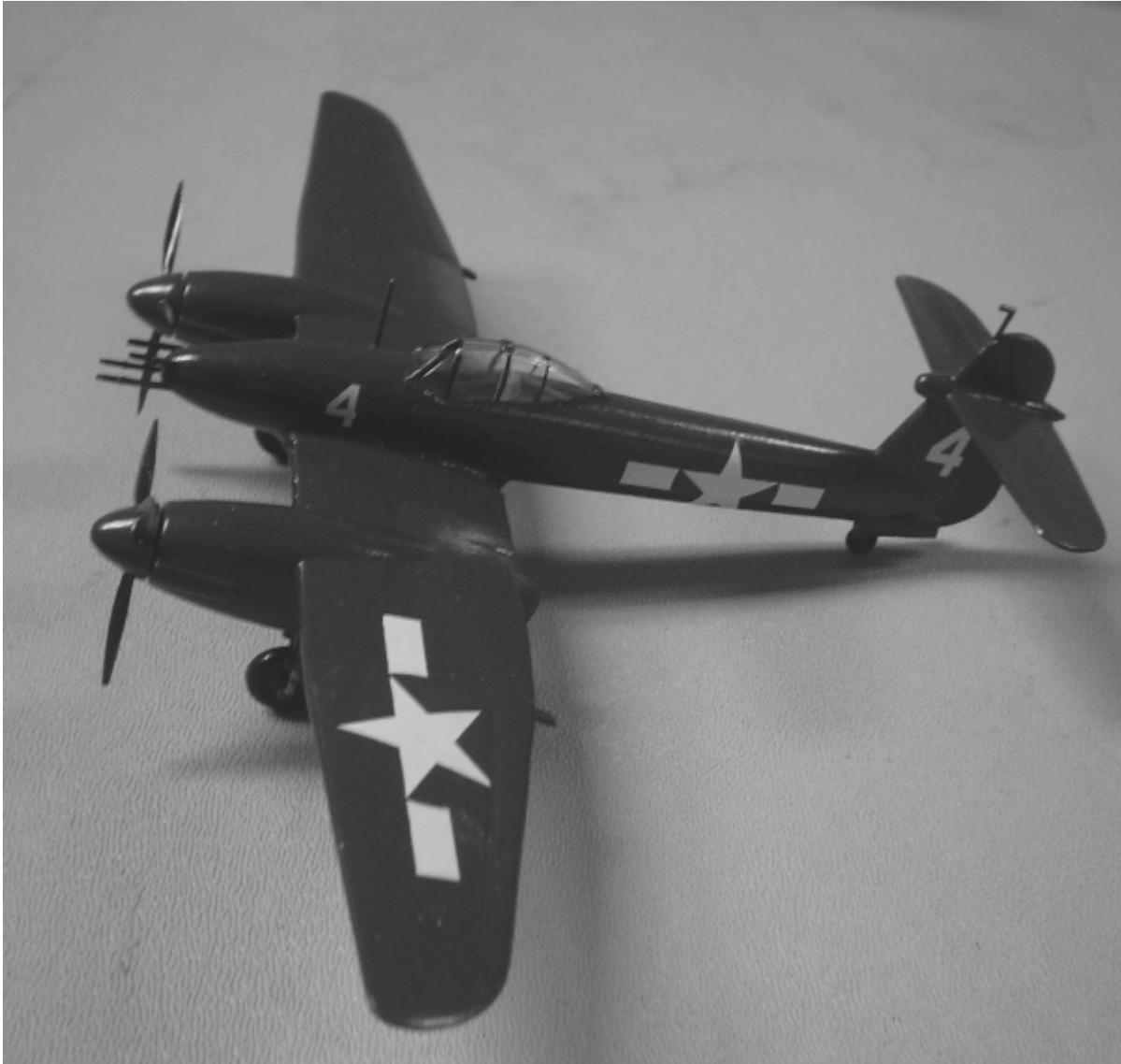


THE STYRENE SHEET

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Westernmost Westland :



Building the U.S. Navy Version of the Westland Whirlwind

By Mark Schynert

The Westland Whirlwind probably qualifies as the most obscure RAF type to serve in a front-line combat role in the ETO for any significant length of time. Exactly 114 production models were built, and it served with just two squadrons (263 and 137), but Whirlwinds flew in combat in the day fighter and fighter-bomber roles for
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WESTERNMOST WESTLAND—Continued from page 1

about thirty-six consecutive months during the height of WWII. Betrayed by its underdeveloped Peregrine engines (which powered no other operational type) and a need by Rolls-Royce to consolidate engine production around the Merlin and Griffon, the Whirlwind has been dubbed by any number of superficial aviation historians as a failure, despite the fact that it established a phenomenally low loss rate in ground attack and air-to-air operations against the Germans in France: write-offs of less than three aircraft per month during its operational life. Nor would a 'failure' be likely to be retained on operations for three years, particularly one where so few total airframes were available anyway. Underappreciated in retrospect, the Whirlwind was a great favorite with most of its aircrew, and in its day was faster at very low level than everything else, Spitfire and Bf 109 alike. Add to that its concentrated armament of 4 20mm cannon and a half ton of bombs, and it became one of the most formidable ground attack weapons of the early-to-mid-war period.

With so few Whirlwinds built, it's not surprising that it appeared operationally in only one theatre and only in use by the RAF. However, one example did end up in the markings of another service. P6994, the 29th production machine, served with 263 Squadron through the early part of 1942, then was refurbished and shipped to the United States, as part of a program to share British aviation technology with the Americans. P6994 spent some time in control of the USAAF for evaluation. In the spring or early summer of 1944, it was passed on to the U.S. Navy, for reasons which remain obscure, but its final destination, Pensacola, Florida, suggests it may have been intended to take some role in gunnery trials or pilot familiarization in conjunction with the impending service introduction of the Navy's first operational twin-engined fighter, the F7F Tigercat. Whether any of that ever occurred, or was intended to, P6994 did not last long with the Navy. It went unserviceable soon after transfer, possibly due to tail wheel failure, and was scrapped in September of 1944, about the same time most of its remaining brethren in England were broken up.

Kits of the Whirlwind are not exactly thick on the ground. Perhaps the best kit is the very rare Cooper Details vacuform in 1/48, one of Roy Sutherland's labors of love. Easier to get, and still pretty darn good, is the Classics Airframes 1/48 kit, a limited-run injection kit. Fit is a big problem, but the end result looks very much the part. In 1/72, Airfix issued a kit in the early sixties which was simply hideous, but followed around 1970 with a new-tool kit which was much better; this kit has also been re-popped by Bilek. The interior is bereft of detail, the nacelles are severely undersize, especially on top, and there are other, lesser inaccuracies, but for a very long time, it was the only kit available in any scale. Finally, about three years ago, Pavla brought out a 1/72 Whirlwind which is much more accurate in outline, though it is a very rough kit in the fit department, and is overengineered to boot. The decal sheet allows for the markings of four or five aircraft, but by mixing and matching serials and codes, one might do as many as twelve different aircraft, providing the kit itself hasn't driven the modeler mad with its difficulty.

I've been a bit of a Whirlwind fanatic for some time. I built the second Airfix-issued kit back in the late seventies, long before I knew anything about air brushes, gloss coats, cabin interiors and so forth. Brush-painted and decalced straight over the paint, it looked good enough to me at the time. Seven or so years ago, I built the Classic Airframes kit, a rare excursion out of scale, but I simply didn't expect to see the Whirlwind again in 1/72. However, Airfix repopped its kit, and Pavla came out with its kit, so I picked up one of each. Looking at the two kits, two things became evident: first, the Pavla was very much more accurate, what with included interior details, better outline accuracy and much superior decals. Second, even with the headaches of adding to the interior, the Airfix would be a lot easier to build.

At this juncture, it occurred to me that I might as well build the U.S. version with the Airfix kit, since it wasn't quite as accurate to begin with, and a speculative scheme on top of that would not hinder me from doing up the Pavla authentically. Of course, there are no known photos of P6994 in U.S. service either with the Army Air Force or the Navy. In the case of the former, the paint scheme might have simply been the RAF scheme with American insignia, or they might have repainted it in OD and Neutral Gray, or—who knows? The Navy, on the other hand, tended to repaint oddball aircraft as soon as it acquired them. Now, the standard Navy day fighter scheme for the summer of 1944 was overall glossy sea blue, but the Navy also painted some test aircraft red overall. Mike Burton makes a plausible argument that red might have been the color (I didn't hear the argument until after I finished the model, but it's still a good argument), based on schemes for the Bell L-39 and Douglas D-558 SkyStreak. However, I came down on the side of the glossy sea blue. Pensacola was not primarily a test establishment, and absent very specific instructions to the contrary, I expect the paint shop would have treated it like any other fighter that rolled into its hangars.

So there I was with the Airfix kit. I'd long since anticipated the issue of the barren interior, and had acquired an Airwaved photo-etch set. It was not that comprehensive actually, consisting of a multifold cockpit tub with incorporated instrument panel, with add-ons for rudder pedals and a side console, as well as a second instrument cluster to mount centrally on the first. Wing-root radiator faces and a set of seatbelts were also included as well as wing fuel tank exterior panel lines (too fiddly for my taste) and two bomb racks and a boarding ladder (I left these off as well). After much folding, grinding and dry-fitting, I managed to orient the tub, the kit seat with aft deck and rollover brace, and scrap plastic to back the instrument panel well enough to work. One feature was a tab that was intended to be the gunsight; I bent this horizontal to act as a platform, and attached a PE gunsight from the Reheat RAF cockpit details set. I also salvaged a control column from a defunct Spitfire and stuck that in. Once the fairly thick canopy went on, the detail was visible in a blurred sort of way, so the lack of precision or profusion of detail didn't matter.

However, it was a long way before the canopy would go on. I turned to the wings, which incorporate the nacelles as top and bottom halves. The wings went together well, with very little clean-up needed, but the nacelles had vicious and hard-to-access seams between the manifold covers and the wing leading edge. These were mostly resolved before the wings ever went on the fuselage, but it took awhile. I also didn't care for the notion of correcting these problems with the propellers on, and the backing pins designed to secure them to the fronts of the nacelles were too loose anyway, so I left the props off when I closed up the wings.

The inside of the nacelles had an unrealistic open look to them. I resolved this by borrowing the inner nacelle bulkheads from the Pavla kit and using them as templates to cut out copies in sheet plastic. Despite the disparities in exterior nacelle shape, the copies of the Pavla bits fit inside the wheel wells and against the engine compartments with very little further sanding. I also slipped the PE radiator faces into the leading edges of the wings; they fit with only a little work. I drilled out both the intakes and exhausts of the manifold covers, incidentally destroying about five #74 and higher number drill bits in the process, due to excessive side loads.

I now drilled out the two prop shaft holes to accept short lengths of styrene hollow rod. I next attached to the prop backings metal rod bits of the same diameter as the interior of the hollow rod just installed. In this way, I got a tight and positive mounting of the propellers, but I'm still able to remove them for transport, and position them as I choose. The props themselves consisted of two pieces each, so there were annoying little seams between the blades that required filling and sanding.

Based on repeated dry-fitting, I sanded the bottoms of the fuselage halves to match up with the wings so I could minimize the loss of raised detail in the underside. I still lost a little detail eventually when I mated the wings to the fuselage and resolved the seams, but I didn't rescribe here since it was on the underside. Topside, though, the wing seams were a real problem. They took a lot of work, and I revisited the area more than once as problems reappeared. Thus it was necessary to do a little rescribing around the area of the wing center section. I used a Bare Metal scribe guided by Dymo tape, and kept the lines very fine; this gave a result indistinguishable from the nearby raised lines.

The rest of the major assembly was simply an exercise in reducing seams to invisibility. The tail planes went on fine, the fuselage closed up and the nose cap with its holes for the four 20mm cannon fit right on. Quite a bit of filling and sanding was necessary, but nothing very challenging.

I put the canopy, already coated with Future floor polish, in place; remarkably, it was a very tight and positive fit, so I affixed it straightaway with gem-to-fabric white glue. I then masked the canopy so that only the perimeter framing against the coaming was actually exposed. My reason for this will become clear later. The antenna mast went on just forward of the cockpit at this point also.

I had previously painted the wheel wells Polly Scale British interior gray-green. I now attached all the landing gear doors in the closed position with glue, and it was time to paint.

I went with a base coat of Tamiya matt white spray lacquer. This highlighted some seam flaws. Once the flaws were corrected, I primed again where I had sanded. Next was a coat of Polly Scale sea blue. It required a bit of light sanding, then I added a second coat. After that, I sprayed on several coats of Future. The result was very glossy.

The decals were simple. I originally intended to use the white-only stars and bars from the Sword F8F Bearcat kit, as there were three alternative sets of markings in that kit, but the very first decal exploded upon hitting the water. Turns out, this is a known defect with the Bearcat decals, which require a coat of clear varnish if they are to be used. My recourse was to a set of star-and-bar decals from the old Monogram F7F kit. They were a bit oversized, but given the unfamiliar outline of the Whirlwind in a navy environment, that might even have been correct. Two went on the fuselage sides, with one on the top of the port wing and one to the underside of the

starboard wing. They were very thick, but MicroSet and Microsol worked their usual magic to get the decals to lay down. To that, I added the entirely speculative number 4 in white from stock decals (small on the nose each side, large on the tail each side, and based on the last digit of the original serial). The only other detail decal needed was a small black oval outline on the starboard side of the canopy, representing the emergency knock-out panel. This decal exists on the Pavla sheet, but if I had used it here, I would not have had it for the build of the Pavla kit. Fortunately, virtually the same decal shows up six times on an Aeromaster sheet for the Ar 234. As I will never build six Ar 234s, this was ideal.

There were a few more decals to put on, but these were in lieu of paint for the canopy framing. Xtradecal insignia blue decal striping closely matches the Polly Scale sea blue. About ten strategically-placed strips of the stuff gave me a clean and well-defined canopy without the misery of all that masking.

I'd been interspersing some detail painting along with the above work. The main wheels were done in sea blue and Polly Scale NATO Tri-Color black for the tires, as was the tailwheel. I also painted the prop blades black before giving them the Future treatment, and painted the radiator faces and the canopy-top mirror with Vallejo steel. The landing gear legs had received sea blue the same time the airframe had, to which I added hand-brushed Humbrol aluminum for the oleos. The underwing landing lights were also daubed with Humbrol aluminum, and the canopy tip landing light and the tail formation light were tipped with a little Vallejo white. The cannon barrels were hollowed out with a #80 drill bit, then painted NATO Tri-Color black.

The landing gear doors were now popped off, cleaned of the white glue residue, and separated. After a little touch-up paint on the cut surfaces, the landing gear doors and all the other remaining bits were attached. The landing gear legs required a bit of filling front and back to render the cast 'U' frame one piece instead of two, and a bit of touch-up sea blue was added where needed. Finally, I gave the model a final seal coat, mixing 70% Future with 30% Polly Scale flat. It seemed to me that the model was a touch too glossy before the final coat; this concoction did not suppress the glossy look, but did tone it down a bit.

This was one of the fastest builds I've managed in a long time. It's a refreshing change of pace—but there's still the enticement of that Pavla kit, and the opportunity to have a couple of Whirlwinds side-by-side.

SVSM BOOKSHELF (and this one's "water related" by sheer coincidence as well)

REVIEW BY BILL ABBOTT

Martin P6M SeaMaster

by Stan Piet and Al Ralthe

224 pages Martineer Press (February 28, 2001) ISBN-10: 0970066201 ISBN-13: 978-0970066206 \$34.95

A labor of love, the whole story beautifully illustrated.

This is the only full-length book on the subject I know of and it is superb. The story of the P6M's genesis, the competition with Convair (which Martin's design won), the challenging and expensive development, the cancellation and wisdom in hindsight all receive balanced and thoughtful description and commentary. Cockpit photos, cut-away drawings, plans for the -1 and -2 models and many, many, photographs in color and b&w provide a lot of reference material for the model builder or student of technology. The crash reports on the two development aircraft that were lost are described, including a heart-stopping diagram showing how the wings struck each other in the first loss. The P6M was born in a world where the B-36 was funded and the USS United States was cancelled- the Navy wanted to stay in the strategic weapons business and a jet powered seaplane that out-performed the USAF equivalents seemed the way to go. With the Forrestal class of super-carriers and the Polaris missile program in hand a few years later, the P6M was no longer so attractive and by the time it was cancelled the bugs were worked out and all that remained was to turn the crank to build squadron planes. Thus everything cost as much as it ever could and 'anyone' could see the P6M had been a poor choice and poorly managed. So it goes. It's a beautiful plane and if the story lacks the lost-cause romance of the CF-105 or TSR-2, perhaps that reflects better on those involved. The relative success of aerial mining when it was employed (1972) in Vietnam shows that the concept of a fast mine-layer was sound. Happily, we'll never know if a seaplane supported by tenders and subs would have been a better weapon for WWII. I've been hoarding scraps and snips of information for decades to build the Airmodel 1/72 P6M-2 vacuform kit. With this book in hand I'm going to build the Revell box-scale P6M-1 kit too, just because I can!

SVSM 2007 GIFT EXCHANGE ENTREATIES, a mild exhortation by Mr. Chris Bucholtz

T'was the night before the Friday before Christmas, and all through the club, not a gift was safe from stealing, not even by some schlub! Yes, it is again time for the SVSM gift exchange, that annual event that is second in fun only to negotiating a snowed-in Oregon logging road with only directions from Mapquest to guide you! For the newcomers, these are the ground rules. For the old-timers, this is a refresher in how to taunt your peers and perhaps, if you're very good, make a small child weep bitter tears!

Anyone may participate, or choose not to. The gifts should be valued at \$15; higher-priced gifts are okay, too. No, I take that back. Higher-priced gifts are fantastic and, depending on how gullible you are, may actually earn you a place in heaven right next to baby Jesus. The bigger the gift, the more stealing will ensue. Please bring no more than two gifts (this being the so-called Jim Priete rule, named for the so-called Jim Priete) so that we can conclude the event at a reasonable hour. Make sure the gift or gifts is or are wrapped.

When you arrive with your gifts, your name shall be written on a piece of paper (or pieces, depending on how many gifts you bring). These names will go in a hat, helmet, toque, cap, bonnet or some other head-based garment. You will also write your name on the gift. This is our way of ensuring that violators of the "lame laws" will be subject to the full ostracism of the club. The lame laws prohibit the alleged "gifting" of low-quality or partially-built kits; there shall be no Lindberg, no dumping of outdated kits, and no purging of useless supplies. Bring a model you would actually want. Violators will have their crap gift given back to them and their names removed from the hat. This time we're serious.

The gifts shall be piled on the table, and at the proscribed hour of 8 o'clock, the gift exchange shall begin.

The sequence is as follows: The first name is drawn, and that person shall briskly scuttle to the table, select a wrapped gift, and open it for all to see. The next person whose name is drawn may open his own present or steal the first present, in which case the first person will open a second present. The third person may open a fresh present or steal from the first two recipients, who may then either steal from each other or open new presents. After a present is stolen three times, it is dead and out of play. This continues until all the presents are opened or Bert McDowell's ship model is stolen, whichever comes last.

Let us project into the future for a glimpse at what this event may entail:

Greg Plummer's name is picked first. He strides to the table and opens the first gift: A Tamiya 1:25 Newman-Haas Indy Car. "Hey, this'll build into something nice! Just ask the people on eBay!" he says. Terry Newbern is picked next; he chooses to open a gift and is rewarded with three Dragon 1:72 armor kits. Chris Hughes' name is drawn next; he immediately steals Terry's tanks. Terry opens the next gift; it's a Trumpeter U.S.S.

Ticonderoga carrier! Bert McDowell starts to breathe a little heavier. Lou Orselli is chosen next; in a bid for an Italian subject, he opens an Accurate Miniatures 1:48 SBD. Chris Bucholtz chooses next, and he opens the Revell 1:72 Gato-class submarine. Bert McDowell passes out. Gabriel Lee is picked next; he steals the sub, so Chris steals the 1:72 tanks. Mr. Hughes grabs the Ticonderoga, and Terry steals the Indy Car. Poor Greg has to choose again, so he opens a 1:25 Model T from Revell. Kent McClure jumps on the Gato-class submarine; Gabriel steals the Accurate Miniatures SBD, Lou steals the Ticonderoga, Chris Hughes steals the 1:72 tanks, and Chris Bucholtz steals the Gato-class sub. Since the Gato-class has been stolen three times, and since Chris Bucholtz is writing this, he gets to keep it! It is dead! So are the 1:72 tanks, but the author isn't so concerned about them now. He has that submarine! It's the best Christmas ever! Meanwhile, Terry goes back to the pile and picks a set of Dragon German figures... And it continues like this until it ends.

That is the way it works. While it seems complicated, the expert record-keeping of Chris Bucholtz and his pitiless, iron-fisted rulings (especially when it comes to Gato-class subs) will maintain order throughout. As always, any violent acts of retribution should be confined to the parking lot. And happy holidays!

And thank you, Chris, for the excellent segue... Announcing of course

Theme Club Contest for March 2008 SVSM Meeting

"NINETY DAY WONDERS" Limited Competition. Specific Eligible Entries:

Any and all models that an entrant obtained as a result of the SVSM 2007 December Gift Exchange, that are presented as "completed" for our judges to evaluate at the March SVSM meeting. Here's your chance to get over any "AMS" or other hindrances to getting something done and on the table. Fun, foolery and frenzy at same time. GEE Whiz! (Gift Exchange Entry, built by a Whiz) Go ahead, give Kelly Johnson run for his money

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

Hello! Welcome to the December Edition of our club newsletter. If you made last month's meeting, you then hopefully received a copy of a "surprise" newsletter from me. If not, a synthesis of that edition's editorial by me and story behind it follows:

It was a "quarter scale" edition, two single sided pages produced with love, late at night. An effort to help my overworked friend, our Treasurer, William Ferrante. He had taken on November's Sheet as per our sharing agreement with all supreme effort, excellent results he's known for. Knowing well how much paying real life work he had underway and to what deadlines at that time, I'd held off adding to it. Until the last minute when a brilliant idea for a club contest came up in a dinner conversation. With an apologetic dispatch, I implored him to squeeze this news in if November's Sheet was still "open" to edit, noting I'd make a flyer otherwise for meeting.

Imagine my horror, upon opening response email end of next day at work before leaving for my night job. All of William's extreme efforts had been eaten by an ungrateful hard disk drive! Without any warning, nor leaving us time to recover. Thusly, No Sheet Sherlock, Bill lamented pained. There were no minutes, articles, all now zero. So challenged, I chased together an alternative. Literally an overnight product which clearly stated what misery befell Bill and our November newsletter, new "Water Related" Contest plus calendar of events updated, to copy and pass out. (which I nearly did next day at work, as all this had been created in the 7 hour space I normally do reserve for my sleeping between two jobs) After running through local Kinko's, a minor detour to San Martin so to transit another of our club to the meeting. Slightly delayed plans to hand out "surprise" at meeting start. My late arriving didn't completely foul up my goal as no one besides Mike Meek (my passenger) knew this "club meet newsletter" was coming out, least of all Bill. Also being in print paid a bonus. Reschedule of what became "90 Day Wonders" club event occurred literally as President Randy Ray spoke running meeting as he read the letter. Giving me, and a host of others a reminder that being an officer in this post still be crazy fun.

So now you know the rest of the story and where November's newsletter went & came, also that getting the read out is an adventure at times. But a very worthwhile one. Thanks this travel go to Mr Mark Schynert for his tidy article on another bit of real history that, until he entered it at TriCity IV this October, had escaped me. As well much gratitude to Mr Chris Bucholtz for his always wicked fun reading, this time two fine pieces to peruse. Mr Randy Ray our President for 2007/8 for genesis of what we now are calling "90 Day Wonders" contest and Mr Mike Meek for his contest idea which literally seems to cover over 70 percent of the modeling scene when a thought of possible entrants is seriously considered. As always, everyone who participates in our artistic malady of miniatures also should know I truly thank them for without the models in progress we'd have no fun to be had. That in my book at least is definition of super bad. Feel free to contribute ideas and articles and tidbits there are still a surprise or two I have for you yet this year, again thanks to the generous contribution of another member. -enjoy!

Theme Club Contest for February 2008 SVSM Meeting

Mike Meek's "Water Related" Wide Open Competition. Example eligible:

Sea Furies, Sea Venoms, Sea Kings, Sea Views. Barracudas! (air & land types) Stingrays!
Of course any and all types of nautical item. Neglect not FrogMen! (remember the Glencoe kit?)

Catalinas (air & land again!) Frogfoots, Sturmpioneers, SEAL/UDT teams, Ford SEEPS, DUKWs, Ducks, Goose, Albatross (Old and Way Old), Village Rovers. Floatplanes, Boats on Trailers, Men in rafts...

Creature from the Black Lagoon, The She Creature, Ymir from movie 20 million miles To Earth (he crashed into ocean on arrival from Venus), any Giant Squid that ate subs! (there were several, honestly).

Apollo, Gemini and Mercury project capsules (splashdown city!) D-21 drones (water recovery photo cell) Cavorite Sphere from "From Earth to The Moon" by H G Wells! The Quintopus seen off the Golden Gate!

REMEMBER THESE ARE ONLY THOUGHT PROVOKING EXAMPLES NOT ENTRY LIMITERS!

UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 12-21-07

2008

Saturday, February 9

IPMS/Santa Rosa and IPMS/Mt. Diablo join forces to present Hobby Expo 2008 at the Petaluma Community Center, 320 North McDowell Blvd. in Petaluma. This year's contest theme is "Making History." For more information, contact John Admire at (707) 838-2318 or e-mail him at admire@pacbell.net, or visit the club website at www.ipmssantarosa.org.

Saturday March 1 2008

NNLWest presents the NNL Western Nationals 2008 at the Santa Clara Convention Center, 5001 Great America Parkway in Santa Clara. This year's theme is "Modern Muscle & Gassers". Many other special and fun programs are planned as well as the always spectacular displays and magnificent shopping opportunities. Hours are 9am to 4pm, Admission \$10 with 12 and under free with paying accompanying adult. For more information, check www.nnlwest.org/flyer.html

Saturday, April 19

Silicon Valley Scale Modelers present the 2008 Kickoff Classic at the Santa Clara Convention Center, 5001 Great America Parkway in Santa Clara. This year's theme is "Winds of War: 1931-1939." For details, contact Chris Bucholtz at (510)769-8316 or e-mail him at bucholtzc@aol.com, or visit the club website at www.svsm.org.

Sunday, July 27

IPMS/Dragon Lady present their Dragonlady Model Classic at the Plaza Room, 210 Julie Drive, Yuba City CA . Theme for this event is "Speed". Special guest speakers are planned including a former SR-71 pilot and a former Test Pilot/Race Pilot For information contact Don Terbush (530) 674-8194, Harold Osborn (530) 635-3036. Additionally you can email them at ipmsdragonlady@yahoo.com or myspace.com/ipmsdragonlady.

Saturday, August 9

IPMS/Kings County Scale Modelers hosts the Region 9 Regional, theme is "The Cold War". Event is being co-sponsored by IPMS/Fresno Scale Modelers and IPMS/Central Valley Scale Modelers. Held at the VFW Hall, 3538 N. Blythe, Fresno CA 93722. For more information, you are encouraged to go to website www.kcscalemodelers.com. They are actively seeking and welcoming sponsors as this is an expensive event hosting a regional. All parties willing to help here are encouraged to email inquiries to webmaster@kcmodelers.com for more information about sponsoring a category.

Saturday, October 18

IPMS/Fremont Hornets host their "Tri City Classic V" at the Newark Community Center, 35501 Cedar Blvd, Newark CA. Theme is "The French Connection" with several special awards keyed to this as well as numerous "Best" in category. More details will be announced as the year unfolds and their website will also have updates.

NOVEMBER 2007 SVSM MEETING as recorded by Mr Chris Bucholtz (not requiring nor receiving edits by me (mb))

At the November meeting, President Randy Ray reminded the gathered throng that next month's meeting will be at the Round Table Pizza on Stevens Creek Boulevard. Full details, a map and the instructions for the gift exchange may be found elsewhere in this issue of the Styrene Sheet.

On Veterans Day, Steve Travis traveled to the VA facility at Mather Air Force Base and saw the unveiling of their new walk of honor. He took a photo of the brick that SVSM sponsored. Thank you, Steve!

This was Vince Hutson's last meeting as a regular member of SVSM. Vince has earned a new job that will take him to Washington D.C. The club voted him a year's extension and we all wish Vince well in his new home – and we'll see him at the Virginia Beach nationals!

In model talk... The table was dominated by the front section of the scratchbuilt 1:4 scale X-15 Bill Ferrante is building for Barry Bauer's California Aerospace Museum. The model is made of PVC duct with foam and fiberglass; the final model will be 12-and-a-half feet long. The meeting, by the way, was on the 40th anniversary of the crash of this particular aircraft. Al Ernat's built four Tamiya PBR patrol boats in 1:35, but the one he had at the meeting took first at the nationals. Al survived a tape adhesive incident that forced him to sand off the lower hull color and re-paint. Shervin Shembayati built the Academy 1:72 F-15 and had lots of fit problems, so he built it again just to see if it was him or the kit (it was the kit). He finished it using Mr. Hobby Colors metal shades for the exhaust area. Shervin also had a daunting time with Fujimi's F-4M Phantom; it went together well, but when he applied his clear coat the paint crazed. Luckily, this was before the decals went on, so he plans on stripping it and painting it again. An easier time is being had with Italeri's lovely 1:72 UH-34 Seahorse, which Shervin is thoroughly enjoying. Steve Travis once saw a race car at Baylands Raceway take on all comers (as long as it got a rolling start!) and he used an AMT '51 Chevy to recreate it. The model is painted in overall gray primer, just like the real thing, and sports a "Mr. Horsepower" decal on the door. Mark Schynert's usual preoccupation with hard-to-build models is taking a rest while he works on the LS boxing of Mania's Ki-15 "Babs." He says it's a terrific little kit. The ICM 1:35 Studebaker 2 1/2-ton truck is a very nice and clean kit, says Chris Hughes; the secret is to make sure the frame is straight. Chris also has a 1:48 Sherman under way with a resin turret from Formations atop a Tamiya M4A1 hull to make an M4A2; he's textured the hull using Mr. Surfacer. Ron Wergin built his Panzer III three months ago, but he decided to weather it this week. Ron's also built the 8-Rad armored car by Tamiya; it's not a bad kit, but the instructions leave a lot to be desired, he says. Joe Fleming says Metal Models makes nice mounted figures, like his mounted Currassier, although the hands can be a little overly large. Joe's also built a trio of 1:35 Italia paratroopers from Model Victoria who will crew a small anti-tank gun, finished a collection of U.S. tankers sculpted by a friend of his, and battled the thick castings of Andrea Miniatures "Retreat from Moscow" figure to a victorious conclusion. Joe's Elite Miniatures Swiss Halbardeer has come out well, and he's back at work on a T-34 that he's worked on for years, using a Dragon hull and chassis, Fruimodellismo tracks, a Tamiya stamped turret and an interior created from styrene and wire by Joe himself. Joe used Tamiya clear for the gloss coat on his Tamiya 1:48 Fw 190D-9, and he's dressed Italeri's rough kit of the BT-5 in a pre-war scheme. His grenadier figure was finished five minutes before he left for the nationals, and still won third in its category. Joe also had four 1:48 pilot figures from ICM – one American, British, German and Russian – and praised ICM's sculpting and engineering of these figures. Finally, Joe is adding a little accuracy to Modelkrak's kit of the *Monitor* and *Merrimac*, reducing the size of gun ports and removing inaccurate hatches on the Civil War ironclads. Mark Hernandez was back proudly displaying the first steps of work on his MDC 1:32 Arado Ar 234B, a very nice resin kit with white metal gear and lots of options to it. Mark also had five "Luftwaffe '46" subjects: a Sharkkit version of Alexander Lippisch's ramjet research project, an RS Models Blohm und Voss Bv AE.607 with its cockpit moved to the appropriate location through Mark's hard work, an Anigrand Arado E.581-4, a Marsh Models Gotha P.60A and an RS Models Blohm und Voss MGRP Mistel missile project. Speaking of missiles, Dave Balderrama is revisiting an old favorite by building the Condor 1:72 V-2 rocket. Dave's built it before, but he plans to detail this one. Michael Connelley took Tamiya's 1:7200 HMS Hood and made modifications to her secondary battery to make it more accurate. He's also rebuilding the island on Tamiya's 1:700 U.S.S. Enterprise to make it more closely resemble the ship as it appeared in 1944. Mark McDonald has his MiniArt 1:35 T-70 tank painted and the tracks are on; the next step is weathering. Mark's also planning to do a civilian An-12BK "Cub" from the Roden kit; the plane he wanted to build was, much to his surprise and relief, one of the options in the kit. Mark says the model has a good fit until you start building it. Paul Bishop has his 1:12 312T Ferrari from the 1975 Formula 1 season almost finished; he used a coat of Future thinned with Windex to bring out the shine, and he applied decals from the re-issue of the old kit, which went on fine. Bill Bauer is trying to make a trans-kit for the Porsche RSR that raced at LeMans; his troubles lie in the need to convert a Tamiya kit of a street car into a racer. The decals for his model came from a new company in Denmark that's just learning how to do it. Andy Kellock's 1974 Richard Petty Challenger came from the Polar Lights kit; he says the model looks odd until the orange and blue paint scheme is applied. He rebuilt the spoiler using a strip of aluminum cut from a soda can. Andy had an easier job than Bill of converting a street car to a racer when he built Curtis Turner's '57 Ford from the AMT kit; other than the Fred Cady decals, the most significant change was the bucket seat in place of the front bench seat. Greg Plummer has Revell's Ferrari Enzo cut apart and painted yellow; he promises to reveal its next incarnation as the Groovy Grader 2.0. Gabriel Lee is building a GUPPY-conversion submarine using the Yankee Modelworks hull for the Balao-class and the sail from Tom's Modelworks. When finished, it'll be the former U.S.S. Tunnelfish in Venezuelan service. Laramie building Tamiya's Panther on a bet; it's close to being ready for paint over its

homemade zimmerit. Laramie's also about ready to put paint on a DML M4A3E8 with add-on armor, which has a very complicated suspension (each truck has 26 parts), but Magic Track is a breeze to assemble. Also on Laramie's hobby table is Hobby Boss' F4U-4 Corsair, which is nice but simple. Cliff Kranz built his DML M1A1 as an Abrams tank in the Ohio repair facility, with unpainted sections, no machine gun, and other prototypical anomalies. Cliff said the fit of the kit was iffy. His big 1:18 Viper is a metal pre-built car, but Cliff wanted a blue car and not a red car, so he stripped it and painted it using three cans of Tamiya spray paint. Cliff's also working on a Monogram 1:48 Ju 87 Stuka, which he got at the Fremont auction the week before. Mike Burton went to the Lancaster contest and came home with three awards for his Airfix II-28 "Beagle" in East German markings, his Mitsubishi Eclipse and his Zvesda 1:35 BT-5. Ben Pada has next year's nationals entry ready: a Tamiya Me 262. He added a gunsight and applied a coat of Gunze Sangyo paint, and he painted the Gruppe markings himself. Ben's also finished a Hasegawa Macchi C.202 in 1:48 scale. Chris Bucholtz scratchbuilt the rear cockpits on his Hasegawa 1:72 F-4B Phantom II and has the airframe pre-shaded in advance of painting. He finished his 1:72 Academy Jeep thanks to decal help from John Heck and Norm Filer, and he's got his next Tamiya 1:72 P-47 ready for paint. Chris is also making progress on his Azur Martin Maryland, having scratchbuilt the bombardier's compartment structure. And the model of the month goes to... Mike Meek's highly-modified P-63 Kingcobra air racer! Built from the Hi-Tech kit, the model represents Larry Haven's Race 90, which was ditched in Long Beach Harbor after a cooling system failure. Mike vacuformed his own canopy, modified a Skyraider propeller, used Obscureco wheels, and used decals made by David Newman to finish his sleek racer.



Veterans Memorial Plaza, Mather AFB 11-12-07



X-15, as seen by Bill Ferrante

AGENDA BRIEFING AND DIRECTIONS FOR DECEMBER 21 SVSM MEETING & GIFT EXCHANGE

LOCATION : Round Table Pizza 4400 Stevens Creek Blvd San Jose, CA

(Bracketed by traffic signals @ Kiely Blvd, Woodhams Road, in between Palace Drive and Lopina Way)

We have reserved the largest room, STARTING AT 7 PM. We can remain until closing (midnight) if need be. Gift Exchange is scheduled to begin promptly at 830 PM so plan meal accordingly. Guests are advised that they are buying their own food and drinks, the club is hosting the venue not the vittles!

NEXT MEETING:

7:00 PM

FRIDAY

DECEMBER 21

At the

ROUND TABLE PIZZA

4400 Stevens Creek Blvd

San Jose, CA 95129

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