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November 2021

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Applications should be printed and mailed to: IPMS/USA, P.O. Box 1411 Riverview, FL 33568-1411

Hello Swamp Foxes, welcome to the November 2021 Newsletter.

It was great to see you all at the October meeting, 20 members joined us for the evening, Plenty of great models on the tables again.

As always Stay Flexible, check your emails for any short notice changes.....

If you have an article or an idea for an article, please contact me.

Check out the great builds and works in progress by our members in the members models.

Get working on those Christmas lists

Stay Safe, Hang in there and ..... **Keep on Building**

From the Front Office…

Howdy, all!

Our next meeting will be held on 17 November at 6PM at the Lexington Library. I hope to see you there. We've been doing the pandemic thing for nearly two years, so you know the drill—if you feel sick, or have recently been sick, stay home. If you aren't comfortable meeting indoors, stay home. Masks are encouraged.

This month is officer elections. The candidates are: PRESIDENT: Trevor Edwards and Hub Plott VP: Rick Broome and Pete Maher I will have printed ballots for the elections. If you cannot make the meeting and are a member in good standing, you may vote absentee by sending an e-mail ballot. Simply put "Club Absentee Ballot" in the subject line, indicate your choices in the body of the e-mail, and send it to both me and Matthew (r.nardone@mindspring.com and matt63goodman@gmail.com) no later than noon on the 17th. We will discuss the Holiday Party this month. The details are still being firmed up, and we'll fill you in at the meeting. We will still have the gift exchange, and I'll send out the rules with the party details.

Cheers, all!

Ralph

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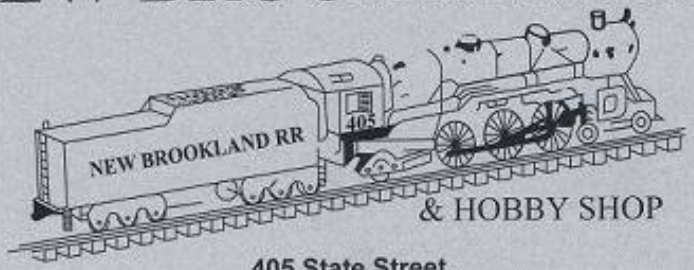

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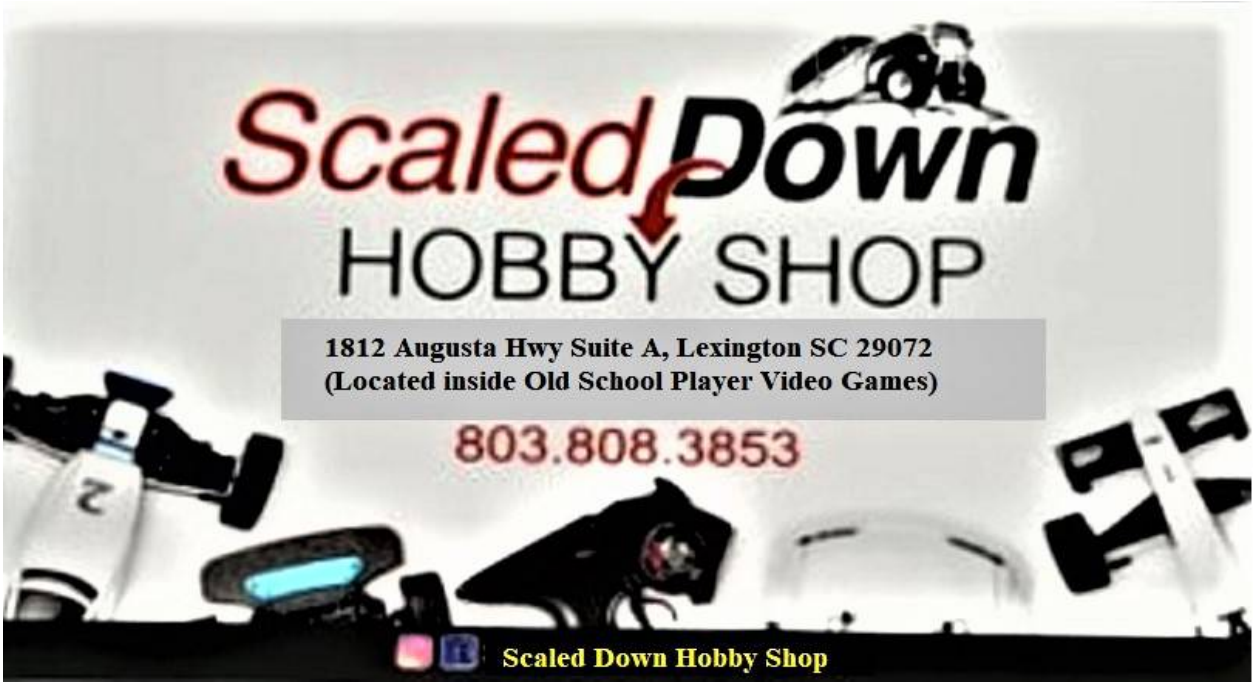

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Another Look at Federal Standard 595

Consider the following statement: “Federal Standard color number 36440 is a matt version of the glossy FS16440, and FS26440 is a semi-gloss version of the same color.” True? False? Why?

Before you answer, this is one of those “trick questions” you used to rail about to your teachers. The answer largely depends on the time period in question. Why? Until Change Order 7 to FS595a, each of the colors included in FS595 could possibly be different in hue and chroma, as well as sheen or reflectance, from each other. After that point, someone in the Government Service Agency (the folks responsible for Federal Standard 595) decided—unilaterally, it seems—to realign the Standard to answer the question I posed in the affirmative.

How could this be? Wasn’t the whole purpose of FS595 to organize the various color standards so that like colors would have the same number? Like most things involving the Government, It is a can of worms. Maybe we should open it just a little bit…

In the beginning…

First, we need to review the origins of FS595. It was an attempt to standardize the various color references then in use. Before FS595, there were several color references that had been, and were still being used. Since color standards initially were started by each of the branches of the service, there was a lot of duplication, near duplication, and cross-over, and, to the Government, there was a lot of confusion… Color Standards for U.S. military equipment began in 1919, when the Army issued Specification No. 3-1 in November 1919, featuring 24 colors. In April 1931, the U.S. Army Air Corps’ Specification 14057 was enacted, and Revision C of that document was released in 1939. Specification 14057 was cancelled and replaced in September of 1940 by Air Corps Bulletin No. 41 (with actual schemes specified by Technical Order 7-1-1); this was the standard in use when the U.S. Army Air Corps was re-named to the Army Air Forces.

Meanwhile, the U.S. Navy’s Bureau of Aeronautics (BuAer) issued their Specification M-485 in December 1940. Because each branch of the service had their own color references, an effort to unify them bore fruit in 1943 in the form of ANA Bulletin 157, which included 19 official matte and semi gloss colors identified by a three-digit number, each number being in the 600 range. Later, ANA Bulletin 166 added 15 gloss colors, their numbers being in the 500 range. Before the ANA color

references were ended, a total of 44 official colors were catalogued. In 1950, the government published Federal Specification TT-C-595, which superseded the ANA Color system. In this system, colors were assigned a four digit identification number. TT-C-595

lasted only four years before it was cancelled and replaced by what we all know now as FS595, aka FED-STD-595. Initially, there were 358 colors identified. Over the years, there were many minor changes and major revisions to FS595, ending with FS595c Change 1.

Initially, most of the colors described under ANA 157 and ANA 166 were “transferred” to TT-C-595. In some cases, similar colors were “bunched” together. It could be a difficult task--the progenitors of the Navy’s Gull Grays alone were spread across the ANA spectrum, and most of them had two versions—one pre-1943, and a different version post-1943.

Now, also remember that FS595 does not care what you name the color—you could call it Roone or Floyd if you wanted to, and it wouldn’t mean a thing--the only thing that matters is that five-digit number.

My quest: Those Navy Grays…

I was researching the paint schemes on Navy Phantoms during the Vietnam War. “Oh, that’s easy”, you say. “FS16440 Gloss Gull Gray on top, FS15875 Insignia White below and on control surfaces! Any idiot knows that!” Well, this idiot knows better than to hold to doctrine that which is “doctrine” only because it has been repeated often enough. Lo and behold, that’s what we have going on here…

One prominent modeler of Naval Aviation subjects had posted to the online modeling forums a claim that, prior to the changeover to FS595b, the Light Gull Grays were in fact different colors, not just the same color with different sheen, and that all model paint formulated using these newer chips, therefore, wouldn’t match, either. Intrigued, I set about some research on the subject. Here’s where my journey led me.

Between 1954 and 1971, the colors were FS36440 (aka Matt Light Gull Gray--incidentally, this color is a cousin to ANA 620) on top, Insignia White below, and the horizontal control surfaces (ailerons, trailing edge flaps, and elevators—but not slats and leading edge flaps!) overall white in accordance with MIL-C-18263(Aer). Sometime in 1960 or 1961, rudders, too, were painted overall white.

In 1971, a change dictated by MIL-C-18263F(AS) changed the upper surface color to FS16440 (Gloss Light Gray, formerly Gloss Light Gull Gray). Radome Tan, FS33613, was also introduced at this time as a protective coating for fiberglass components.

During my fact-finding mission, I came across a few posts on the modeling forums that made the claim that when some of these older AN/ANA colors were transferred to TT-C-595, and later FS595, they may have shared a name, but the colors between gloss, semi-gloss, and matte were not always the same in hue and chroma. Three different colors could carry the same “family” number (in this case, x6440), but that Gloss Light Gull Gray, FS16440, and Matt Light Gull Gray, FS36440, were different colors.

First, I asked Butch Heilig of fündekals. He hadn’t heard of such a claim, so I posed the question to scale modeling’s favorite color historian, Dana Bell. He confirms that a well-meaning clerk with the General Services Administration did indeed unilaterally re-assign some colors:

“Indeed, every chip before FS595b could differ in more than gloss factor. A young

stalwart at GSA decided to fix this as 595b was being prepared, but he failed to contact any of the end users in the process. That's why the Army's flat Olive Drab helicopter paint is known by two different numbers - he removed the gloss from the original OD and left the Army with an unacceptable flat color. The Army reinserted the original color into 595b, but under a new number. (More fun with greens will follow.)

Unfortunately, the gentleman who prompted my quest passed away a few years ago, so I couldn't ask him directly. In his posts, he said that if you looked at set of FS595 or pre-1984 FS595a chips and compared those to the FS595b chips, it was readily apparent that the colors were different. He also pointed to the Monogram guides as proof of his claim. Not having a pre-FS595b fan deck or John M. Elliott's The Official Monogram U.S. Navy & Marine Corps Aircraft Color Guide, Vol 4: 1960-1993 (ISBN 9780914144342) on hand, I posed my question on Facebook. Several people responded, and sure enough, the Munsell Color System designations of both colors were indeed different. After examining the chips visually and plotting them on an online Munsell Color Wheel, this was verified—they are different, but not by much.

In other words, if you subscribe to the mantra of "close enough is good enough", feel free to do whatever floats your teacup. Now, remember that I'm talking about the colors as they would appear when new and fresh—time and the elements could (and did) cause the colors to shift over time. The F-4's I modeled were indeed painted different grays—one was painted pre-1972 and was painted with FS36440, the other went through the BEE-LINE conversion to F-4N after the color changeover and was painted FS16440. In the end, I used PollyScale ANA 620 for the earlier airplane and Testor Model Master Acryl 16440 for the F-4N. They are *just* different enough to make me happy…

Incidentally, one response to my Facebook posts was something along the line of "that's why I stay away from IPMS." My reply to him: "We all enjoy this hobby for different reasons, and this discussion has nothing to do with IPMS and everything to do with the fact that I enjoy researching topics of this nature." Whether or not this subject had been investigated before and put to bed, I can't say--I could find no evidence of that, so I did what I did and have no regrets. (At this point, I would like to offer thanks to Butch Heilig, Dana Bell, Michael Polk, Douglas Hamilton, Rebecca Hettmansperger, Tony Abbott, and Tim Darrah for their assistance. They looked it up so you don't have to…)

But what about those Army greens? In his initial statement in his answer to me, Dana referred to the modern (post WWII) U.S. Army Olive Drabs:

"That's (FS595a Change 7 and FS595b—Ed.) why the Army's flat Olive Drab helicopter paint is known by two different numbers – he (the aforementioned GSA "stalwart" who shuffled things around) removed the gloss from the original OD and left the Army with an unacceptable flat color. The Army reinserted the original color into 595b, but under a new number."

He went on to say he wasn't sure of the actual paint numbers, but, having painted the helicopters on our AMPS Chapter's Fire Support Base RIPCORD diorama, I certainly was. In fact, he and I discussed this at the IPMS/USA National Convention in Chattanooga in 2019 a bit. First, you need to clear your mind of all impure thoughts. Ready? Here we go…

The color has its origins with as Lustreless Olive Drab Enamel, QM Color No. 22 Corps of Engineers, Color No. 9 from Quartermaster Specification ES-474 (or ES-474-B) painting standards, Quartermaster Specification 3-1 Color Card Supplement, Corps of Engineers 1942 Color Card, dated 1940. (Wow—that's a mouthful!) In 1943, this color was added to the ANA Specification as ANA319. A similar color, ANA613, would replace Olive Drab No.41 then in use as an aircraft color with the USAAA/USAAF.

When TT-C-595 was authorized, these were how the Olive Drabs shook out: Gloss Olive Drab was listed as 1405; semi gloss was 2430; and flat was 3412. The three olive drab colors are different greens at this stage. In 1956, these colors were added to FS595 as OD 34087 (equivalent to TT-C-595 OD 3412) OD 24087 (equivalent to TT-C-595 OD2430), and OD 14087 (gloss, TT-C-595 1405). Again, they were different colors that shared a family (x4087).

Effective with Addendum 2 to FS595 in May 1960, they were replaced with 14087X, 24087X, and 34087X—these colors were presumably intended to be temporary measures. It wasn't until FS595a Change 2 in April 1972 that the "X" was dropped for these colors, making them permanent additions to the standard.

Are you following along so far? Good. Let us continue… In March 1979, the GSA issued fan decks with an incorrect color labeled 34087. This was corrected with Change 6 in February 1980—a self-adhesive "chip" was issued to cover the incorrect shade of 34087. All that really did was to create even more confusion.

Now it gets really confusing, and differs depending on the source you believe. This seems to be the best description I've found so far (from olive-drab.com). Effective with Changes 6, 7, and 8 to FS595a: The colors 14087/24087/34087 were deleted.

The existing numbers 14084/24084 were assigned to the former 14087/24087, and 34084 was added as a matt version.

A new number, 34088 was assigned to the former 34087. There is no 14088 or 24088 listed.

Another new number, 33070—the former AN319—was added to the "Camouflage Colors" section (usually as one of the MERDC colors) So, if you're painting a Vietnam-era helicopter and wonder why your post-1984 fan deck doesn't have 34087 listed at all, well, there you go. This very topic came up during the FSB RIPCORD project, and it took some unraveling before I could crack the code.

The latter days of FS595 and the AMS-STD-595 changeover

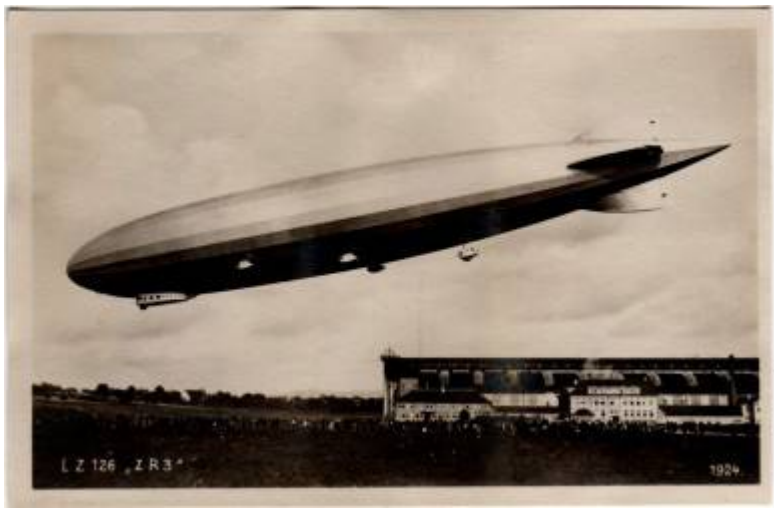
From that point, FS595a was given one more change, Change 9 (May 1985) before it was

revised into FS595b. It was replaced by FS595c in January 2008, and, after the GSA turned it over to SAE, it became AMS-STD-595 (Aerospace Material Specification) in October 2015; it was revised to AMS-STD-595A in February 2017. Now, about 595c CHG 1…This change actually changed the designation of some colors in use. Prior to 595c CHG 1, colors were only ever added to the standard, so a color included in 595, 595s, or 595b would still be the same. As we've seen, this isn't 100% accurate, given the fun everyone had with Army Olive Drab, so all CHG 1 did was to sow more confusion…

AMS-STD-595 and 595A continued the practice started with FS595c Change 1 in that it lists all colors, not just the "active" ones. Oh, in case you aren't confused enough? ANA Bulletins 157 and 166 were updated until October 1964… Once again, this just scratches the surface. I'm continually researching things like this, and it amazes me how deep it all goes. When I posed my question to Dana specifically geared towards x6440, he ended by saying, "Now you know why I'm concentrating on the first five decades of the last century..."

Ralph Nardone

USS Los Angeles (ZR-3)



The LZ-126 at its birthplace in Friedrichshafen

USS Los Angeles was a rigid airship, by far the most successful of the United States Navy's rigid airships designated ZR-3 (Zeppelin Rigid number 3) by the United States Navy, the ship was constructed as the LZ-126 (Luftschiff Zeppelin number 126; the 126th design produced by the Zeppelin Company in Friedrichshafen, Germany, as war reparation, it was delivered to the United States Navy and after being used mainly for experimental work, particularly in the development of the American parasite fighter program, was decommissioned in 1932.

Los Angeles was built as a passenger airship, although the treaty limitation on the permissible volume was waived, it being agreed that a craft of a size equal to the largest Zeppelin constructed during World War I was permissible.

The airship's hull had 24-sided transverse ring frames for most of its length, changing to an octagonal section at the tail surfaces, and the hull had an internal keel which provided an internal walkway and also contained the accommodation for the crew when off duty. For most of the ship's length the main frames were 32 feet 10 inches apart, with two secondary frames in each bay. Following the precedent set by LZ 120 Bodensee, crew and passenger accommodation was in a compartment near the front of the airship that was integrated into the hull structure. Each of the five Maybach VL I V12 engines occupied a separate engine car, arranged as four wing cars with the fifth aft on the centerline of the ship. All drove two-bladed pusher propellers and were capable of running in reverse. Auxiliary power was provided by wind-driven dynamos.

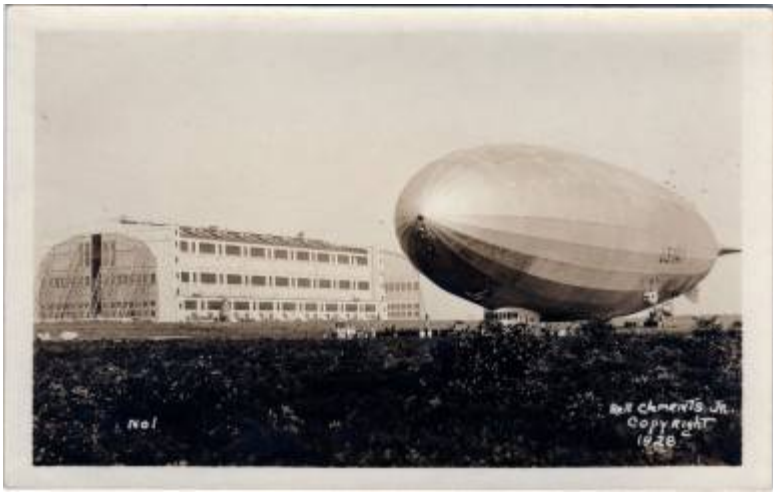
The Origins of the USS Los Angeles

While the Los Angeles achieved its fame as an American naval vessel, the story of its construction is also the story of the rebirth of the German airship industry in the aftermath of World War I.

Appalled by Germany's use of airships to bomb civilians during the war, the Allies were determined to destroy the German airship industry. Under the leadership of Hugo Eckener, the Zeppelin Company convinced the Allies to allow them to build a large, intercontinental airship — the LZ-126 — to satisfy

Germany's requirement to make reparations for the loss of several German zeppelins which had been destroyed by their own crews to prevent them from being handed over to the Allies.

While the American's were anxious to receive a new ship built by the experts at the Zeppelin Company (especially after the loss of the British R-38, which would have joined the United States Navy as the ZR-2), the British, who had been bombed by German zeppelins during the war, were opposed to the construction of a new zeppelin. Ultimately, a compromise was reached, under which the Zeppelin Company was allowed to build a new ship for the Americans on the condition that it be designed and used solely for civil, and not military, purposes.



Arrival at US Naval Base Lakehurst

The construction of LZ-126 kept the German airship industry alive, maintaining not only the Zeppelin Company's plant and equipment, but also its workforce of its highly skilled employees. The construction and operation of the world's first truly intercontinental airship also provided Eckener and his colleagues with the knowledge that would enable them to build and fly future passenger zeppelins.

Flight Across the Atlantic

On October 12, 1924, under the command of Dr. Eckener, LZ-126 (already known by its American naval designation ZR-3) lifted off from Friedrichshafen, Germany to begin its flight across the Atlantic for delivery to the United States Navy.

After a successful crossing of the Atlantic ocean, LZ-126 landed at the United States naval base at Lakehurst, New Jersey at 9:56 AM on the morning of October 15, 1924. The Atlantic would not be crossed nonstop by air again until Charles Lindbergh's flight in the Spirit of St. Louis in May, 1927.

The transatlantic was considered an aviation triumph, and Captain Eckener and his crew were given a parade up Broadway in New York City, and were greeted at the White House by U.S. President Calvin Coolidge.

German Zeppelin Company crew of LZ-126 / ZR-3. October, 1924.

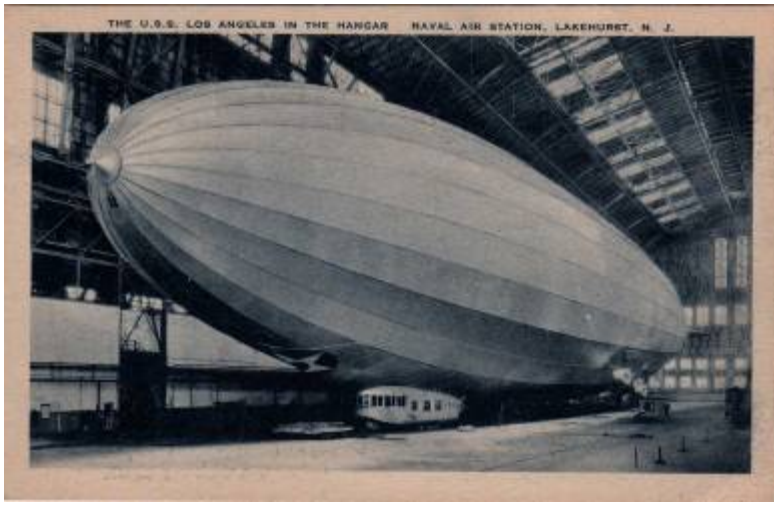
Lift Off of LZ-126 / ZR-3


LZ-126 crossing the Atlantic on its delivery flight to the United States Navy

The USS Los Angeles

The first flight of the ZR-3 under American command had to await the return of USS Shenandoah, which was still on its cross country flight.

The United States did not have a sufficient supply of helium to inflate two large airships, and so the ZR-3 — which had arrived from Germany inflated with hydrogen — could not be flown until the helium in Shenandoah's gas cells could be transfered to the new ship.



USS Los Angeles in the hangar at NAS Lakehurst

The still un-named ZR-3 made its first American flight on November 25, 1924. The ship was flown to Naval Air Station Anacostia, near Washington, DC, where it was christened Los Angeles by the wife of President Calvin Coolidge and placed in commission as a vessel of the United States Navy.

Since Los Angeles had been designed under an agreement limiting the ship to civilian use, it had been built with accommodations appropriate to a long-distance commercial airliner, including a large passenger cabin featuring sleeping compartments and a first-class galley for the preparation of hot meals.

Passenger cabins Los Angeles, 1924

Consistent with its agreement to use the ship for civilian purposes, the Navy operated Los Angeles primarily as a training ship. Los Angeles frequently moored to a surface support ship, U.S.S. Patoka (a Navy oil tanker converted to act as an airship tender) for underway replenishment.

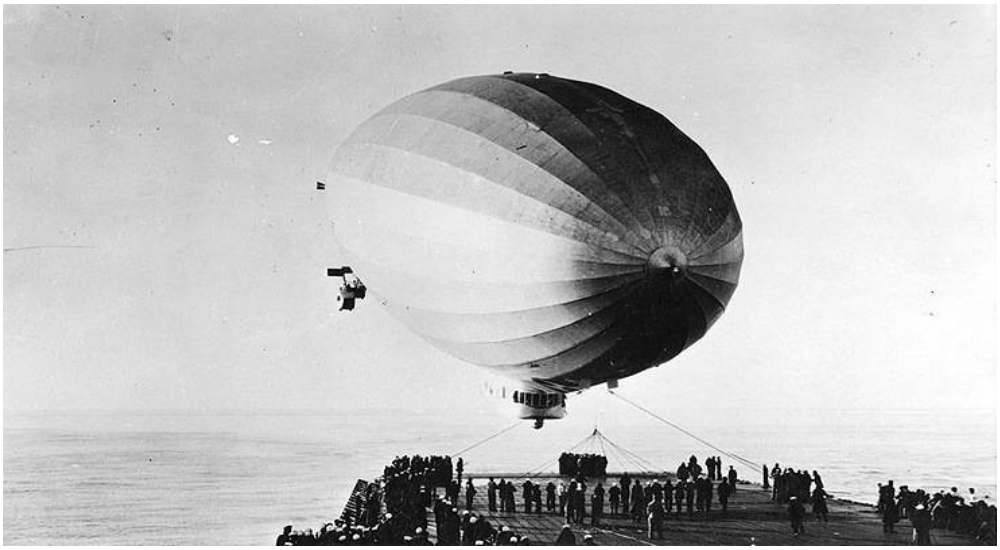
Los Angeles moored to the USS Patoka

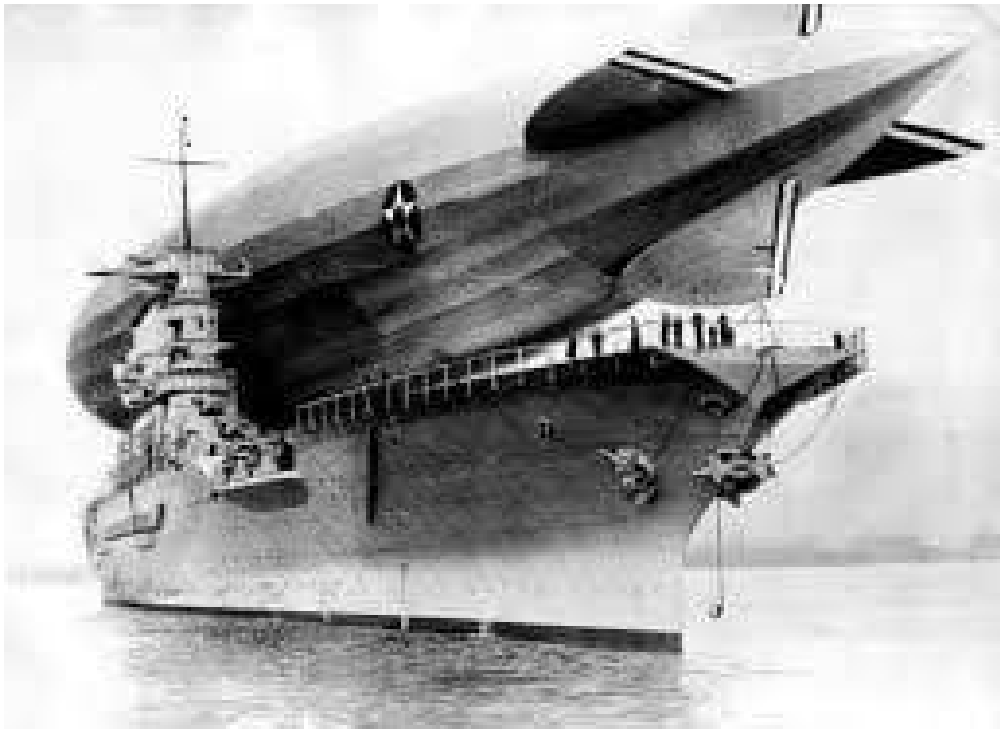
The ship also conducted experiments with the launch and retrieval of fixed-wing aircraft from trapeze fitted to the bottom of its hull, a technology that would later be used on U.S.S Akron and U.S.S. Macon. Los Angeles made several impressive long distance flights, including trips around the United States and to the Panama Canal Zone and Cuba, and made frequent goodwill and publicity flights in addition to its training operations.

An RRG Prüfling glider attached to USS *Los Angeles* for carriage and drop tests.

USS Los Angeles in flight with Parasite aircraft attached

USS Los Angeles landed on the carrier USS Saratoga on January 27, 1928 in an experimental fleet exercise, the rigid airship landed on the Saratoga's flightdeck, transferred passengers and took on fuel and stores.





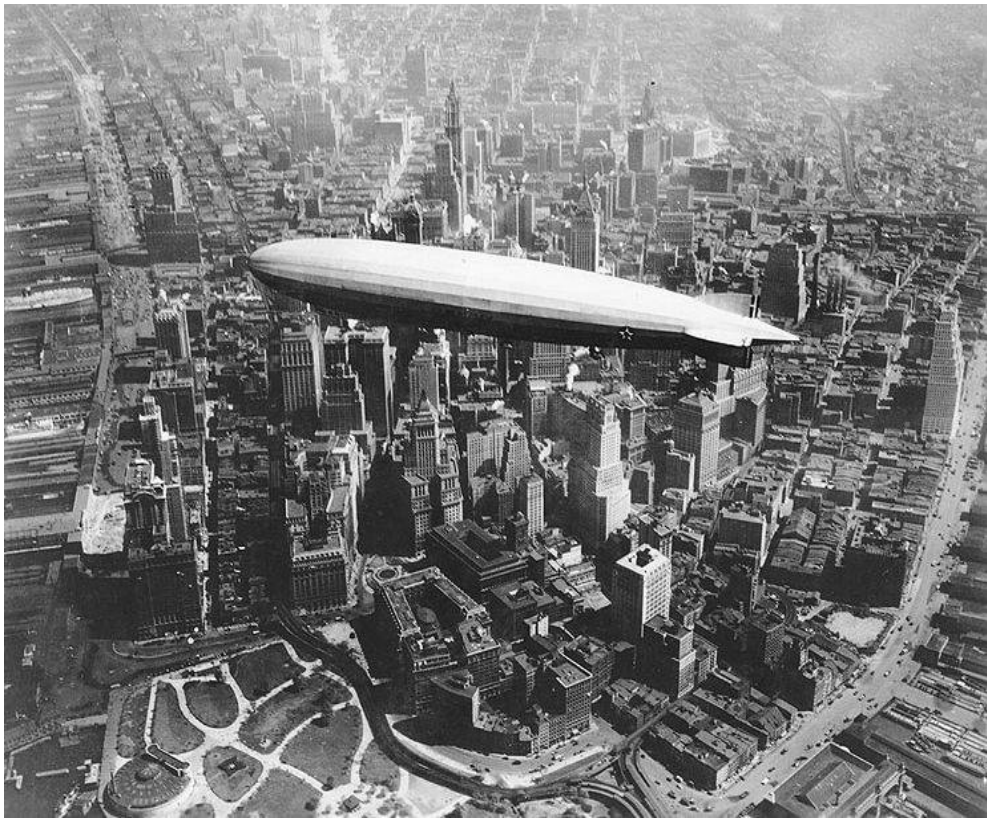
January 27th 1928 USS Los Angeles lands on USS Saratoga

U.S.S. Los Angeles Officers (c. 1928)
Standing (l to r): Chief Boatswain William A. Buckley; Lt. Jack C. Richardson, Navigator; Lt. James B. Carter, Watch Officer; Lt. J. Murray Thornton, Aerology and Watch Officer; Lt. J. Bruce Anderson, Aerology Officer; Ens. Emmett C. Thurman, Asst. Engineering Officer.
Seated (l to r): Lt. T. G. W. Settle, Engineering Officer; LCDR. Herbert V. Wiley, Executive Officer; LCDR Charles E. Rosendahl, Commanding Officer; Lt. Roland G. Mayer, First Lieutenant; Lt. Charles E. Bauch.

In 1932, with **U.S.S. Akron** already in service and U.S.S. Macon under construction, the Navy decommissioned Los Angeles. The ship never flew again, and in October, 1939, the ship was stricken from the Navy List and dismantled.

USS Los Angeles statistics:

•Length: 656.2 feet
•Diameter: 90.68 feet
•Gas capacity: 2,599,110 cubic feet
•Useful lift: 66,970 lbs
•Maximum speed: 79 MPH
•Cruising speed: 50 knotw
•Original Powerplant: 5 Maybach VL-1 12-cylinder engines (400 HP at 1,4000 RPM)
•Flight Crew: 10 officers and 33 men
•First flight: August 27, 1924
•Final flight: June 24-25, 1932
•Total flight hours: 4,181:28
•Total flights: 331



USS *Los Angeles* over Manhattan 1930

I cannot find any plastic models of the USS Los Angeles ZR-3, I found a card model and a really old Balsa and tissue model on ebay.

Sources for this article were from Wiki and Airships.net and searching online.

John Currie.

Members Builds and Works in Progress

Rick Broome – Renwal – 1/48 scale 1929 Ford Model A.

DC Locke – Testors – 1/48 scale Aichi D3A Type 99 Val (In Progress).

Donnie Greenway – AMT – 1/25 scale International 4070 Cabover Truck.

Darby Erd – Airfix – 1/72 scale Avro Anson.

Darby Erd – Airfix – 1/72 scale Fairey Battle.

John Currie – Takom – 1/35 scale GWS-30 Seas Dart.

John Currie – Tamiya – 1/35 scale M151 Gun Truck with Echelon Decals (In progress).

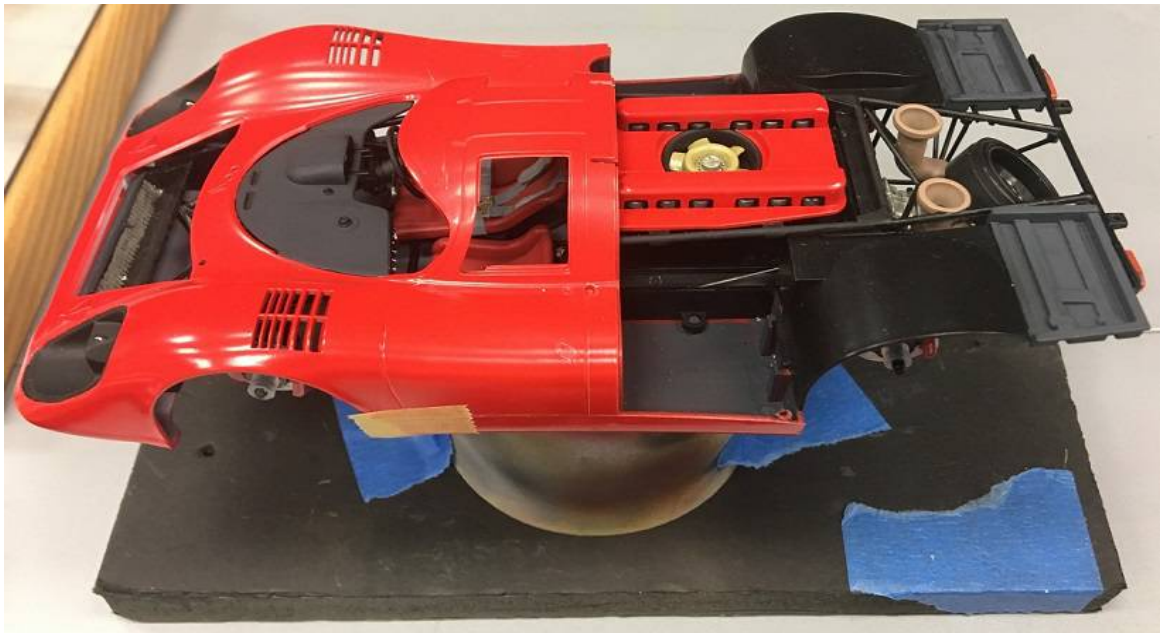
Jim Hamilton – Hasegawa – 1/48 scale RAF Typhoon Mk.1B, LF Models decals.

Trevor Edwards – Cyber Hobby – 1/72 scale F6F-3 Hellcat (In progress).

Tom Wingate – Revell – 1/24 scale Porsche 914-6.

Tom Wingate – Gowland & Gowland - 1/32 scale Jaguar 120.

Tom Wingate – Gowland & Gowland – 1/32 scale Ferrari 212 export.

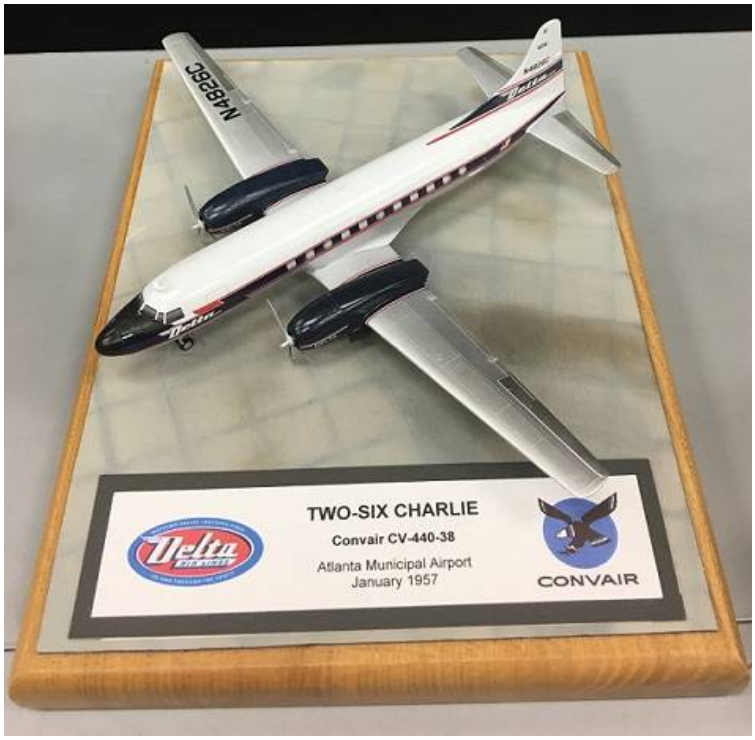

Tom Wingate – Fujimi – 1/24 scale Porsche 917 Le Mans winner (In progress).

Zach Chapman – Airfix – 1/48 scale P-51D Mustang with Kits World decals.

Zach Chapman – Hobbycraft – 1/48 scale P-36A with Starfighter decals.

John Helms – Modelcraft – 1/48 scale F-82 Nightfighter.

John Helms – Academy – 1/48 scale P-40N.



Ralph Nardone – Authentic Airways – 1/144 scale Convair 440 Two Six Charlie.


Ralph Nardone – Aeroclub – 1/48 scale – Gloster Gamecock.

Ralph Nardone – Blue Jacket – 1/192 scale USS Monitor (In progress).

Ralph Nardone – Reheat – 120mm SR-71/U-2 Pilot.


EXIT


EXIT

Members Latest Work Post Meeting

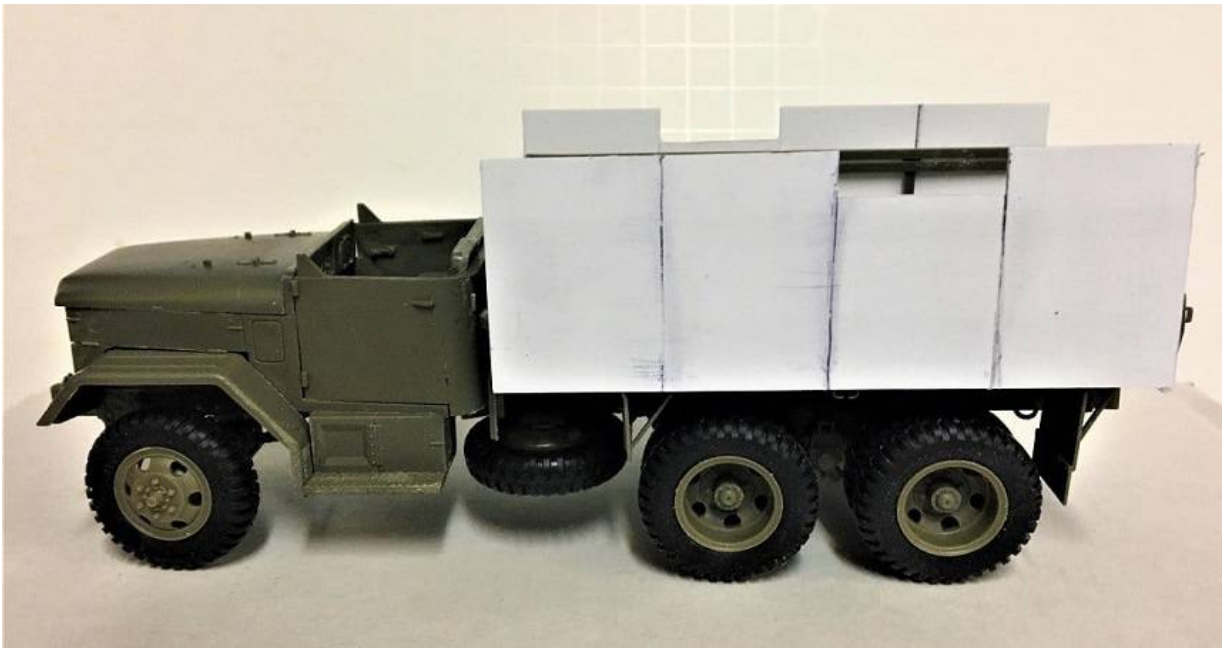
Norm Foote – Tamiya – 1/35 scale M4A3E8 Sherman “Easy Eight” (In progress).

Jodie Peeler – Revell – 1/144 scale OV-101-jp: Space Shuttle Enterprise, 1977.

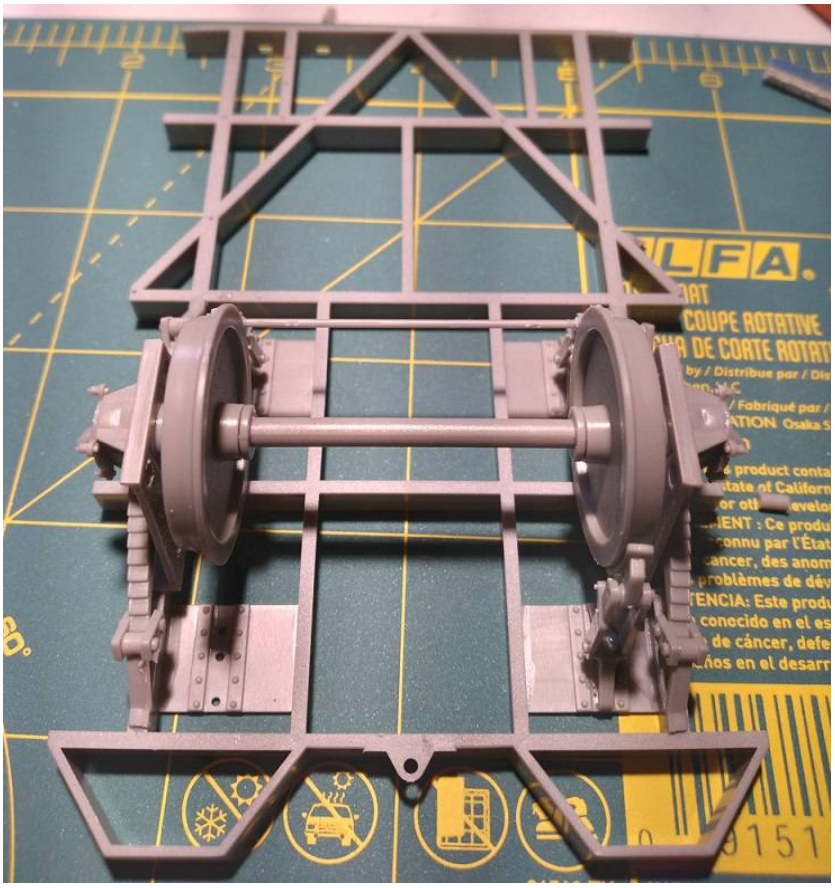
Jodie Peeler - 1/144 scale, Space Shuttle Discovery as configured for STS-124, 2008. Dragon orbiter, Revell tank and boosters, New Ware detail set.

John Currie – Tamiya – 1/35 scale M113 with Wolfpak decals (In progress).

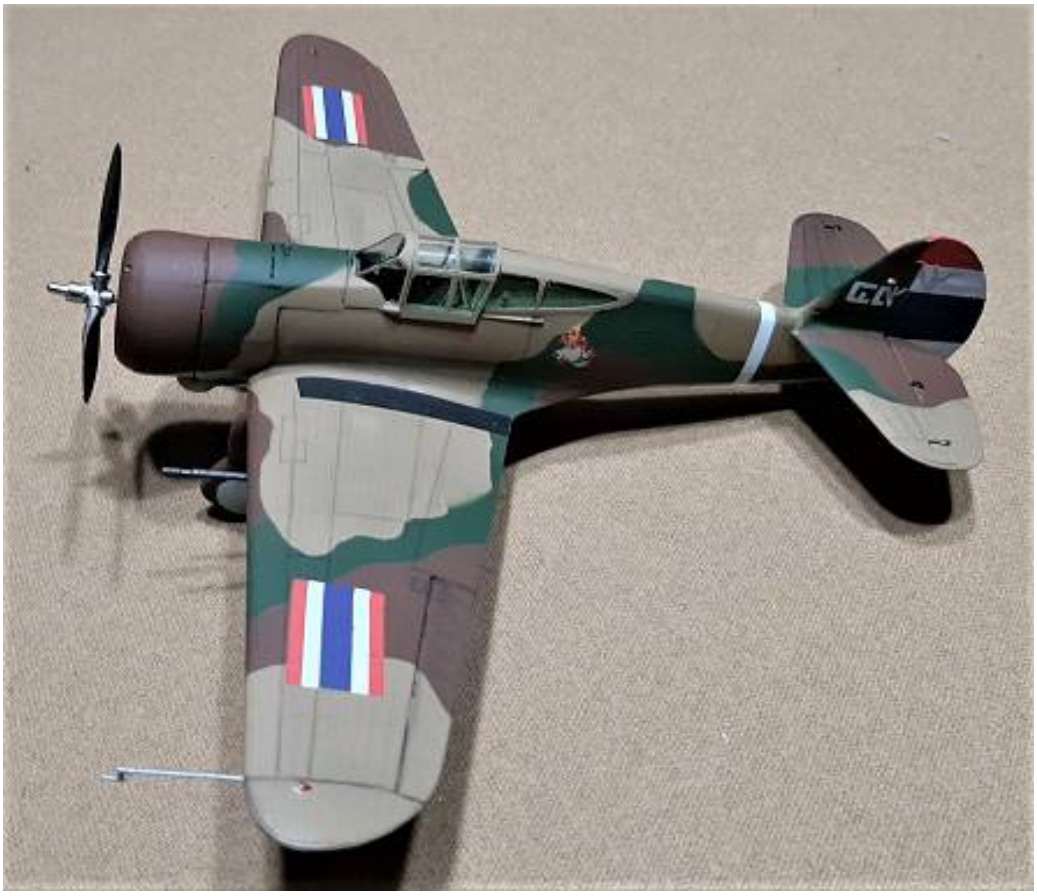
John Currie – AFV Club – 1/35 scale M35 with sheet styrene gun box and Wolfpak decals (In progress).



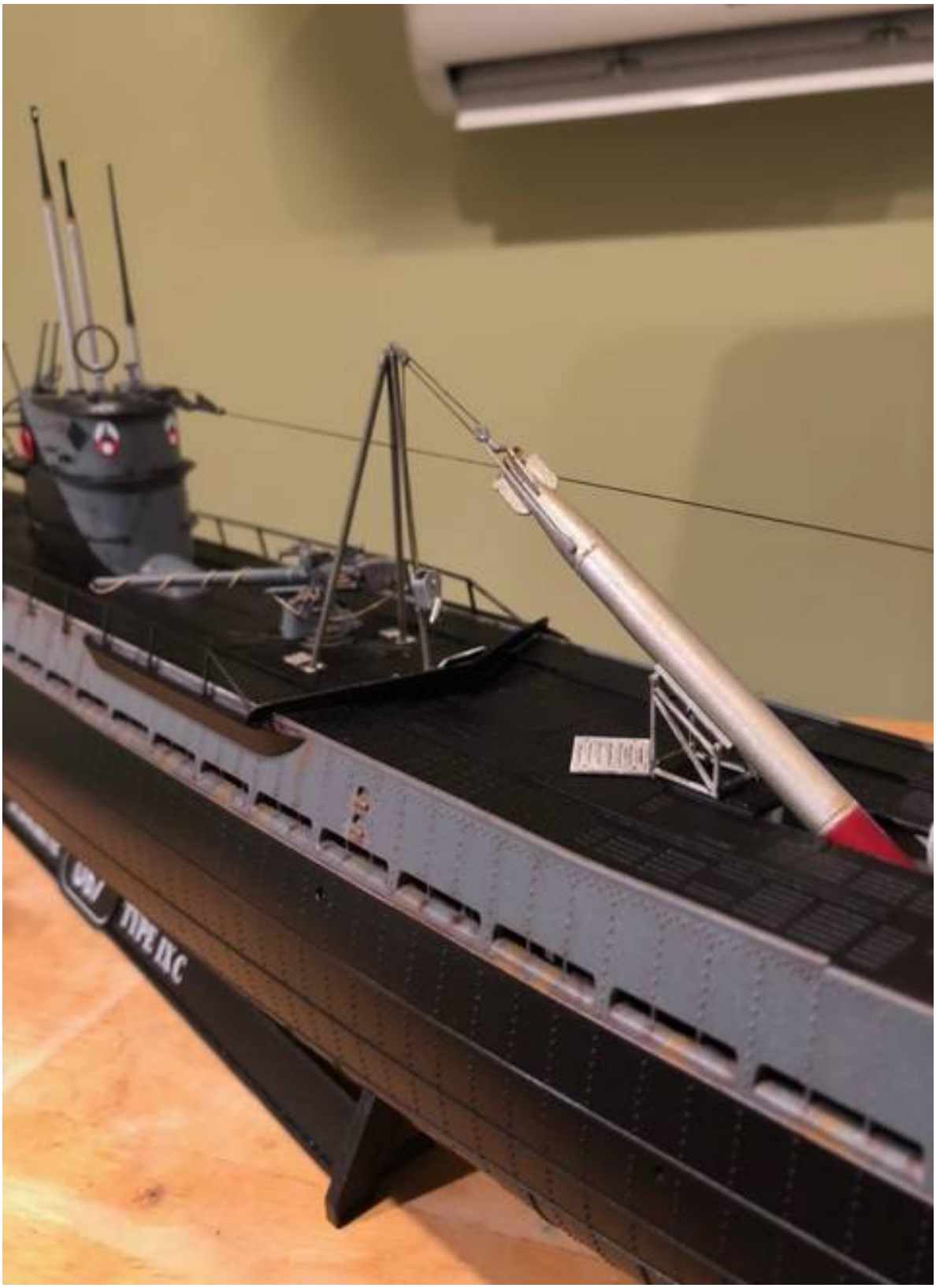
John Currie – AFV Club – 1/35 scale M35, sheet styrene armor plate, will use Mec Model decals (In progress).



Eric Schrowang – Dragon – 1/35 scale Railway Gondola with AA crew (In progress).



Hub Plott – Clear Prop – 1/48 scale Hawk 75N.



Michael Carra – Revell – 1/72 scale Type IXC U-Boat with CMK Torpedo loading set.

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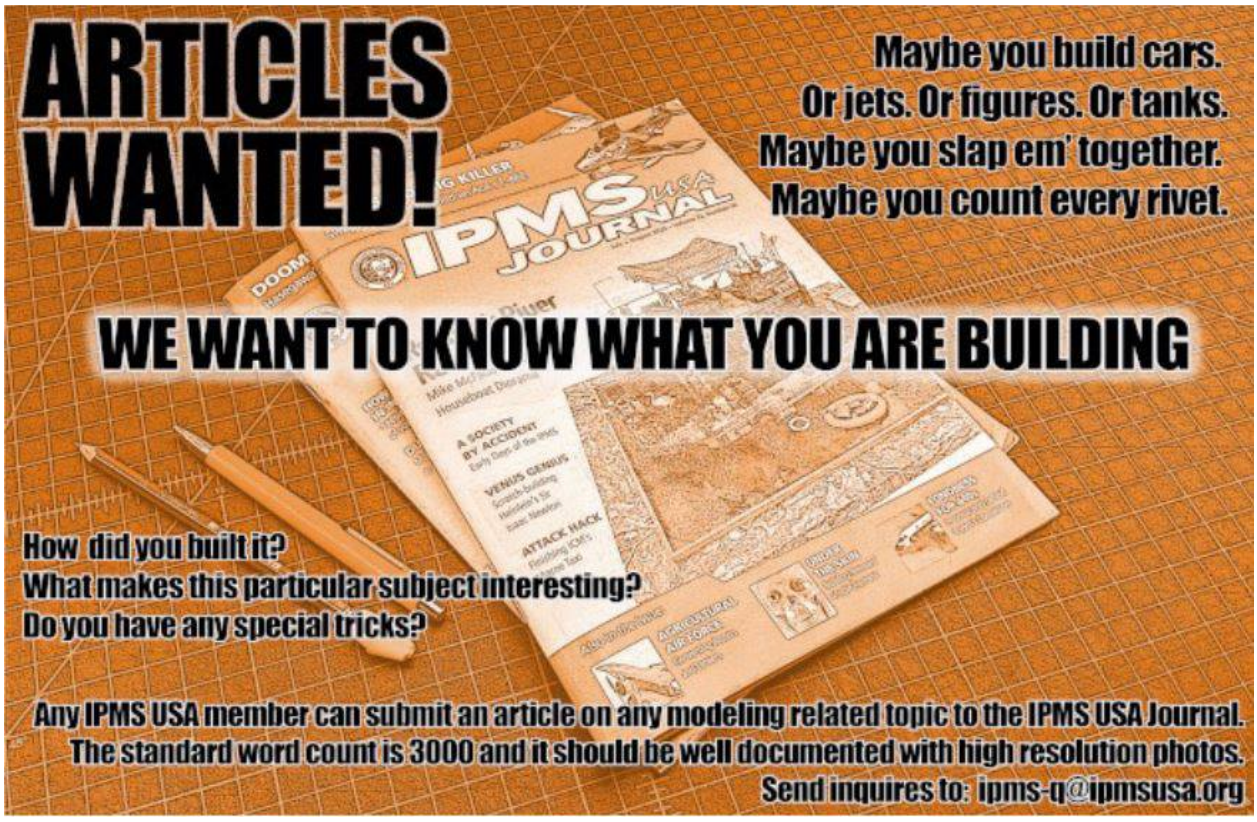
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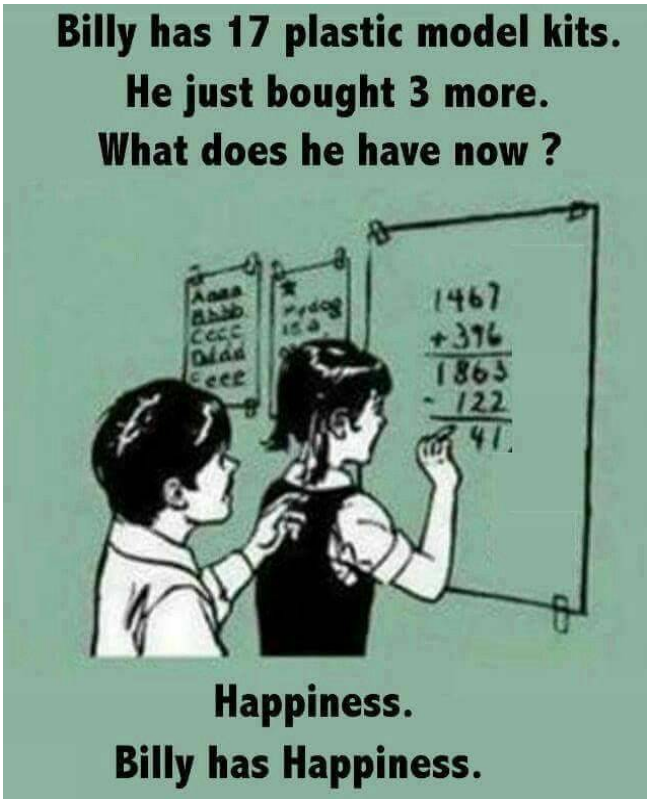
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Well thats all folks

John