



THE STYRENE SHEET

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Well, Okay, It's Not Exactly A Ninety Day Wonder...



Capturing the glory of an on time finish to compete, with Azur's Arsenal VG-33
By Mick Burton

Thanks to the utterly serendipitous suggestion for June's Club Contest theme by a member, I've managed to get something snatched out of my "dead pile" (thank you, Eric the President, for that editorial contribution as well). Completed with intent, grand redemption of this teeth gritting project that began as fun and drove me to despair.

More on this later, first will establish credentials for "Battle of France, 1940" (theme). *(continued on page 3)*

Editor's Ravings — this month's editor, Mick Burton

Hello! Yes, this issue is likely arriving just in nick of time or alas, later than the meeting intended for. Life again intervenes for the unwary, and I am not any happier about it than any of you. Well, enjoy the pictures and coverage of last month's happenings which I tossed together to make my ship go.

We had a tremendous year and I look forward to the upcoming one with our new officers and membership. Summer's almost here and we have our 2010 Nationals in Arizona in less than 60 days to make it hotter still model wise.

Having no other material to use, I made my own contribution here but don't take that too hard. I'd be pleased to publish your completed writings here just put it into form to be edited without too much time, I do this mostly at 1-3 AM in the weekday mornings, really!- *mick fini*



(snuck in shot of my cover bird at May meet)



A Look at some of the fine works from Jim Lund's magnificent Junkers Aircraft History collection he shared with us at May's Meeting For a view of the entire set, see page 9 this issue. These here are the Junkers J4 (upper left) G23 (upper right) G-38 below left, and the D1



SVSM CLUB CONTEST THEME JUNE 2010 " BATTLE OF FRANCE, 1940 "

Suggested thank you very much by a member and reader of a previous month's editorial on "themes" Although inspired by and celebrating the 70th anniversary of the aforesaid event, not limited to subjects entirely from The Battle for France, 1940. ANY subject tied into the year of 1940 somehow will be also eligible.

Wonder of Wonders, It's Done and It's French! (continued from page 1)

The Arsenal VG-33 was the fourth of a series of designs for a lightweight interceptor fighter requirement, intent to replace the Morane Saulnier MS 406. Elegant in outline, all wooden in construction (stressed skin) powered By a Hispano-Suiza liquid cooled engine of some 860 hp, VG-33 proved to be a winning formula. Birted May 1939, her initial performance drove an order for production of 220 examples to be placed in September 1939, a later increase to 1000 total followed. A final development into the VG-39 version with 1200 hp Hispano-Suiza powerplant among other changes (while retaining the basic outline and contours of the VG-33) was even made by the time 19 examples of the VG-33 were completed. All basically in time to be ready for the collapse of the French in 1940 (the end result of the the Battle of France!). So the VG-39 managed to see a test flight or two just before becoming war booty, and ten VG-33s flew south to freedom. Remaining nine destroyed, at least one was evaluated (3 + 5) beforehand by the new German owners. Providing me with fine solution, a model segue here.

ON MAKING SOMETHING OF THIS: Building Azur's 1/48 scale Arsenal VG-33/39 limited run kit

This kit I madly snatched and made it “dead” on arrival at the December 2008 SVSM meeting/gift theft, fully in thrall with how “French Mustang” (think P-51, not Ford) it seemed to me. My head filled with confident dreams (delusion, actually) of seeing it compete as my first time entry at our “Ninety Day Wonders Redux” March 2009

Well, reality intervened. By March 2009, step 1 (five pieces in resin) for creating cockpit basis (seat, joystick, floor, radio/rearbulkhead, armored plate seat backing) plus portions of step 2 (3 resin pieces, 2 injected) which will provide you a completed fuselage (eventually) were completed by me. The resin parts are very well done moldings, however I managed to lose track of one of cockpit sidewalls in my fiddling, scratchbuilt substitute in styrene helped confirm my original diversion. Namely that resin instrument panel on my model at least, not going to fit inside without trimming. So wasted time fretting and sanding inside injected mold fuselage halves, finally accepted my pilot would have to do without instruments on outer ten percent of each side. Then fitting fuselage halves with cockpit assembly provided answer where the outer ten percent trim could go. To the rear (how French!), as clear in more time wasting dry fits that simply there was going to be a gap, plus likely would end up on one side, for indeed, center the cockpit and seat sits offset. So nothing to show for Ninety Day II day.



Indeed, it wasn't until the NEXT month's meeting I even deigned to show the bloody thing. At left is the April 2009 shot I took, showing now the progress I'd made. By this time I was already experiencing a grand fatigue for getting this project ever completed. The fuselage closure had been made with a definite gap at the rear radio bulkhead join, the seat seemed to me off center still but not as noticeable, no one said a word (and trust me, we are not shy critics, which helps) and I had reservations as to how well the whole interior would play when the canopy was fitted, which was not then on my current list of things to do (as stated, fatigue setting in by then). As noted by me at the meeting then, getting those wings and tail planes on didn't at all thrill me and I continued fighting with a “sag” in the tails and a “high” wing (won't say which one now, in case judges don't see it) which a good friend tried to “Wright” for me when I said I tired of dealing with it. His delicate persuasive press did correct it enough.

The wings you see, as step 4, aren't a lot of fun being in two halves (upper/lower) with a “sandwich filling” of resin wheel well detail. Aligning the filling is a pain, as this is indeed a 1930s design by French for sure in that you have a 3 part main gear leg opening, a “Y” of sorts. The left , right wings ended up with slight asymmetry in their lead/trail edge alignments as well. I favored these to end up underneath as much as possible, you may want to pursue them to infinity with sanding and filling . The tail planes are single piece airfoil injected moldings, like the wings they are butt joints to fuselage. I did the “drill and pin” method for the tails, skipped this for wings as a healthy thick area which sort of sets the proper wing angle is there for the gluing. One wing butted “high”... (I had skipped Azur's step 3 at this point, in fact where determined for sure that this model, if completed at all, be VG-33 version. No way I wanted to saw off nose for another. Even if simpler exhaust stacks...) *continue page 5*

"Presidential Ramblings" by Eric McClure

Is it a miniature of history or a piece of art?

I have just finished reading two modeling magazines that arrived last week, MMiR and Fine Scale Modeler.

Looking at different articles brought this month's ramblings to mind. When I started modeling a long, long time ago in a galaxy....Mind drift! Anyway, when I started in the early 60's reference material for finishing a model was either the instructions, or if lucky, Aircraft Profiles. Then one day in my local hobby store I discovered "Scale Modeler", could this really be a magazine about modeling?. "Military Modeler" followed this, then Shep Paine started doing those diorama pamphlets. In 1975 I found and joined IPMS, more info to make my kits better. 1978 or 79 I joined San Jose Scale Modelers, fellow model builders to ask questions of and get feedback. Things seem to go along at a steady pace until the late 90's. Since that time modeling finishing seems to have grown by leaps and bounds. Now what does all of these have to do with the title of this little article?

In the search for armor builders to make their kits more "realistic", they have started using filters, pigments, dot filters, color modulation...etc. Then, there are a couple of modelers who paint their kits with a fake light source. What I mean, as an example, is that they will paint the left side of the tank a lighter color as if that side faced the sun, while the right side of the tank would be a darker color.

With aircraft it seems like the "in" thing is preshading panel lines so that the edges of the panels are darker than the center. Ship builders also seem to be following suit. About the only modelers that seem to be just painting their kits are the car modelers (at least those building shiny new vehicles).

So what does this all mean?

I think that modelers are starting to stretch "realism" into the realm of art. While the "fake light source" might work well in a box diorama, a kit sitting on a table at a show it does not. Preshading panel lines look great in paintings of aircraft. In the real world of working on aircraft for the last 30 years I've never seen an aircraft look like a preshaded model.

As far as finishing an armor model with realistic weathering: in the latest MmiR, someone built a really nice German halftrack and did a great camo paint job.

After they got done with the filters, pigments and weathering, the camo was almost impossible to see.

Aircraft modelers have not gone to this extreme but can still over do weathering. A model that comes to mind is a Spitfire. Built as it served in the "phoney war" period, but with the paint around the wing walk worn to bare metal. While this happened later in the war, during the phoney war period most squadron officers were still in the prewar mindset. They would have never allowed an aircraft to get to this condition without sending it to the shop for paint.

So where do I fall as a modeler, realist or artist?

I think I am a semi-realist. I might weather a kit somewhat but not to the extreme. The German halftrack I mentioned, I just can't see hiding such a nice paint job. Aircraft kits, I will still wash panel lines, but skip preshading (even washes are not realistic but it still looks nice on a kit).

So are you an artist or a realist?

If you want to experiment with preshading, go for it. If you want to work with dot filters and pigment, go for it.

But, if you are just doing it to impress the judges and don't have fun, rethink why you started in this hobby.

Whichever you are, remember this is only a hobby, enjoy what you build and paint. That's it for now, TTFN.

-- Eric

Wonder of Wonders, It's Done and It's French! (continued from page 3)

The Arsenal VG-39 can be made from this kit, what is supplied is a two part injected molding nose with two resin exhaust stack sets to fit inside them. VG-33 offers eight individual stacks (resin) for each side and these at the time of step 3 for me, seemed best to leave to another point entirely. If you decide to go for VG-39, the easy install exhausts are your payoff for the intriguing surgery removing extant nose and fitting the new, with the wing leading edge and butt joint maintained when done. Have fun.

Now ahead, the belly scoop (like I said, what first attracted me to want this damned thing was the P-51 Mustang like features, enough different but enough same to enchant and incite conversations when models parked near one another. Yes, for those who don't know, I have an illness that causes me to build now and again 1/48 scale P-51s now have over 23 done...of 25 completed) This began my slow descent into despair of ever adding this Arsenal to mine. Combination of outer housing (injected) with inner radiator (resin) and splitter plate (inject) which is part of the step 6 potpourri (here you're instructed to sub assemble the scoop, two main gear legs prior to step 7 and 8 where decisions about seriously giving thought as to what possessed you to build this ...where you fit this all to fuselage/wing subassembly, I mean. With a little tack glue dry fitting, was able to finally get how best to sub assemble the scoop and preview what cussed fit problems I could choose to have ahead. Hard gluing (CA bonding where the tacking in of jeweler's glue had held it for dry fit) the resin radiator and splitter plate allowed me to proceed to carefully sand to final fit this whole thing to fuselage. Skipping landing gear leg assembly stuff from step 6 and 7 for now, I fit the tail skid (yes, skid, it's a true 30s design alright!) along with a two part (resin internal, inject external) under nose scoop very small and fiddly. At this point I basically hit my stopping point and consigned this project to the "walking dead" pile. For next few months all I could do to it was pull it out, sand it a mite here and there, fantasize how I'd whip through the remaining build so I could severely tax my imagination taking on the French WW2 camou scheme, even though I'd chose the captured German scheme as my end game. Then it returned as an inspiration, for "Wonders Ancient and Modern of Our Model World" a sneaky way to get me excited to complete it and compete with others with similar show ghosts.

By March 2010, parts of step 9 were best I could manage, even with months to finish after contest announced. That's it at the chance to bring back an "Ancient Wonder, below left. Canopy fitted, scoops and tail skid is all.



April 2010 at Hornets meeting, I'd gotten the undersurface and base top greys on it, felt so determined to finish (Our theme April Fools)



Building on the gritted teeth momentum, I got this beast to the Fremont Hornets May meeting with a decidedly not ready for prime time free handed French camouflage scheme. Thanks to SVSM and Hornet member Frank Babbitt, I got revitalized to try what I suspected was this craft's last best chance to complete, that was to try go over of the extant camo scheme with same colours. When it dawned on me that this whole thing could if done, be a technical if not really viable competitive entrant for SVSM June 2010 theme, I was on fire to try it all no matter what. Since it made the cover here, you can see I did succeed in getting something for all this agony and whining. Even tried out spraying the decal roundels and using them as underlayment for the German crosses on upper wings, rather than fiddle with circle maskings. Challenges aplenty yes, not something I'd recommend for a 90 day wonder project. It (forgive me) galls me to say it though, fun in end and "vive la difference" -mick fini

May 2010 SVSM MEETING Minutes WEREN'T AVAILABLE AT PRESS TIME, sorry! My summary follows instead:

At the May meeting, we welcomed back our 2009/10 President, Kent McClure, showing that even a thunderously evil stroke can't take down a determined scale modeler and great man. Kent opened the meeting and gave us a current affairs update for himself, and showed he didn't forget for a second that this meeting was "Railroad Barons Month" er, I meant, elections of new officers for 2010/11 term. Elegantly segueing us to nominations, we worked from our useful schema of blocking door so none could flee, and proceeded. Treasurer (and a Treasure), Mr William Ferrante returning. His relief at the rail job was that this year he won't be also sharing Editor duties. No matter what. Secretary post is returning incumbent Chris Bucholtz. Congratulations! Mysteriously, the nomination and re-election of Mick Burton to Editor occurred without competition. I enjoy it, for another year. Although absent at the time of nomination, two of the three VPs for this term were offered as a slate and all were gleefully granted their terms. They are Laramie Wright (present), Greg Plummer and Randy J Ray. Last but far from least, our new President who proved very capable as a new VP this year and carried off being Prez Pro Tem effortlessly, is Eric McClure. We thanked then and again much now his brother Kent for his term as the President.

MODEL TALK

In model talk... We had a decidedly "historic" turnout to say the least, and it was damned far from that! Jim Lund brought in a grand collection of Hugo Junkers aircraft, a very informative and well done set of works in 1/72 scale along with a book on Junkers he had used as a reference among others. It was in my book a fine example and tribute to both Hugo and Jim's fine efforts. There was also a contest of sorts, the editor was having some fun with language so to speak, and his concept of combining it a twist or two primary to tie into Silicon Valley specifically, well it came together even if bit misunderstood...

And the model of the month goes to... Frank Beltran, who blessedly brought back his hypothetical USMC operated version of the British 1950s vintage Fairey Rotodyne VTOL feederliner, in 1/72 scale. I don't have it recorded if he used the Airfix or the Revell kit.

CONGRATULATIONS TO

Frank Beltran



FOR WINNING MAY MODEL OF THE MONTH

"What the Hell??": Look back at our May 2010 Club Contest



While "Language" contest may have caused some colorful words on its own there were competitors "who got it".

At left, the field of battle. Categories of JAVA, PERL, & XML sadly saw none. Especially embarrassing to this editor, as his completed Kangaroo missile model, with it's Russian X-20 designator was a natural! Plus someone else's "X-wing" fighter from Star Wars that was present.

Well clarity is as clarity does. However in BASIC, C or C++ and HTML, entries abounded! IOU recorded for winners all.

Thank you to all who participated. Much fun for me trying out new contest theme, belatedly glad not having to pay out \$\$\$ in awards for all categories I planned on.

For the record, BASIC (Out of the Box, With instructions) had four entries, the C or C++ (C in designator or "C name") had two entries, and HTML (any type of Rotary Wing) had three entries.



At left, Mark Hernandez's Thunderbird I took home top honors in BASIC category. Above, Laramie Wright's Char B in C/C++ was winner. Below left, Frank Beltran's "GyreneDyne" won in HTML

In closing, in keeping with "X" as designator (what might have been!) the two who could have entered in XML had they thought of it!

-mick fini



UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 06-18-10

Saturday, June 26 2010

IPMS/Ontario host their MiniCon 2010 at the Ontario Senior Center, 225 E. "B" Street, Ontario CA.

Friday, July 9 2010

IPMS/Fremont Hornets host their Summer Fund Raiser at the Irvington Community Center, 41885 Blacow Road, Fremont, CA. A Five dollar door charge will be collected from all attendees, Auction will be preceded by a brief meeting to elect new officers. Plenty of bargains to be had, bring a donation (something you'd bid for!) Feel free to contact them at daze61283@mypacks.net for more info, allow 2-3 days for response time.

Friday, July 16 2010

IPMS/Silicon Valley Scale Modelers monthly meeting, club contest theme "From the Earth to the Moon"

Saturday, July 24 2010

IPMS/Dragon Lady hosts their 2010 model contest, theme is "Wet and Wild". 9Am to 4Pm at the First United Methodist Church, 3101 Colusa Highway, Yuba City CA. Make 'N Take, movies all day in a theatre on site, and fine number of special awards all featured. Contact Don Terbush @ Hillcrest Hobbies, 530-674-8194, email him via donaldterbush@yahoo.com or visit <http://www.myspace.com/ipmsdragonlady> for more info.

Saturday, September 11 2010

IPMS/Reno High Rollers host their show at Desert Heights Elementary School, 13498 Mt Bismark, Reno NV Their 11th year's contest theme is "The New Millennium", stated to cover subjects designed & built since 2001. More information can be found at their website www.renohighrollers.com

Friday, September 17 2010

IPMS/Silicon Valley Scale Modelers monthly meeting, club contest theme "Let's Raise Some Doh!"

Saturday, October 9 2010

IPMS Orange County will host the annual OrangeCon 2010 at Titan Conference Center - California State Fullerton located at 800 North State College Blvd in Fullerton. For more information go to their website at www.ipmsoc.org or contact [Nat Richards](mailto:Nat.Richards@ipmsoc.org).

Friday, October 15 2010

IPMS/Silicon Valley Scale Modelers monthly meeting, club contest theme "We'll Just Have To See"

Saturday, December 4 2010

IPMS/Silver Wings host their SilverCon 2010 at the Kerr Middle School, 8865 Elk Grove Blvd, Elk Grove CA. Check www.ipmssw.com for additional information and updates

Friday, December 17 2010

IPMS/Silicon Valley Scale Modelers monthly meeting, club contest theme "Eat Pizza, Dude"

Saturday, March 5 2011

IPMS/Silicon Valley Scale Modelers host their Kickoff Classic 2011 at the Santa Clara Convention Center, Santa Clara, CA. Theme is "Best of the Bay", celebrating all periods of Greater Bay Area history in subjects.

FOR THOSE WHO MISSED IT, JIM LUND'S MARVELOUS JUNKERS GROUP

It was something to see and hear about, thanks again Jim!



SVSM CLUB CONTEST THEME JULY 2010 "From the Earth to the Moon"

REAL SPACE AND RELATED SUBJECTS COMPETITION

EARTH: Eligible : Any scale, finished: Early rockets such as V-2/A4 (including wartime versions as well as obvious postwar research uses by USA, USSR, etc). Other ballistic missiles that served as launch vehicles for real space, like the Redstone, Thor, Jupiter, Atlas, Titan, SS-6, need not be in peacetime configurations. Current launch vehicles such as Ariane, Pegasus, Spaceship One are definitely encouraged. North American X-15 series considered to be in this category as well, along with X-20 Dyna-Soar and SPACE SHUTTLE (including Buran). Don't forget, the entire series of "lifting bodies" also qualify under this statute! Earth orbiting satellites will fall in here as well. (Explorer, TIROS, Keyhole Series, Sputnik, etc). Research rockets like Aerobee are also OK.

TO THE MOON: Any scale, finished: Project Mercury, Gemini or Apollo, Soyuz, Lunokhod, Mariner, Venera, Pioneer etc subject matter. Basically any subject matter that was directly related part of a lunar research project or for real space exploration beyond the lunar orbit.

Remember! REAL SPACE as a definition here, DOESN'T EXCLUDE projects that weren't built or flown ever in real time. Which is how the X-20 Dyna Soar for one, becomes eligible for "Earth" category. Over the years there have been many kits of serious proposals that never saw the light of day, but would legitimately qualify for either category in this contest. Sanger's "orbital bomber", Convair Space Shuttlecraft, Von Braun's "Ring Orbiter Space Station" among them. Several cool Willy Ley designs come to mind also, put out by Glencoe.

So don't be shy, look to the stars this summer and bring something to compete outside your normal orbit hey?

NEXT MEETING:

7:00 PM

FRIDAY

JUNE 18

COMMUNITY ROOM

Milpitas Police Administration Building

1275 N. Milpitas Blvd

Milpitas, CA

