.

November 11, 2000: **The Antelope Valley Group** hosts its **Fourth Annual Contest** at Antelope Valley College in Lancaster, California. For more information, call David Newman at (661) 256-6359 or e-mail him at dnewman@as.net.

November 18, 2000: **IPMS/Mt. Diablo** hosts its **annual contest** in Vallejo, California. For more information, call Chuck Speir at (707) 645-0231 or e-mail him at sjshark2@ix.netcom.com.

February 24, 2001: **Silicon Valley Scale Modelers** host the **eighth annual Kickoff Classic** in Milpitas, California. This year's theme is "Camelot, 40 years after: 1961—1963." For more information, call Chris Bucholtz at (408) 723-3995 or e-mail him at bucholtzc@aol.com.

**To submit stories, letters,
requests for help, or wants and
disposals to the**

STYRENE

SHEET

Write to:

**Silicon Valley Scale
Modelers,**

**P.O. Box 361644 Milpitas, CA
or, by E-mail, to
bucholtzc@aol.com**

A glossy Gulfhawk from the Testors Bearcat

By Rodney Williams

Several years ago I went with Mike Meek to the Tracy, California Air Show. I spotted a beautiful *Bearcat* racer, all decked out in high-gloss orange, with white and dark blue trim. I took a couple of photos with my 35mm camera. Later, I mentioned to Mike that I would like to build a model of it. Mike said it was not a racer, but more or less a show plane that comes to a lot of airshows.

Mike said that this aircraft is the second one, as the original crashed and was destroyed. This plane was an F8F-1 *Bearcat*, but the original was called a G-58A. It was built for the Gulf Oil Corporation as "Gulfhawk 4," and had all its military equipment removed. This reduced

the weight by 3000 pounds, and its pilot, Major Al Williams, said it could go 500 mph at 19,000 feet and could climb to 10,000 feet in just 98 seconds.

The aircraft we saw was also modified in the cockpit, including a new bubble canopy that could hold two people.

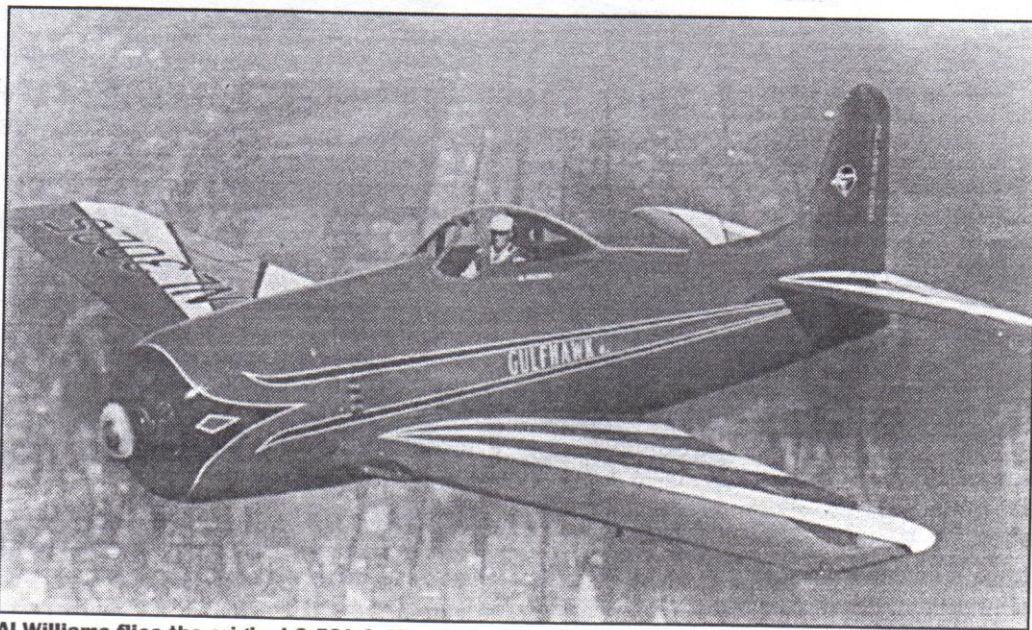
When I got back home, I decided to build a model of this plane. Low and behold, D&J Hobbies had a *Testors* kit of the original *Bearcat* in 1:48. Upon opening the kit, I got a shock—it had the decals for the show plane. Man, did I luck out!

At home, I got the second shock. There was no cockpit, and that meant scratch-building one. It sat on the shelf for quite some time. Then I heard that either *Eduard* or *True Details* had come out with a photoetched cockpit for this bird. I was now off and running.

I think I started on the kit sometime during 1995, and finally finished it just before the IPMS/SemiCon National Contest in July, 1998.

I started working on the kit engine and propeller. They looked good, so I did not add any detail, just paint. I added the kit decal data blocks, but there were no Aeroproducts logos. Mike Braun had some good quality spare decals logos and sent them to me. These logos add that finished look to the four blades.

I reinforced the *Eduard* cockpit brass photoetch items with thin styrene. When these parts were dry fitted and taped into the cockpit area, I put the two halves of the fuselage together. It fit like a tailor-made suit! The cockpit was painted, and was now ready for installation.



Al Williams flies the original G-58A Gulfhawk. Stripping an F8F-1 of its armor, armament and other military gear lightened the already small plane by 3000 pounds!

I built in a small box for the tail opening, then revised the kit wheel with some of the photoetched items. They were painted and installed. The tail wheel was on a pin-system, which let me swing the tail wheel assembly up into the tail wheel opening. This way, I could push the tail wheel up inside while sanding and painting on the outside. On final assembly, I just tacked the tail wheel in position with a "micro-dot" of superglue.

I added a few stringers to the main wheel well bays, and scratch-built all four gear doors, and added the photo-etched torque links to each main gear strut. I also closed in the back of the air scoops, and added a vertical bar, which I saw on some *Bearcat* photos. The aircraft had a few present-day avionics on the out-

side, like some sort of small bubble on the bottom of the fuselage, aft of the cockpit, and a whip antenna on top. I hand carved the little bubble, and used .010" white styrene rod for the antenna.

I made the six exhaust sacks from stainless-steel tubing, which were attached on final assembly.

Paint time was at hand: I mixed my own orange-looking color from my automotive lacquer paint colors. I sent some color chips to Tony Corbo, Mike Meek's friend. It seemed that the second *Bearcat* had crashed, but could be saved. Tony, who's the General Manager of Square One Aviation in Chino, California was helping rebuild the *Bearcat*. He chose one of my color chips, and said it looked good enough.

My mix ratio, which was handed down to me by the late "Master" model maker George Lee, is the same for all of my paints. I start out with three to four parts thinner to one part paint. With automotive lacquer, you must use automotive thinner. You cannot use any other thinner. George gave me a demo once. He stuck a stick into my paint jar, which had been shaken up. He pulled out the small stick, and the paint ran off slowly for quite some time. He asked if I was using the paint as glue. He then opened up a bottle of his paint, which was shaken up as well. When he pulled out his stick, a few super-thin drops of paint came off. He told me to go home and add lots more thinner. I've had excellent paint results ever since that lesson in 1988.

The orange lacquers went on like a charm. I sanded between every few coats to get rid of dust particles settling onto the

paint, as my paint booth is just outside of my garage door. Some have asked, "how many coats of paint are on your models?" My answer is somewhat vague. I don't know, maybe 50-100-150!

I clear-coated the orange with clear lacquer, then masked it off and applied the white on the wings and tail plane. This was also clear coated with clear lacquer. Next, I applied the dark blue lacquer around the cowling, again clear coating, then air-brushing on the thin white outline.

The white fuselage stripes were cut out of white decal film, using a home-made template. Next, I sprayed the dark blue lacquer onto white decal film. Using the second template, I cut the strips out and applied them over the white. I used the same method to apply the dark blue separation stripes between the orange and white for the wings and tail plane.

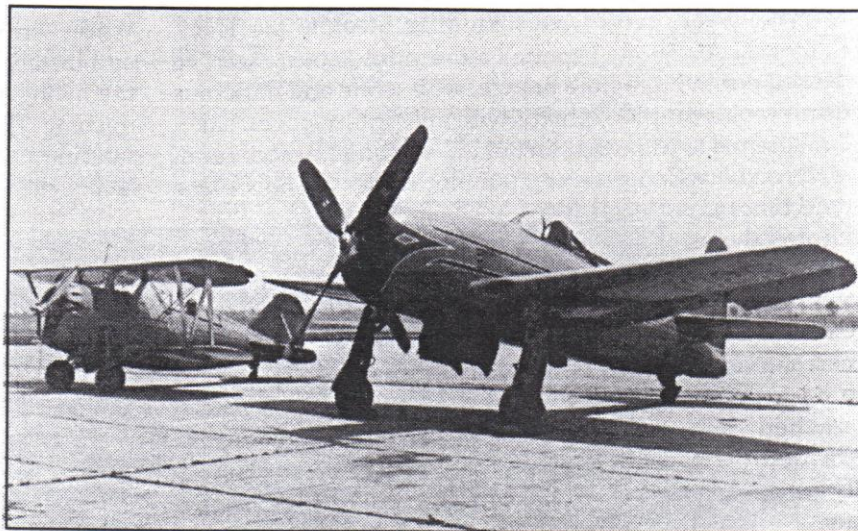
The civil license number NL 3025 for the wings was cut out of white decal film and sprayed dark blue using two separate home-made templates. I used the kit decals for Al William's name, Gulfhawk-4, the Grumman logo and the civil number for the rudder. These white decals were doubled up, so the orange would not show through. Many clear coats of lacquer were applied, and again were sanded with 2000 grit between every few coats.

The final step toward achieving a high-gloss finish was rubbing out the paint with Blue Magic automotive polish. It takes a great deal of time, but the end result is worth it! The final paint application was the black wing walks, using Tamiya XF-1 flat black.

On final assembly, everything went on like clockwork, including the antenna wire. By the way, for you new-comers in the club, I use threads from women's nylon panty hose for my antenna wires. On the Bearcat, I used two, and for 1:32 models, I use four.

I also had crafted a pitot tube, built-in wing tip lights, and a tiny white tail light.

I finished with three weeks to go before the Santa Clara



The G-58A sits next to an earlier Gulfhawk, the Gulfhawk 2 modified from an F3F-1 biplane. The Gulf Oil Corporation flew these planes for promotional purposes.

SemiCon Convention. Reviewing the model, and checking everything, I was convinced that I was a shoe-in for first place in the Civil Category.

While sitting at the judge's breakfast, Mike Braun says, "Rodney, first place is the only place to be in a contest, right?" "Yes!" was my answer! Mike then says, "That's your Bearcat in Civil?" "Yeah!"

Mike says: "You have your main gear doors on backwards! I am one of the judges, and during pre-judging, we discovered your mistake. It's best you go down real quick and fix them or take the model out of the contest."

Well! I rushed down, and darn it all, Mike was right. I took the model off the table. The moral of the story is: I made this same mistake before. Next time, I'll look extra hard at those little things!



F8F-1 in military guise. This Bearcat is familiar to modelers; the venerable Monogram release included its markings in its decals.



While the UH-1 was the army's jack of all trades in Vietnam, the CH-34 fulfilled that role for the Marines from 1962 until 1969.

Marine workhorse: building *Italeri's* CH-34

By Laramie Wright

With the release of their 1:72 Sikorsky H-34 *Choctaw* a couple of years ago, *Italeri* began a series of early U.S. helicopters that set a new standard for the kit category and continues to delight helo fans with interesting subjects.

The *Choctaw* was major player in American and western military aviation from the late '50s through the mid-'60s until replaced by the UH-1 *Huey* series. The *Choctaw* was active in the Algerian war, where it was used by the French Air Force and Navy. Later, the U.S. and South Vietnam operated the *Choctaw* during the war in Vietnam. It was successful in all arenas and also served as the prime recovery aircraft for early Mercury capsule splashdowns.

The reason for the building this kit came from a request from Mike Layman, an ex-U.S. Marine Corps Vietnam veteran who served in H-34s in 1965. He was a crewman and door gunner and had fond memories of his bird. There was an upcoming reunion scheduled and he wanted a replica of his particular aircraft. A few years earlier I had built an M-48 tank used by a unit he was attached to, and he had traded a nice hot air balloon flight for my wife and I in return. It was a really memorable day and a totally unexpected event.

I had intended to build a 1:48 *Revell* H-34 but alas, they were no longer in production and I could not locate one. *Italeri* had just released their 1:72 model, so I gave it a look. I found a very nice kit—accurate, well detailed and reasonably priced. The kit is molded in olive drab and contains decals for USMC, French Navy and German Army aircraft. There a couple of armament options corresponding to the U.S. and French versions, including a nasty-looking long-barreled 20mm cannon used in Algeria. Based on Mike's recollections and a few really useful photos from his tour, the details were decided and I got to work.

The kit builds easily, and you should have no problems as long as you take a little time to dry fit. I began with the interior, which is pretty good as far as it goes. There is no ceiling panel above the cargo area, leaving a gaping void and exposing the rotor shaft as well as the top seam. I made a pattern and then cut a ceiling



A profile shot of an H-34D in full-color early-war markings. The Marines toughened the helicopter with M60 door guns and rocket pods based on experience in Vietnam.

panel out of sheet styrene. A little sanding and filing made for a close fit and blanked off the void. I added detail to the bulkhead behind the pilots' seats and attached the ceiling to it so they fit in as a unit. The result was very satisfactory. There were a number of injector pin marks to be filled and sanded before I added a few structural details to the sides of the interior. I filled the seat locator holes on the deck and re-

scribed the panel lines. I made two mounts for M-60 machine guns, one by the door and the other in the last window on the port side of the helo. I used stretched sprue and card stock to make the mounts and their associated ammo cans. I robbed M-60s from the *Italeri OS-13 Sioux* kit and fashioned butt stocks and pistol grips. The original bird was configured for general all-around hauling.

Per Mike, the only seat left in the cargo compartment was his at the front edge of the cargo door. I added some light weathering and went to the pilots' office.

The pilots' compartment had two simple seats, cyclic control sticks, console and an instrument panel. I added the missing overhead console with radio set and detailed the seats. I added frame detail and seat belts from the *True Details* generic helicopter set. I added collective sticks, scratch built from sprue on the left side of each seat and rudder pedals from the *True Details* set. Because the kit is the first of a series based on the H-34, the nose halves and fuselage halves are separated on a panel line. This makes for some extra seams to be dealt with around the nose and floor. There are two nose choices, based on engines and exhausts. The joints require some work



A UH-34 lifts off. The gunner's M60 is clearly visible in the doorway.

and error. That looked good and finished the interior.

Once done, I buttoned up the fuselage halves and cleaned up the seams. No problems were encountered, but again, use care in alignment and dry fitting to minimize clean up. The transmission housing was added and went on beautifully. I next had to do some scratch building to convert the main gear from single braced to double braced struts.

The pictures of Mike's bird showed the later v-shaped struts, so I modified the kit landing gear legs by clipping off the single brace and cleaning up the surfaces. Then I made replacement braces from stretched sprue. They have a taper on one end that required several attempts before I produced four sufficiently alike to work. Using drawings and photos from Squadron's "In Action" title on the *Choctaw* I made up

two braces and set the proper camber on the landing gear legs. Once cemented in place and lightly sanded, I applied a tiny amount of super glue at each joint for strength.

The rotors went together well and looked very good, with molded in droop. I thinned one of the plates at the base of the main rotor and replaced its over-scale actuating arms with stretched sprue. A much nicer appearance resulted. I also thinned the tail rotor control for a better scale appearance. I added the rescue winch above the cargo door and glued the cockpit glazing in place, masked it and prepared to paint.

I shot the helo overall in *Gunze Sangyo* Marine Corps Green acrylic. The transmission housing was masked and primed in white, then painted Insignia Yellow. The rotor blades were painted black with a *Floquil* Graphite hub and controls and yellow tips. The tires were painted black and oleo compression slides silver. I used a wash of black oil paint to outline panels and deepen the appearance of grills and intakes. The markings were made up mostly from those on the kit sheet with aircraft numbers from a *SuperScale* sheet. The serial number was pieced from kit decals and a careful 0000 brush. A coat of flat to seal finished the model

I enjoyed the project and recommend the kit highly if you have an interest in egg-beaters. I plan on a couple more H-34s in the future for my collection, including one in French service *avec le canon gran*.



The versatile UH-34 was used as an interdiction weapon as well as a transport. Thesea Choctaws on the U.S.S. Princeton are preparing for an Operation Market Time patrol.

Conquest I's lines captured by High Planes

By Mike Meek

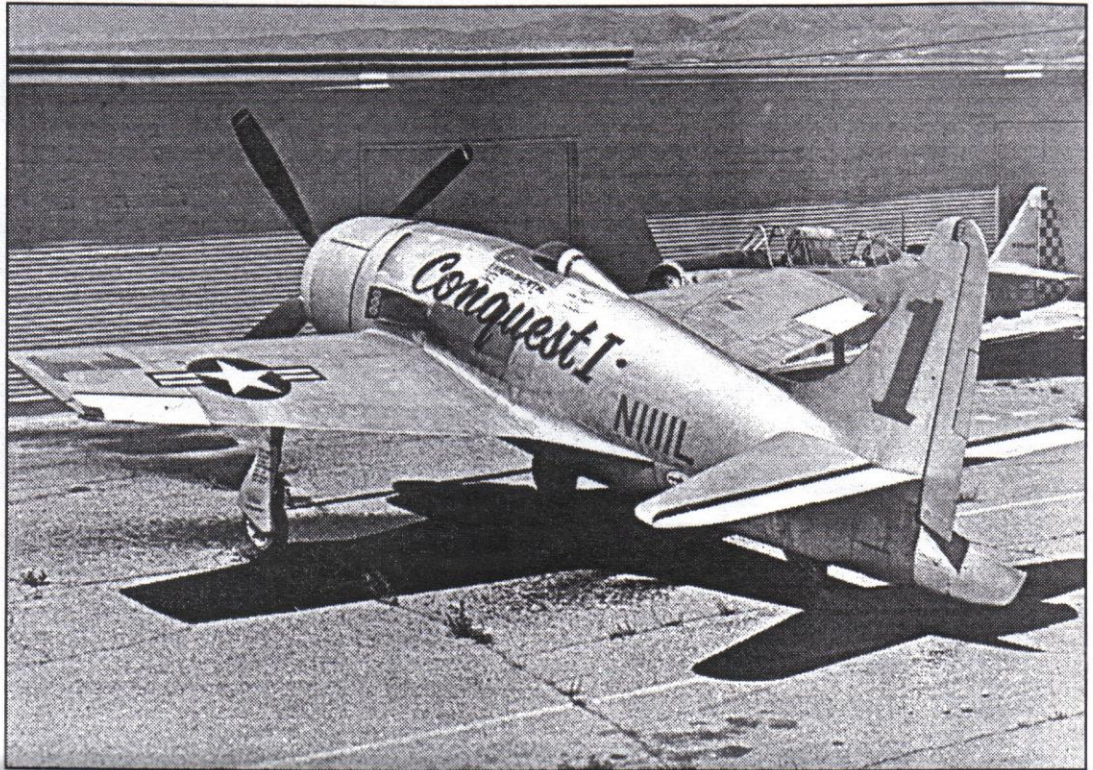
Another in the line of 1:72 air racers from *High Planes*, and maybe the most famous racer of all, "Conquest I" was a Reno champion six times, the last time in 1971. It was also the first ultra-modified racer since the Cleveland era. Some of the features included a major weight reduction, reduced wing span, a tiny cosmic wind-type canopy, a one-shot nitrogen retract system for the landing gear that allowed the removal of the hydraulic system, and a boil-off cooling system for the oil, located in the fuselage.

High Planes has captured the look of this *Bearcat* very well. Like all of its limited-run kits, it takes some clean-up and careful fitting to get a good result, but it is worth the effort. The wing and fuselage joint is like that on the old *Monogram* model, which means you have to do some careful trimming until you get a good fit. The fuselage is one piece, and this makes

getting a nice opening in the cowling difficult. I chose to cut the cowling off my model and make it a separate part. Doing

this allowed me to fit an engine from the spares box in addition to getting a nicer-looking cowling.

I added a .060 piece of styrene to the front of the fuselage to



Darryl Greenameyer's Conquest I set the stage for a new generation of super-modified air racers. This is how she appeared in 1971, with a cut-down canopy, clipped wings and other features.

make up for the cut. The cockpit is crude, but you really can't see any of it through the tiny canopy anyway. When I built my 1:48 version, I went to all the trouble of fitting photoetched instruments and rudder pedals, and you can't see them inside the fuselage.

The kit includes well-done white metal gear legs and a vacuformed canopy. The decals are very nice and allow you to do two versions, one from when Darryl Greenameyer set the new propeller speed record and another from Reno, both in 1969.

A couple of problems should be noted. You will need to take some styrene and make the shield for the exhaust on the sides of the fuselage. This is visible on the box drawing. Also, you might notice a raised area on the bottom of the wing that runs wing fold-to-wing fold right behind the gear wells. Don't sand this off, because it's on the real airplane. It's a spar cap to strengthen the wing, and was faired in with filler.

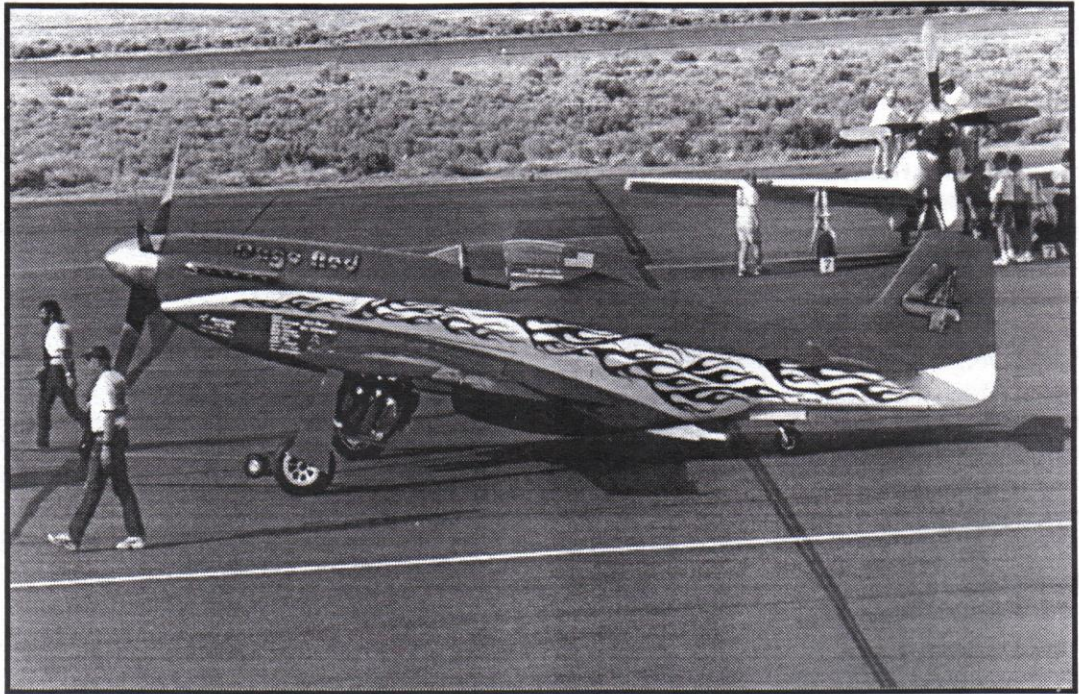
The kit is around \$25. I got mine from Hannants in the U.K.



Conquest I in her final scheme. The aircraft is still painted like this in storage at the Paul Garber Facility of the National Air and Space Museum.

EVENTHEWINNERBREAKS-RENO2000

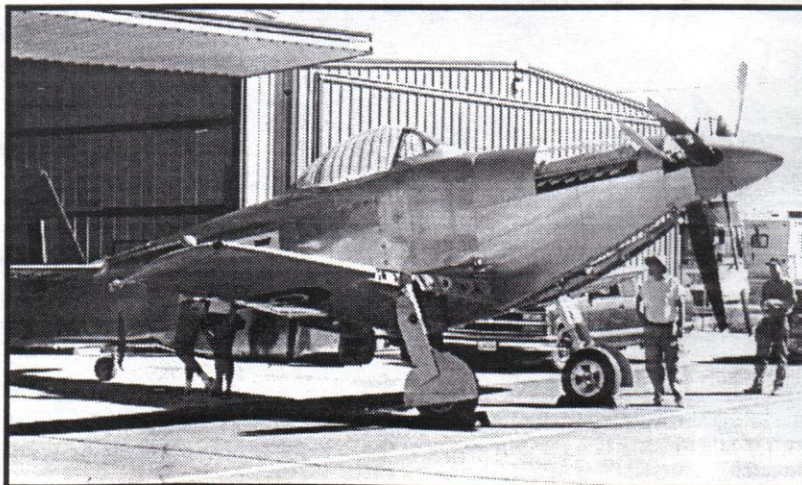
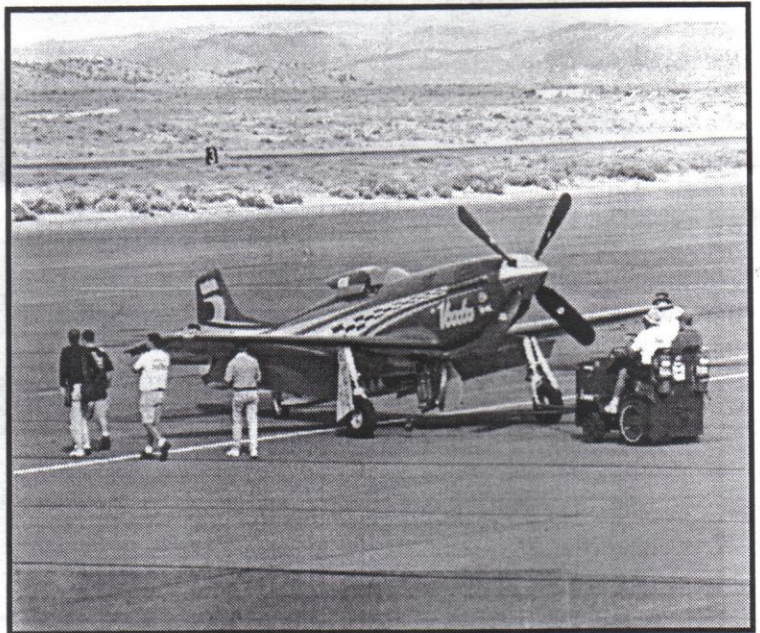
PHOTOS BY MIKE MEEK



Skip Holm qualified Dago Red at 489.681 mph and went on to win Sunday's Gold Race. After the race, the Dago Red crew was going to attempt a 500mph lap, but the engine failed on takeoff, leaving a hole the size of Dave Hansen's head in the crankcase.

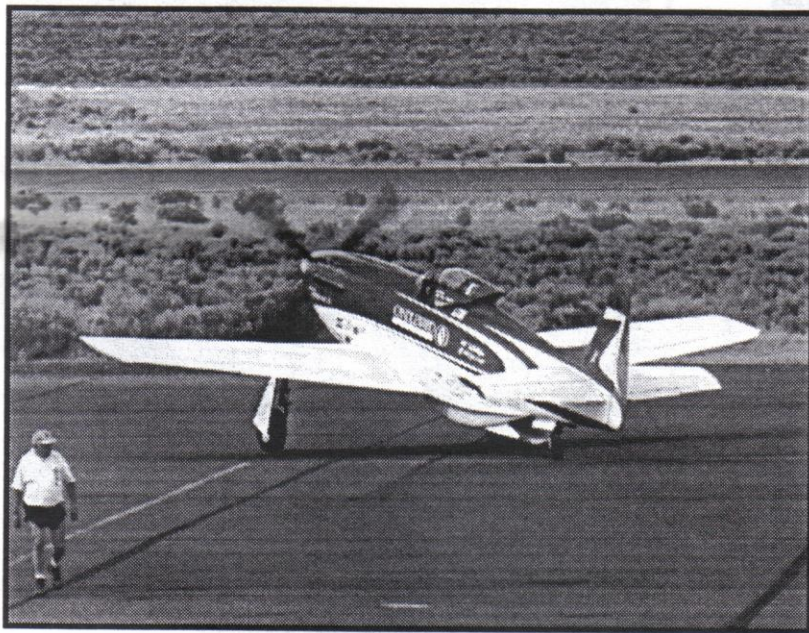
This year's Reno Air Races featured a field of great planes, but it'll be best known for all the engines that gave up and the penalties that affected the outcomes. Mike Meek was there as a crewman and, as always, he shares his photos with us.

Voodoo had a new look, a new Jack Hovey-built engine and a new propeller combination using T-28A blades, giving it a diameter of 10 feet.



Not in the race, but of interest to the race spectators, was John Marlin's replica Martin-Baker MB.5, under construction at Stead Airport.

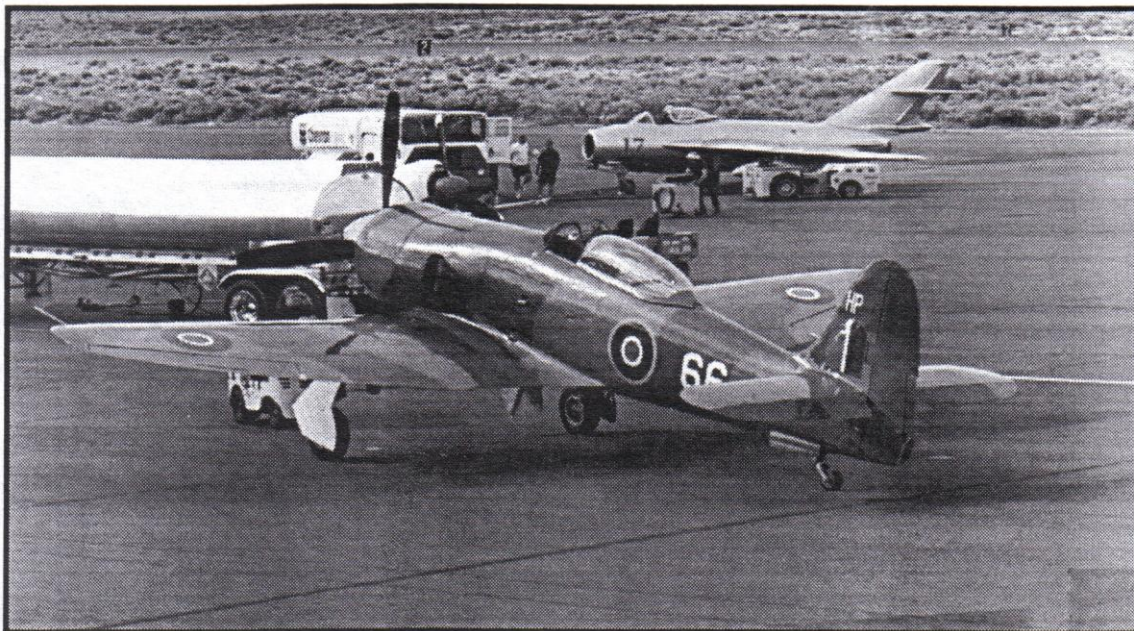
After Dan Martin and Stu Eberhardt dropped out of Sunday's Gold Race, Bill Rheinschild finished third in Risky Business.



Strega heads out to qualify after two days of hard work by the crew to repair the engine. After burning a piston early in the week, the crew had to change the left bank on the world's trickiest Merlin. Bill Destafani qualified at the last minute but withdrew after metal particles were found in the oil.

Sunday Gold Race

Rank	Pilot	Aircraft Type	Aircraft Name	Speed
1.	Skip Holm	P-51D	#4 Dago Red	462.007
2.	Tom Dwelle	Sea Fury	#10 Critical Mass	434.962
3.	Bill Rheinschild	P-51D	#45 Risky Business	415.771
4.	Howard Pardue	Sea Fury	#66 Fury	406.933
5.	Matt Jackson	P-51D	#5 Voodoo	406.225
6.	Stewart Dawson	Sea Fury	#105 Spirit of Texas	392.580
7.	John Bagley	Sea Fury	#47 Southern Cross	389.076
8.	Stu Eberhardt	P-51D	#22 Merlin's Magic	DNF Lap 7
9.	Dan Martin	P-51D	#20 Ridge Runner III	DNF Lap 6

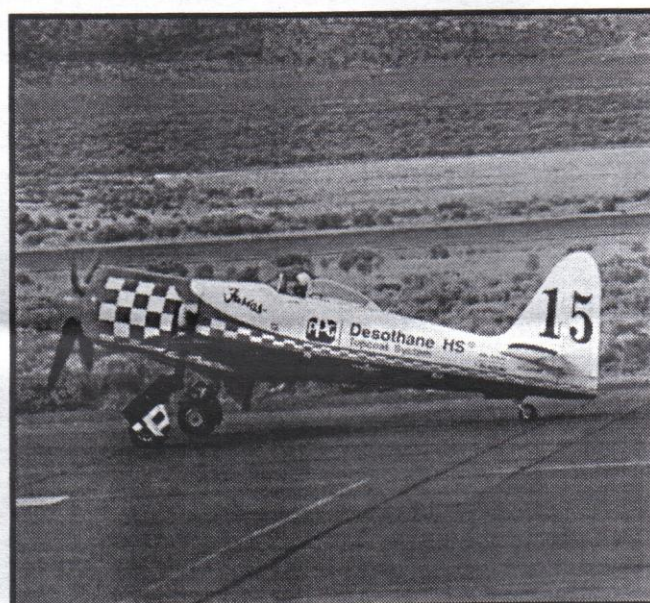


Howard Pardue's *Fury* heads for the ramp. In the background is Jimmy Leeward's MiG-17, which ran in the jet demo race, lapping the unlimited course at 570mph!

Sunday's Silver Race

Rank	Pilot	Aircraft Type	Aircraft Name	Speed
1.	Bill Rheinschild	P-51D	#45 Risky Business	435.718*
2.	Brent Hisey	P-51D	#11 Miss America	427.535
3.	Randy Bailey	Sea Fury	#911 September Pops	402.558
4.	Nelson Ezell	Sea Fury	#21 Sea Fury	393.089
5.	Brian Sanders	Sea Fury	#114 Argonaut	389.298
6.	Jimmy Leeward	P-51D	#9 Cloud Dancer	388.777
7.	Gary Hubler	Sea Fury	#117 Bad Attitude	388.365
8.	Art Vance	Sea Fury	#15 Furias	DNS

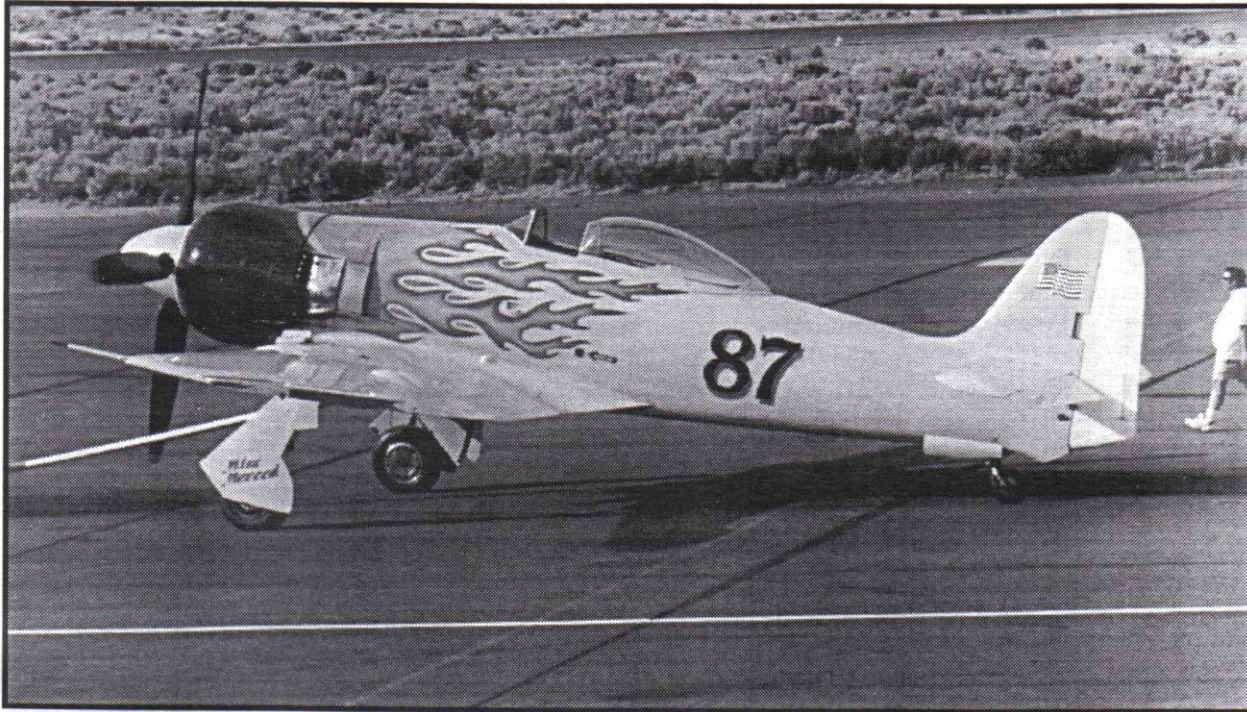
*Forfeited first place to move up to the Gold Race



Art Vance flew the newly-repainted *Furias*. Problems put them out of the running on Sunday.



With a new Dwight Thorn engine and smoothed and painted wings, Stu Eberhardt had *Merlin's Magic* going faster than ever. A broken throttle linkage put him out of Sunday's Gold Race on the last lap.



Jim Michaels flew the ex-Sherm Cooper Sea Fury Miss Merced to win Sunday's Bronze race.

Dan Martin was in third place in Sunday's Gold Race with two laps to go when a piston melted down. Dan had run some 440mph laps with stock wings. Here, Mike Meek's truck is shown with a replacement Merlin for the trip back to Hollister.



Sunday's Bronze Race

Rank	Pilot	Aircraft Type	Aircraft Name	Speed
1	Jim Michaels	Sea Fury	#87 Miss Merced	388.403
2	Ike Enns	P-51D	#50 Miracle Maker	365.781
3	Thomas Camp	Yak - 11	#2 Maniyak	343.777
4	Rob Patterson	P-51D	#81 Lady Jo	283.574*
5	Brant Seghetti	P-51D	#44 Sparky	282.140*
6	Sam Richardson	Yak - C11	#29 Czech Ride	DNF Lap 7

Bob Button's Voodoo ran well all week and would have finished second in the gold race, but pilot Matt Jackson jumped the start and was penalized and ended up fifth.



880 Convair's fast but ill-fated liners

Continued from page 1

On Sept. 10, 1956, Delta, TWA and Convair reached an agreement, with TWA ordering 30 and Delta ordering 10 aircraft. The aircraft's name had been changed from the *Skyhawk* 600 to the 880, which equaled the plane's design in feet per second.

A year after the launch of the 880 program, only eight additional aircraft had been ordered. Convair found it almost impossible to sell 880s with the first 40 delivery positions tied up by Hughes' Toolco agreement for TWA. Meanwhile, Boeing modified its 707 design into the medium-range 720, which competed directly with the 880. Boeing provided six-across seating and undercut the cost of the 880 by \$200,000 per aircraft.

Some airlines such as Alaska and Cathay Pacific purchased single 880 aircraft. In 1965 TWA purchased the last 880 from Convair. Only 65 Convair 880s had been built, in contrast to 1010 Boeing 707/720s and 556 Douglas DC-8s.

TWA operated the largest airline fleet of 880s, a total of 32 aircraft. TWA began 880 service on Jan. 12, 1961 and speed records began to fall immediately. On Jan. 24, an 880 averaged 680 mph, flying from Chicago to New York in one hour and 11 minutes. By the end of August 1962, 880s were servicing 17 TWA cities.

Ten years later, TWA announced plans to replace the 880s with less fuel-thirsty Boeing 727s. The energy crisis made it even more necessary to retire the 880s. TWA's final 880 flight was on June 15, 1974 from Chicago to Kansas City. The fleet of aircraft was placed into storage and sold, bouncing from one company to another through the years. Work was begun to convert some of the aircraft to freighters, but the majority were never completed. Eventually, a fleet of 14 ended up in storage at Mojave Airport.

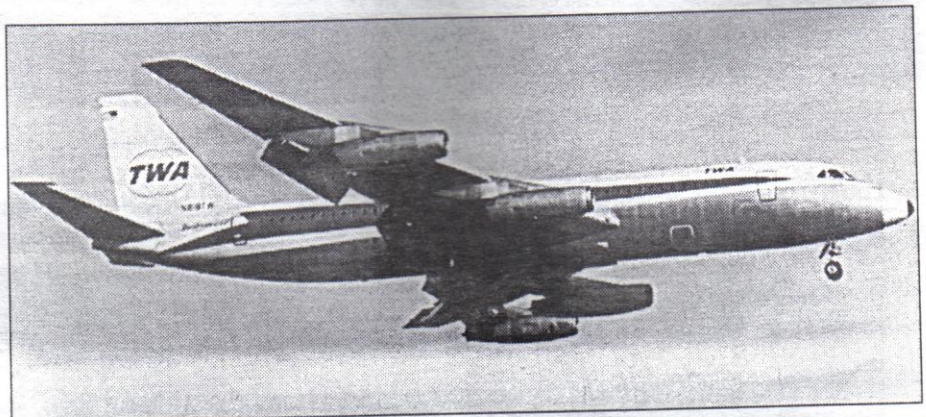
By 1985, U.S. noise regulations prohibited 880 operations without sound suppressing hush kits, limiting sales to foreign countries. In 1993 Torco Oil Company bought the remaining fleet of 880s, intending to convert the CJ805 engines from kerosene to natural gas fuel to use as power sources at drilling sites. Finally, in December 1999, Torco Oil Company took the inevitable last step. All but one of the remaining 14 Convair 880s were scrapped and the engines salvaged to be used as oil platform power sources. The aircraft had been in storage longer than they had flown in revenue service.

Currently, if a modeler wants to build an 880, he is limited to the *Glencoe* issue of the old *Hawk* kit. *Welsh Models* states that a 1:144 vacuform kit is in the works, but it could be many years before it is released.

The *Glencoe* kit isn't that bad, considering that the inside fuselage is stamped "*Hawk* 1960." This was the first kit that I've built whose mold was made before I was born. The kit is in the ever popular 1:126. Actually, if you decide that you like the scale, *Heller* also makes a 1:125 727, 747, *Concorde*, and DC-10.

Glencoe provides TWA and Swissair decals. The kit consists of 33 parts, and there is no clear part provided for the windshield, so one must either use aftermarket decals or Kristal Kleer. The model goes together quite well, with only a few minor gripes. There are no parts provided for the engine intake fans, so one needs to fill a gaping hole with discs of sheet styrene.

My kit had a monster gap a few millimeters wide running the wing width between the wing and fuselage. Gap filling superglue took care of it. Another bugaboo were the separate



Ken finished his 880 in TWA markings, like those on the airliner at top. Below, 14 880s and a 990 sit at Mojave awaiting their ultimate fate. All but one were scrapped earlier this year.

passenger doors that didn't fit. *Airfix* airliners have this same fault and one has to do quite a bit of gap filling and sanding for each door. I really appreciate *Revell* and *Minicraft's* latest releases with their engraved door detail.

Airline models provide a good opportunity to develop one's skills applying bare metal finishes as the real aircraft are usually white and bare metal with colored trim. I used *SnJ*, *Bare Metal Foil*, and *Testors* silver chrome

paint to make five tints of bare-metal finish. I tinted the *SnJ* with light gray to paint panels on the engine pylons. I masked off the panels with *Bare Metal Foil* and painted the rest of the wings, engines, and lower fuselage with straight *SnJ*. I then masked off the front of the engine intakes and used the provided polishing powder on the rest of the aircraft. Dipping the fronts of the engine intakes into silver chrome paint provided a bright intake lip. A strip of bare-metal foil along the leading edge of the vertical stabilizer finished things off. Five different tints of bare metal on one model is a new record for me.

I ended up using *Kristal Kleer* for the windscreen with so-so results. I also used stretched sprue and added landing gear door and actuator struts. I cut sheet styrene for the antennae. I used the supplied TWA decals and finished the model to look as if it had just been delivered new.

The fun part came once the model was completed in brand new condition. I thought long and hard about how to weather it and make it look as if it had sat in the desert for 20 years. I painted out the registration numbers and TWA logos with gray paint, leaving just enough visible to simulate the fading and peeling of the gray paint. I used a combination wash/dry brush of white paint over the red fuselage stripe and red

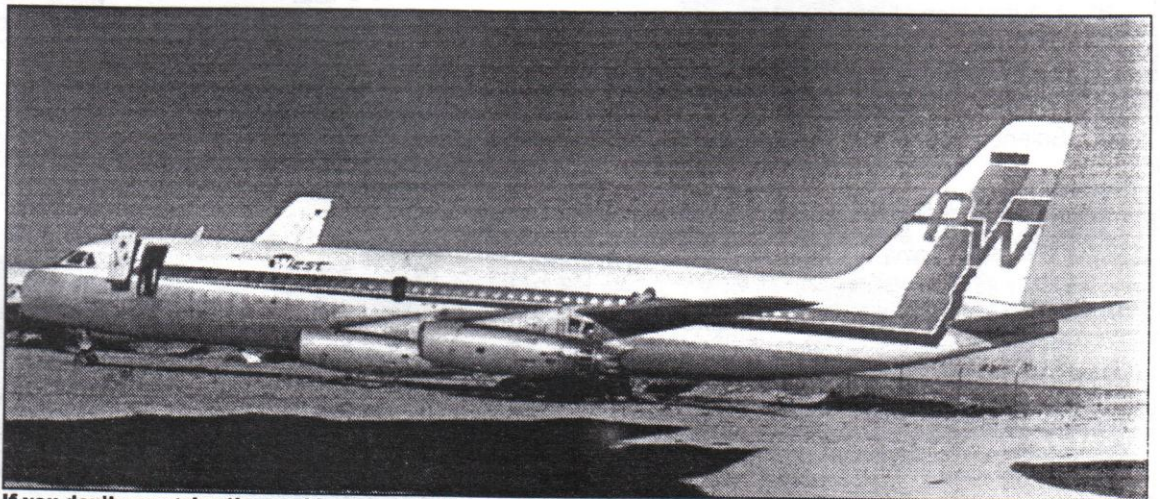


Ken's model, before it was subjected to the weathering Ken felt was needed for his Mojave vignette.

titles to simulate severely faded paint. I used a fine point Sharpie marker to simulate spray-painted registration and engine numbers on the engines prior to scrapping. Finally, I used a coat of *Testors* Dullcote to dull and seal the finish. Surprisingly, the Dullcote caused the Sharpie ink to run a little. In hindsight the marker should have gone on last.

As the real aircraft sat in the dirt at Mojave Airport, I needed a base for my model. I bought a hardwood base at Southern Lumber, painted it with shellac, and coated it with HO scale dirt purchased at the Train Shop in Santa Clara.

Building a model of a derelict Convair 880 was certainly an interesting project from start to finish. The 880 was an capable aircraft that was overshadowed by the Boeing 707 and Douglas DC-8. The *Glencoe* kit isn't half bad either, considering its age. The best part of building the model was that it gave me an opportunity to apply weathering that one would rarely find appropriate for an airliner.



If you don't recognize the markings on this Mojave 880, don't worry. This livery was applied for an episode of the television series *Amazing Stories* and stayed on the plane until it was scrapped.

DESERT CLASSIC IV MODEL CONTEST

Presented by

ANTELOPE VALLEY GROUP



Saturday November 11, 2000

Antelope Valley College 3041 W. Avenue K Lancaster, CA Cafeteria Entrance

The Theme for this year's contest is : The Korean War

Categories

1. Helicopters (All Type, All Scales)
2. 1/73 and smaller Aircraft
3. 1/72 Prop Aircraft
4. 1/72 Jet Aircraft
5. 1/48 Allied Prop Aircraft
6. 1/48 Axis Prop Aircraft
7. 1/48 Multi-Engine Prop Aircraft
8. 1/48 Jet Aircraft
9. 1/48 Multi-Engine Jet Aircraft
10. 1/32 Aircraft (All Types)
11. Ships
12. Tanks 1945 & Earlier (All scales)
13. Tanks 1946 & Later (All Scales)
14. AFV, Artillery, Softskins
15. Auto - Competition
16. Auto - Street Machine / Custom / Stock
17. Figures Historical
18. Figures Non-Historical
19. Dioramas
20. Miscellaneous
21. Junior (17 and under)
22. Science Fiction / Space

***** Large Raffle *****

AVG Website: www.hughes.net/~jaber/avg-ipms

IPMS Chapter Contact: Don Butzke at (661) 942-9827 don.butzke@usa.net
Mike Valdez at (661) 258-1278 mikentina@prodigy.net

Note: The "No Sweeps" rule is in use for this contest. All winning entries from past Desert Classic and IPMS Nationals prior to 2000 are not eligible.

AVG reserves the right to change/alter class structures and entree classification as they pertain to the IPMS Rules and criteria. Judges decisions are final. Neither AVG nor Antelope Valley College can be held responsible for any loss, damage, or injury to entrants, vendors, or spectators and their respective entries, merchandise and/or personal effects.

Schedule

10:00 - Noon	Registration
Noon - 2:00	Judging
2:00 - 3:00	Awards

Fees

Parking	\$0.50 Charged by the College
Adult	\$5.00 for 2 entries \$1.00 for each additional entry.
Juniors	FREE
Spectators	FREE
Vendors	\$10.00 pre-registered \$20.00 at the door
Call for more Information (661) 258-1278 ask for Mike (661) 256- 6359 ask for David	

*** SPECIAL ***

*** RAFFLE ***

**BADGER
CRESCENDO
AIR BRUSH**

Special Awards

Best of Show
People Choice
Best Aircraft
Best Automobile
Best Armor
Best X-Plane

EDITOR'S BRIEF

There are no September minutes this issue; we had a great turnout of people and models in September, and the secretary kept his usual meticulous notes. However, some dirtward broke into the editor's car and took his minidisk recorder (no problem—covered by work) and his portfolio (problem—it had the notepad with the minutes). One can only hope that the cryptic scrawlings about Sabers and Scimitars has the thief wondering if he was wise in taking this property and incurring the wrath of a group so prone to violence. Next month, for sure—you'll get the minutes you so richly deserve.

Next month is also our first annual not-an-auction. Admission will be one or more kits, and make 'em nice ones. The editor will be bringing a *Minicraft B-29A*, a copy of *P-39 Airacobra In Detail and Scale* and other worthwhile goodies, and if we all pitch in it will be a huge night of fun. Depending on the size of the pile, we may or may not have time for show-and-tell; the president will make that call.

The way we run our not-an-auctions is simple. The non-auctioneer (probably the editor) will introduce each item to be offered and then start the not-bidding. The non-bidders in the audience will raise their hands and keep them up until the not-a-price gets too high or until they win the not-an-auction. In other words... The item is a 1:43 Porsche 924. "We'll start at \$1," says the non-auctioneer. The McClure brothers' hands go up. "Okay, then... \$2....\$3...\$4..." says the non-auctioneer. Both brothers' hands remain raised. This goes on past \$12. Kent's hand drops... But up shoots Brad Chun's hand! Brad maliciously keeps his hand raised and ekes a further \$10 out of Eric. Now wasn't that fun? It's great training for the

December gift exchange!

The proceeds will be split between the club and our charitable activities. Speaking of which, it's about time for the Veteran's hospital drive to begin again. Bring your surplus models—be they old, new or just unwanted—for our drive. Every year gets bigger for us; let's keep the momentum going. Although we didn't get a chance to see him at the club meeting, several members had the opportunity to meet Floyd Werner at the Dallas Nationals. Floyd is the soldier who set up the Models for Bosnia program which we were a part of. He's home in Texas now, but the program still continues. Let's give a little enjoyment in the form of models to the men and women who give so much for us.

Several members won't be at the meeting Friday; they've left the country. No, the INS hasn't finally completed their investigations; these people went to the U.K. Nationals. Our biggest concern is whether they'll permit Robin Powell back into the U.S.

Finally, you may notice the volume of air racing material in this issue. October is always air racing month at SVSM, and to continue our years-long tradition, our meeting will be the site of the annual Unlimited Air Racers contest. This year, to spare the treasury, the editor is sponsoring the event. How does a \$25 gift certificate at D&J for first, \$15 for second and \$10 for third sound? It sounds awful to the editor, but he'll choke up the cash just the same. Bring out your racers of contests past; just like at Reno, it's always nice to see the old racers dragged out for another shot at victory.

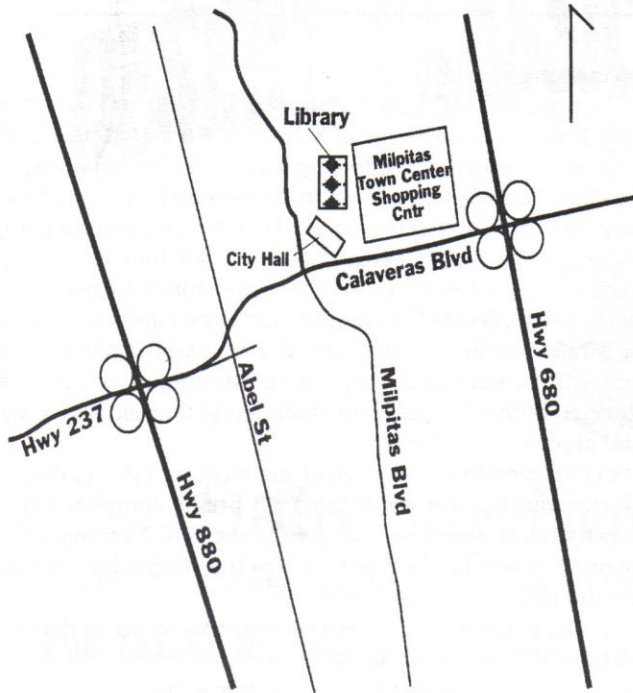
—The Editor

Need a few pointers?



Get them at the SVSM Modeling Clinic

Every first and fourth Friday of
the month at the
Reid-Hillview Airport Terminal
Work on your models with your
fellow modelers—share tips,
learn new techniques, and have
fun!



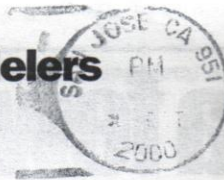
Next meeting:
7:30 p.m.,
Friday,
October 20
at the Milpitas
Public Library
40 N. Milpitas Blvd.

For more information, call the
editor at (408) 723-3995

E-mail: bucholtzc@aol.com



Chris Bucholtz, Editor
Silicon Valley Scale Modelers
P.O. Box 361644
Milpitas, CA 95036



DAN BUNTON
910 NIDO DRIVE
CAMPBELL CA 12345