



THE STYRENE SHEET

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EVERY " FRED " NEEDS A " WILMA "



Correcting an Historical Oversight (in WW2 1946 terms)
By Mick Burton

The Imperial Japanese Army, Naval Air Forces were not utterly provincial in their acquisition of suitable war machinery. Evidence includes the true facts of their evaluation of several aircraft types of Axis Allied powers, including Germany's ME-109 and the superb FW-190. These craft even received "code names" although it seems in retrospect a mite premature, as neither ever saw wartime service while wearing hinomarus. Assigned "Fred" as code name, it was this scant evidence that led to this month's cover article. *(Concluded on page 4)*

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

SPOOKY! No, not the spirit of this month's ending celebration, I'm referring to this being the 3rd full year completed for me at this post! By the time most of you will be receiving this, my road trip to OrangeCon 2010 will have become history. Both circumstances bring about a welcome, if eerie just the same, shudder to my inner foundations. Several editorials and opinion pieces of late including bits of my own have dealt with the demons of inspiration and continued motivations which often plague us as modelers. Fortunate to a fault I am this anniversary month, that I have Kent, Rodney and those helpful patient dinner companeros to provide much content to this and upcoming issues. Leaving me with the far simpler and much more pleasurable problem of what to finish and what to take to some favorite events out of town.

While more than ever I am in production of the Styrene Sheet literally in the wee hours of the odd morning, more often than not the percolating, colliding, discarding and catalyzing of it occurs while I am vacuuming, or painting or literally ripping out walls while hard at a plumbing repair problem in my day job. Also while in midst of a docent's spiel in my museum volunteer job. Or while with a particularly vexing problem in an old school balsa/tissue aircraft construction working with my client at my night job. Which is why the theme of many of my editorials leads back to my continuing appreciation for the community I am richly acquainted with. Yes, this "hobby" is easily a solitary pursuit. Yet is so much richer when shared and emoted with others, not often obvious to the outside observer or how or why. But I for one know well, and am deeply awed by it at times, always rewarded. These tools of inspiration while not obvious, are definite and deserve recognition.

Brian Sakai, who by his own hand is "aka Brian the Despot, President of the Fremont Hornets", with his crafting of a theme for this October's club meeting, led me to solving a long stalled project that I had sought inspiration to complete. It was all primed in me by Eric McClure's recent series of Presidential Ramblings coupled with Chris Bucholtz's IPMS Journal jottings, and crystallized with the tipping point into a rush of new energized anticipation converted to usefulness.

The results may not please everyone, but the concept and incalculable value of sharing leading to a caring result ought to. Mike Meek, when he's not busy crafting his specialty for racing industries both in air and on track, came up with our SVSM theme this time and for next month, both are particularly pleasing in their range richness and original thoughts.

Of course, other dinner companeros were just as key in the final shaping of these as in past, but shall remain nameless for now, they know who they are and how it's done. Likewise, the just as important component are those who go participate, the ripple effect of any who do is much greater and deeper than may first or shortly appear. Thank you all who get in there and play, we all benefit at the end of the day. For that is how the nutrition and motivation is raised for us all to fend off the demons we all know so well. AMS, The Perfect Detail We Can't Quite Get So Set This Too, Aside, Death Of A Thousand Days On The Workbench With Little To Show For It. You know them and how they erode inside. Thank you all and many for the continued sharing and caring, to make it stay more fun even when no more sun!

My congratulations to Woodrow Yeung, who in his first time out as Contest Director is making the launch of the Fremont Hornet's return to the Region 9 contest ring happen. After a year long hiatus, Tri City Classic No. 7 is underway at a new but oddly familiar venue, coming next September. His team is building and so is the enthusiasm. Santa Rosa and Mt Diablo now have their Model Expo to launch 2011 for Region 9 on the calendar. Two weeks later SVSM host at the Santa Clara Convention Center, celebrating "Best of the Bay". San Joaquin Valley Scale Modelers continue growing their arsenal of events not long after, with their second big contest. Already plenty to look forward to in the upcoming year and there's still more great potential ahead in what's left of this one, if you're willing to travel just a little to share the fun. So don't just sit there, glue something, sand something, or if you're simply not finding it in you to do that, write something to let us know. Trust me, I'll likely enjoy reading your thoughts and assisting in getting them into an article or notation here, more than listening to the echoing of my own. - *mick fini*

SVSM CLUB CONTEST THEME NOVEMBER 2010 " Just NAG, NAG, NAG "

Eligible subjects include: ANY Finished North American Aircraft or NA-Rockwell Corp subject, such as P-51 Mustang, F-86 Sabre, T-6/SNJ, A-5 Vigilante for the more obscure, rarely built suggestions. Of course FJ Fury, AJ Savage, F-82 Twin Mustang, OV-10 Bronco, AGM-77A Hound Dog among other commonly seen NA items also can be entered. Grumman products such as the S-2, F4F, F-111B, Gulfhawk are eligible for the "G" portion of first NAG. Second NAG contest is any finished "real" Air Racer, honoring National Air Racing Group competitions. Third NAG is simply that, an annoying well meant reminder to at least consider making an entry.

SVSM CLUB CONTEST THEME OCTOBER 2010 " Hunt for Red October "

Eligible: FINISHED entries in these ranges; Any Soviet, Warsaw Pact, People's Republic of China, North Korean subject. OR any primarily RED subject, which makes for a wide range of possible models. OR any submarine, from U-boats to Deep Submergence Rescue Vehicle, regardless of period or operator, INCLUDING fictional ones. Be they subjects Crimson, Communist or avoiding Crush depth, just finish them by October.

Detailing a “1:18th Scale F6F-3 Hellcat Engine”

Text & Photos by: Rodney J. Williams

I have been revising a pre-built 1:18 scale F6F-5 Hellcat model since December, 2009. This project was going to be very simple with a quick fix. My client wanted me to add hydraulic lines to the main landing gear. He wanted one wing folded and one extended in its’ static configuration. This model gave the owner a choice of putting the wings in either position. The client also wanted me to attach some spark plug and wires to the engine. I was off and running and thought that I could get this work done in less than 20-30 hours. As of September 27, 2010 I have nearly 400 hours on this simple project.

I got back into modeling in 1977 and have been a member of this and other clubs since 1984. Not long ago I counted up all the models that I have built for myself and/or for several clients. The total comes to over 175 models. As all of you know, there is not a model kit out there that you can buy that is perfect. This pre-built Hellcat takes the cake in my book for total “screw-ups.”

The company, “ELITE FORCE” calls this kit a “WW-II F6F Hellcat” which they say is: “An accurate 1:18 scale model.” The model appears to be a F6F-5 as there are no side windows just aft of the sliding canopy. However, the markings that were applied to the model is for Lt.(jg) Alex Vraciu’s old #19 F6F-3 (40467) aircraft that he had during his tour with VF-6.

“THE ENGINE”

I soon realized that this project was going to be much more involved than expected. I could not really do any work on the engine unless I took it out of the model, thus I cut the cowling off of the model then separated the two cowling halves. The engine had only one row of cylinders which was molded into a backing plate and was glued to the left side of the cowling. I was able to cut out the engine without any damage to any of the parts. After I sent a photo to my client showing the engine removed, we agreed that I should try to make a second row of cylinders, (A “first” for me in my 33 years of model building).



I cut the gear housing loose from the cylinders which gave me the possibility of making a second row of cylinders. In days gone by, I have made duplicate parts by pushing the “original” into my modeling clay that I bought at “DnJ Hobbies.” Once my original part is cleaned with soap and water, I clean it again with “Denatured Alcohol” then apply some clean “3-N-ONE” oil. My clay has been hand manipulated into a round disk about 4 inches in diameter by 3/4” thick which has been placed on a piece of .060” thick flat styrene stock. I gently place my revised engine on top of the clay and press it down into it. When I “think” I have it down into the clay far enough, I make sure that it is evenly pressed into the clay all the way around. I now have to use extreme caution lifting the engine up out of the soft clay so I do not distort the mold. Presto, I’m done and the clay mold looks A-OK in my book. I clean off the “3-N-One” oil from the original engine by washing it in some mineral sprits, (paint thinner), then with soap and water and finally with some more alcohol. *(continued on page 8)*

Burton's Flintstone Focke-Wulfs Concluded (from page 1)

The actual Focke-Wulf Fw-190 that WW2 Japan evaluated was not nearly as colorful as the one on cover here, but the entire advantage to taking on a "WW2 1946" project is the chance to create a striking "what if" subject.



The Models

At left, the original genesis of my odd FW. An "injured kit" incomplete 1/48 scale 1960s vintage Monogram Focke-Wulf on hand. I was seeking a useful way to build and include with others in a collection, without agony. Recalling that "Fred" was assigned to the craft as Allied code name, crafted hypothetical version rather smoothly and swift.

Sanding the rivets down was about all the "work" involved, as this was more of a "explore relaxation" than "bloody competition" mission. A suitable coat of Tamiya Spray "Airframe Silver". Accents in red/brown and gloss red, my "Fighting Fred" was satisfactorily completed. I lost track of it after entry in an event a year or more ago. (utterly

forgot it in a travel container that I put away). But it came back to haunt me, just in the nick of time to help here.



As it were, I'd started several years back on a Falcon vac kit conversion for S5/S8 "two seat trainer" FW-190. Very basic.

Using kit instructions quite literally, I had sought out dutifully an Otaki FW-190A in 1/48 scale. Then worked ever so slowly on finding out how to blend in the vac-form fuselage with the injection parts. Illumina!

Taking as long as I did, by time my FW-S built to a fair degree, MPM had released several times their 1/48 kit of this aircraft. Complete with decals, better research than I had ever bothered to invest in. Not ready to give up, I let this languish for another 16 months. Finally this year, motivation. A friend who was sick of seeing it on his shelf where I had left it, combined with a "Night of the Living Dead" theme for the October 2010 Fremont Hornets meeting, forced my hand. I HAD to complete this.

Given my incentive to ever finish this in any "stock" configuration was just about dead, fevered search for a "fantastic" solution was at hand. While in this mind set, I ran across the "lost Fred" in its box. Ichi Banzai !! Realizing that like the Germans, the Japanese would find a compelling rationale to have a "fighter trainer" for their FW. Making them from existing "Fred" airframes would in WW2 1946 terms be very likely path they'd take, too. I sallied forth, and pleased to see her through, finally. Lastly it struck me, the perfect code name that Allies would assign, not at all realizing by 1960s how that pairing would seem to have been foretold. "Wilma", of course. So there, you see, how my Halloween model tale came to be. - Mick fini

A FRIGHTENING LOOK BACK AT A REAL WEIRD-OH!



Once Upon A Time (An SVSM Modeler's Halloween Tale)

By Kent McClure

Once upon a time, in the far distant past (say 1928), there was a model company called Hawk. Yup, that's right – 1928. Surprised me too to think that Hawk was that **OLD** of a company. Hawk cut its teeth on wooden models, but by the 1950's it had jumped on to the plastic bandwagon. By the 1960's Hawk was firmly established on the US modeling scene and was known for doing innovative and off beat subjects. Probably one of the most off beat subject was introduced in 1963 – the Weird-ohs.

The Weird-ohs was originally a collection of three car-icky-tures – Digger (the dragster), Davey (the biker) and Daddy (the commuter) and was the creation of William "Bill" Campbell. Mr. Campbell had done pretty much everything you could think of in the corporate art world - cartoonist, artist/illustrator, concept man, ad manager, art director, creative director, designer, salesman, promoter. Bill got his start with Hawk Model Company in the late 1950's when Bill was recommended to Hawk to complete a project that another artist had started but was unable to finish due to illness. Hawk liked his work, but rather than join the company, Bill became a permanent freelancer for them until he left in the late 60's to pursue a career in corporate business (where he produced the Keebler elves). In his time he had produced 200 kit cover paintings for Hawk, including the Weird-ohs in 1963. Six Weird-ohs were presented at the annual model kit manufacturers' convention in the fall of 1963 and were the hit of the show. A total of 13 Weird-ohs were put out by Hawk along with The Frantics (a series of 4 models emulating the Beatles) and the Silly Surfers (5 kits). But by the late 1960's Hawk was in financial troubles, thus were acquired by the Testors Corporation in 1970. In 1993, Testors re-released the Weird-ohs. In 2005, Hawk was reinstated as an independent company and re-acquired the old Hawk, Lindberg molds. *(Continued on page 7)*

UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 10-15-10

Friday, October 15 2010

IPMS/Silicon Valley Scale Modelers monthly meeting, club contest theme "Hunt for Red October"

Saturday, November 6 2010

IPMS/Antelope Valley Group host their Desert Classic XV, contest theme "In The Still of the Night", also special awards including "Best Tomcat" for 40th Anniversary of F-14. Antelope Valley College, Lancaster CA.

Friday, November 12 2010

IPMS/Fremont Hornets monthly meeting, night's club theme "Ships, Out of the Box" (President's Special)

Friday, November 19 2010

IPMS/Silicon Valley Scale Modelers monthly meeting, club contest theme " Just NAG, NAG, NAG "

Saturday, December 4 2010

IPMS/Silver Wings host their SilverCon 2010 at the Kerr Middle School, 8865 Elk Grove Blvd, Elk Grove CA.

Friday, December 17 2010

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

Friday, January 14 2011

IPMS/Silicon Valley Scale Modelers monthly meeting, club contest theme "Whiskey Juliet Sierra, Delta"

Friday, February 11 2011

IPMS/Fremont Hornets monthly meeting, night's club theme "Damned if I Know"

Saturday, February 19 2011

IPMS/Santa Rosa and Friends host "Hobby Expo 2011", a huge show held in Petaluma Community Center, just off McDowell Boulevard in Petaluma, CA. This year's show theme "Start to Finish". The Model Contest is of course a large feature of the event. However every year the number, variety of hobby related displays, demos, and just plain cool things to see grows, this year promises to best yet. Also the signature "Speed Build" (what can you do in 60 minutes?) Make N' Take, Huge Raffle that are Expo standards will of course be going on
Contact John Admire at admire@pacbell.net or call him at 707-539-4563 for more information.

Saturday, February 26 2011

NNL/West present their 2011 Show at the Santa Clara Convention Center, Event themes "Replica and Firsts"
Held also in same hall at same time, West Coast Model Expo! Admission is 15 dollars and covers all events.

Saturday, March 5 2011

IPMS/Silicon Valley Scale Modelers host their Kickoff Classic at the Santa Clara Convention Center, Hall "A", 5001 Great America Pkwy, Santa Clara. Event theme "Best of the Bay". Many Special Awards, too!

Sunday, April 10 2011

IPMS/San Joaquin Valley Scale Modelers host "Catfight 2011" at San Joaquin Valley Fairgrounds, Bldg #2 Stockton, CA. Event theme "Grumman Fighters, Wildcat to Tomcat". Special Awards, Raffle, Lots of fun!
BONUS! Same time, same locale! Stockton Model Car Show & Contest. So TWO chances to enter, win!

(continued from page 5) In 2007, Hawk re-released the Weird-oh kits along with the Frantics and Silly Surfers kits. A kitography for you:

Weird-ohs:	Digger	Endsville Eddie	The Frantics:	Totally Fab
	Drag Hag	Wade A Minut		Frantic Banana
	Huey's Hot Rod	Sling Rave Curvette		Steel Pluckers
	Davey	Leaky Boat Louie		Frantic Cats
	Daddy	Francis the Foul		
	Freddie Flameout	Killer McBash		
	(Does anyone remember what the 13 th kit was?)			

The Silly Surfers:	Hot Dogger Hangin' 10	Hot Dogger & Surf Bunny riding Tandem
	Beach Bunny	HoDad Makin' the Scene
	Woodie on Surfari	

Now, For The Model-

Once upon a time in the distant past, I had one of the 1960's release of Davey and built it like most kids. Suffice it to say about all it was good for was target practice. I remembered the '93 releases but didn't get around to picking up any of them. But having firmly established myself as a builder of "the unusual", I definitely wanted to build a couple of these kits this time around. So I got my hands on Digger with the express intent on building it as close to out of the box as possible, but taking an "anything goes" attitude when it came to the painting.

I approached this kit as being two separate models – the car and the driver figure. For the car portion, I intended to utilize a number of different shades of Alclad for the chassis, suspension and engine parts and do the body in a metallic teal color (the construction started during hockey season so I used my favorite team's color). The engine block was sprayed a nice Ford Red because I have an affinity for Fords.



For the figure, I wanted to try to capture the feel that the original illustrations portrayed. So for me, key was to try to capture the correct hue for the skin tone – a sickly green sort of color. Luckily, I had just such a color in the batch of craft acrylic paints that I've collected for gaming purposes. The specific color is known as Citron Green by Americana and what it reminds me of is a puke green Huffy brand 10 speed that I had as a kid.

But, I'm getting ahead of myself. Let's get back to square one. The kit is molded in a white plastic that, at first glance, reminded me of soap. For its age, this kit isn't too bad. There was some flash that had to be cleaned up and in some places there are ejector pin marks. But there wasn't anything too difficult to handle. The exhausts were drilled out then scraped down until it was horn shaped. Since drill bits were out anyway, the intake stacks were also drilled out. The vehicle portion of the kit was pretty good fitwise, but there was some problems with the driver figure. It seems that the various left half/right half matchings of the body and arms were all off by a smidgen (technical term) that required some puttying and sanding. The inside of the helmet was hand painted flat black and the driver's suit was done in a light tannish color using craft store acrylic paints. The belts were done in a reddish leather color, again using craft store acrylics and handpainted. When everything had dried, everything was masked off using blue 3M masking tape, aluminum foil and paper towels stuffed into the head. The helmet was then sprayed with ModelMaster Arctic Blue Metallic. Unfortunately, this really showed that I didn't eliminate the helmet seam completely. So out came the sanding sticks/sandpaper/etc. until I got it correct. The area was then resprayed a couple of times, trying to blend in the paint.

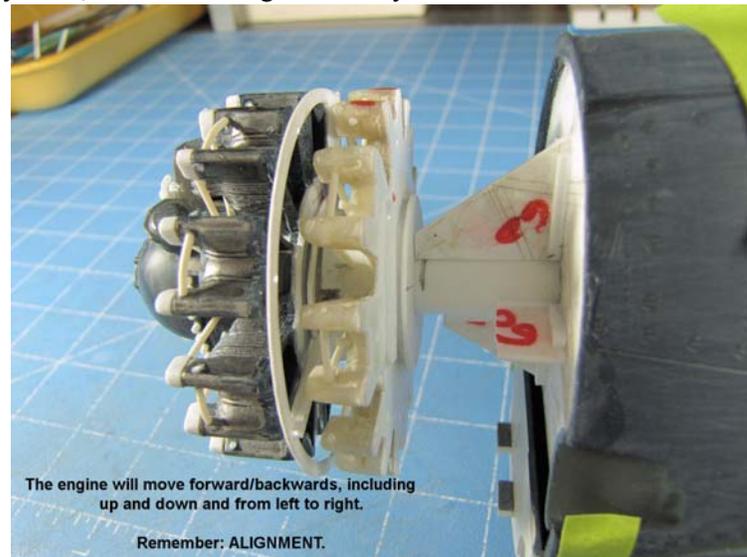
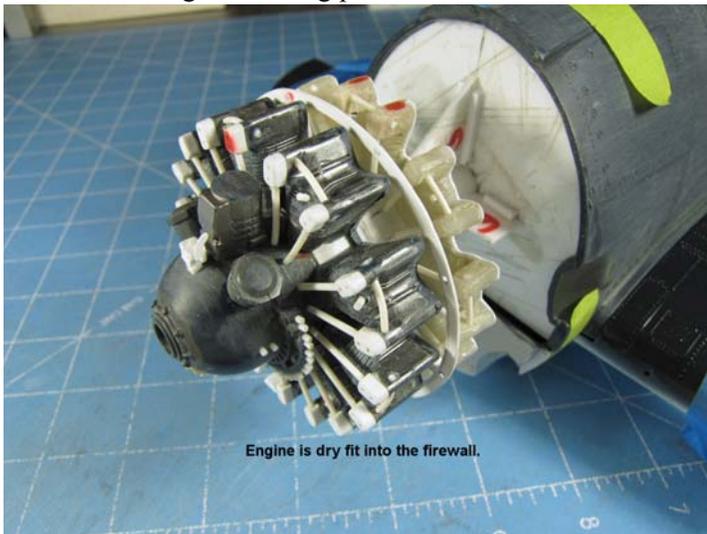
One fortunate part of how kit was engineered was that the face was a separate piece. This allowed me to work on painting and shading it while the other parts dried. As mentioned earlier, the main skin color was green. This green was shaded and highlighted using a series of washes. The teeth were painted ***(Concluded on page 9)***

Rodney's Hellcat Engine Tale Concluded (from page 3).



My mold is somewhat coated with the oil and I “do-not” try to remove any of it. I start to gently pour in some “Super Thin - Super Glue.” The glue will dry rock hard within a few hours but I wait a couple of days and top off the mold with more glue. A few days later I carefully cut and scrape off most of the clay from the engine. I dip my engine into a small bowl of paint thinner and gently brush off the rest of the clay then I wash it with some soap and water and give it a rinse in “denatured alcohol.”

I make some backing plates for each row of cylinders, including a fire wall on the front section of the fuselage. I ask myself: “How do I attach all these items together?” I get the bright idea of drilling a ½” diameter hole into the two engine backing plates and into the firewall. Little-by-little, it all comes together really nice.



These photos will tell most of the story. For complete details, please access Large Scale Planes website, sometimes called LSP: (www.largescaleplanes.com). Click on “WHAT’S NEW” to see the rest of the story which should be posted by the time you read your newsletter. As of September 27, 2010 LSP has posted 9 other stories on this F6F-3 re-build. Just click on “ARTICLES,” then click on “WORLD WAR 2 AVIATION.” It takes a bit for this section to upload, as there are over 300 model stories posted.

In closing I leave you this message. The company that made this model has a motto: “AS REAL AS IT GETS.” After you read all of my stories, maybe you will say what I say: “AS BAD AS IT CAN GET.”

The old Trophy Hunter as I’m called by Mike Burton now signs off.

Model building is fun, so enjoy. -fini **Rodney**

Kent's Halloween Model Tale Concluded (from page 7).

ivory. Eyes were painted flat white with black pupils. Bloodshot portion of eyes were done using a technique shown on a PBS show on painting. Flat red acrylic paint was heavily thinned and applied using a very fine liner brush.



Back to the car. The engine block was sprayed ModelMaster Ford Engine Red while valve covers were done in Alclad Chrome and the rest of the carburetor/intake manifold assembly was sprayed Alclad White Aluminum.

Since I had the Alclad out, I decided to also spray exhausts, the spokes of the front wheel and the rear rims in Chrome. I added a touch of Tamiya Clear Red to the nuts on the inner rims. The rest of the frame was sprayed Magnesium and the fuel tank was done in polished aluminum. The body was sprayed with CheZoom Teal Pearl. No, I'm not kidding. That's what the color is called. Well, when finally sprayed it turned out to be medium teal color. However, the body went through a number of spray/sand/spray cycles to get a smooth finish that I could live with. I'm not 100% satisfied, but sometimes you just have to make due.

So, now we have a bunch of painted bits and pieces and subassemblies scattered about the workbench. The body assembly went together fairly well, but I discovered that the advantage of having the face come as a separate piece was also a disadvantage. You see, the faceplate did not match up real well with the opening in the head. I had to make the face sort of fit and then used Milliput to fill in the gaps. Luckily, since Milliput is water soluble, I was able to use a wet palate knife to smooth most of the resulting seam. I did have to do some sanding, then came the problem of trying to rematch the paint, including the highlighting and shading. Nobody said that this hobby isn't fun!

Most of the car body assembly went okay considering that I used Plasti-Zap, but it turned out that I used too little on the first time around. "First time around" you wonder? Well, yes. You see, I had brought the kit to one of the Fremont Hornets meetings and accidentally knocked over the box that I was carrying it home in. The rear axle popped, the front axle/fuel tank/wheels and part of the frame all broke off cleanly. So I had to reglue it with a little bit more glue than before. Luckily, the regluing task actually allowed me chance to get a better alignment of the front axle and the frames. By the way, the lettering on the tires – that was done using a white Prismacolor watercolor pencil and then going back and drybrushing flat black over the area. The shifter was also sprayed with Alclad, then the ball portion painted flat black. It was then gloss coated with Future, and a white HO scale decal for the circle was added and forced to lie flat courtesy of copious quantities of MicroSol. The final touch was the number "8". I test fitted the hand and the shifter to see if I could get the hand to be closed around the ball portion. It just didn't work out the way I wanted so I opted for the hand to be hovering above the ball.

One thing about this kit since it is a "mini" diorama of sorts, there are a lot of extra bits that need to be added to the base – such as the signpost, the light and minor engine parts such as pistons. The base I painted Americana Graphite, while the light's box was Model Master Acryl Neutral Grey. The lights themselves were first painted MM Acryl Steel, then covered with Tamiya Clear Yellow for the top light. Since I did not have a clear green, I mixed the clear yellow with some clear blue to get the approximate shade of green I wanted. The signpost is MM Acryl Rust, with the sign itself being Delta Ceramcoat's white. I used a black Sharpie to write "To Fremont" on the sign. For the "tire smoke", I painted a medium grey roughly in the indented areas, then went over the entire thing with multiple coats of white. The pistons, valves and gears were painted Tamiya flat aluminum, then given a wash of Tamiya Smoke. I did add one little added item – a ripcord for the parachute. And that was it.

So this was my second entry into the 2008 Fremont Hornets' contest and I am happy to be able to represent the offbeat once again. Given the age of these kits, they were really a fun project to putz around with. I don't know what my next strange kit will be. Just wait and see.

NEXT MEETING:

7:00 PM

FRIDAY

OCTOBER 15

COMMUNITY ROOM

Milpitas Police Administration Building

1275 N. Milpitas Blvd

Milpitas, CA

