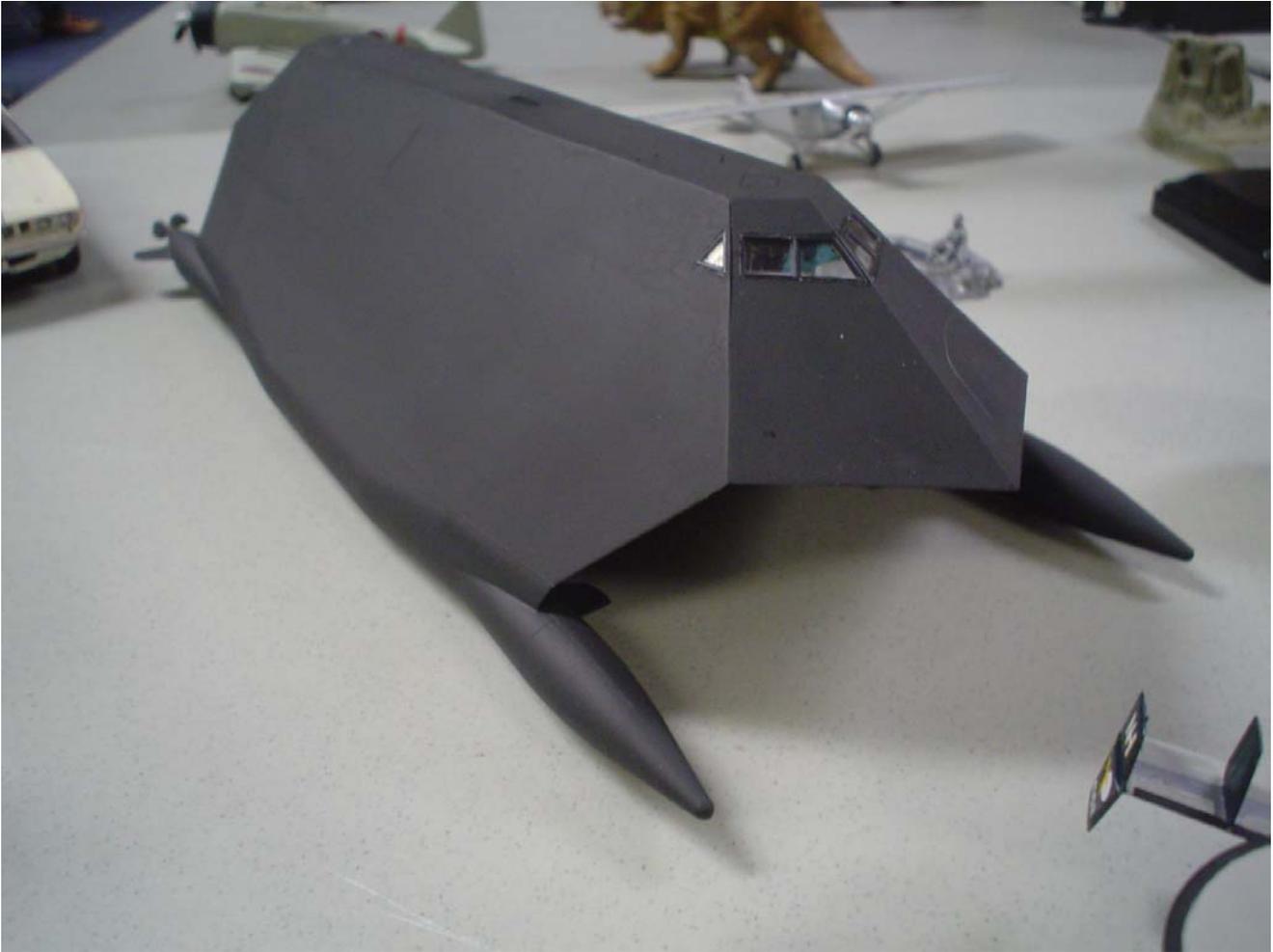


# THE STYRENE SHEET

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## **Miscellaneous Might of IX-529 :**



Making my case for building a hideous model of a lovely boat

By Mick Burton

For once, the comment "THAT looks like something out of a Bond movie!" gets it exactly right while being exactly backwards!. Lockheed's Sea Shadow provided the basis for a very unreal combat flagship in film fiction long after its own birth into reality. "Tomorrow Never Dies" 19th in the series of 007 films by Eon Productions, prominently features a "stealth ship" built in secrecy by an evil media mogul bent on world domination. Well he was awfully late to the party, technology wise, for this vehicle has been "demonstrating" since the mid 1980s. Proving again that truth is stranger than fiction, the whole tale of this big black boat (and yes, in my layman's estimate it is that, a craft carried aboard a ship just read on...) as currently publicly revealed sure reads like spy novels. Starting of course with her completely convoluted course of contracting and commision to construct.  
(continued on page 3)

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

Whoa! ALREADY the March Edition of our club newsletter. If you missed February meet, likely didn't get the latest "intel" on why/where our next two meetings are relocated. Short version: Milpitas space was co-opted by others for third Friday in March. Usual fall back locale, the Los Altos Library Community Room now houses the Bay Area Model Shipwrights on the 3<sup>rd</sup> Friday for foreseeable future. Night of February meet, all changed again! Thanks to Randy Ray our 2007/8 President, Milpitas was found to be again available in March which he immediately took, along with April. So now the May 2008 meeting is one to be held at as yet undetermined locale. We may not know where until publication of newsletter for that upcoming meeting. So be sure to check as indicated on last page of May's letter. Being an official paid up member does have its advantages, doesn't it?

Speaking of matters official: we're revising our yearly calendar. March became our annual election month years back. This to allow smooth operation of our public event held in February and transition of officers following it. Now March/April is our reliable date spread for booking of contest/exhibition at excellent venue. Said site being Santa Clara Convention Center, unlikely this will be changing due to their longstanding set policies. Having now reached this long sought site goal, no gain quibbling. Thusly, current slate of club officers to remain in post until our May meeting as new annual cycle point. So no coup has occurred, just asking nominations a little later is all.

Anyone seeking SVSM elected office, be aware that you'll have to be an IPMS-USA active member within 30 days of taking office if not already one, in order for us to remain chartered. It is a fine community to be paying into, seeing as it is composed of others like ourselves. Bonus too, you'll get a lovely magazine that has some familiar faces on the masthead. Let a current member sign you up, they'll get a "recruitment bonus" (3 month extended membership) and you can say they owe you one. Boo ya!

In case you're interested in taking responsibilities of an office let us review a bit. (one hopes some are intrigued. Otherwise, the club will eventually shrink to subatomic size, leaving all present unendurably cranky due to lack of room to move. Plus, annoyances like those pesky GIANT arachnids you'll have to fend off with your X-Acto)

El Presidente (okay, it's SVSM President, but hey, you're it for the year, call yourself Exalted Anointed Sun, you'll still be just as ignored as all who came before, which is why you're issued a nifty gavel. Don't apply to the forehead, yours or a richly deserving other, our insurance doesn't cover it and yours won't want to.) You Mister President, do as the name blames you. You preside over the club, it's doings or not doings. Running our meeting believe it or not, is one of the fun perks of the post, although delegating or arranging to have some other hardy soul do so has been done successfully in past. Just remember you're getting the blowback. Oh I mean the public goodwill. Sorry. You're representing us all so take care where you stand or fall or answer a call.

Best feature, it's term limited to one year. We've an executive override option shared by the office holder and those held hostage (excuse me, the paid membership electorate). A two keys system like crew of a missile silo, both the parties have to be in agreement to launch. (means allowing for a second contiguous year of service)

Vice President. We have several, deliberately so. These hard working sergeants forming the leadership and work parties that carry out the major stretch behind the annual club contest/exhibition. Alternate meeting chairs for the President, a popular means to make them wish they'd never took office (I am kidding. It's a fun number of jobs, takes a few turns at it to learn true size, why we have so many VPs now) Vice President(s) aren't term limited as much as temperament limited. We ask a lot of them. Veeps who repeat in place knowing they may be stuck with same tasks they're masters at, are extremely appreciated. But they like having a chance to train new others and get some time at just being modelers too. Inquire within, they'll share!

We'll leave the remaining posts for another time, seeing as now we're going to have elections later this year.

So now consider how you might put into your own words some fine bit of modelling fun, so I may not have this luxurious space to editorialize within, but actually have to compete for room in here like on tables at our meet!

One very creative soul whom we don't see often enough has contributed an interesting digest of hobby shops in the ENTIRE Bay Area. It begins a multi part run in this issue, my thanks to him and to others who've already sent on great stuff which will be forthcoming in months ahead –enjoy!

### **Miscellaneous Might of IX-529 -Continued from page 1**

Created as a "seaborne stealth and experimental technology demonstration" for the US Navy by direction of DARPA (Defense Advanced Research Projects Agency) with Lockheed as prime contractor, sometime in early 1980s. Between 1983 and 1985, Lockheed's Redwood City facility (another Skunk Works operation, far less well known) managed construction components using several sub contractors without any of them apparently having any idea what end results of their labors were to be. All materials were eventually delivered, assembled secretly over that time inside the HMB-1, the by then notorious "Glomar Explorer" officially called the Hughes Mining Barge. A vessel created in the 1970s for the true express purpose of retrieving a sunken Soviet "Golf" class submarine intact from ocean floor. The Global Marine Explorer private venture of Hughes Corporation story was what media outlets were fed constantly while the craft was being created, as "mining vast mineral beds from ocean floor" was one of several "bright ideas" not yet torpedoed by environmental and common sense at time. Well long after that mission plan went into hidden history books, the humongous barge proved again a great investment in unforeseen ways. First as the assembly bay then home berth hangar and literally "stealthy cover" for testing Lockheed's Sea Shadow. Over 160 feet in length and looking as unique as she does, no where near as easy to hide from eyes as radars you can imagine. So until April 1993, Sea Shadow was unknown and unseen by all but those who need to know. Taken out to sea at night inside the HMB-1 ship and deployed for tests then returned before daylight. A seagoing Bat Cave! Being "outed" in San Francisco Bay just before daylight test exercises there in 1993 did more to conceal than reveal the craft's purpose, history or eventual fate. Similiar to the "Blackbird" aircraft, Sea Shadow has been retired and rehired a number of times, been "not a combat vehicle or operated as part of military" yet being taken into US Navy logs classed as a "Miscellaneous Ship" IX-529 "Sea Shadow", operating in combat exercises as late as 2006. Our investment as taxpayers in this single singular vehicle may not be appreciated completely in the many returns it has generated, which is kind of sad. Among the research efforts IX-529 proved instrumental included maximizing efficiencies for large combat vessels with smaller crew numbers than considered viable previously. The Sea Shadow is 164 feet long, 68 feet wide yet only carries normally a crew of 8, working in two shifts of 4! Maximum crew onboard deployed was 24, with 12 bunks available. The catamaran like design is not completely new. It's a concept known as SWATH (Small Waterplane Area Twin Hull) known for its inherent stability. Here though combined with the angular "stealthiness" and radar absorbent material application the vehicle is rated for Sea State 5 operability. Meaning the Sea Shadow can be working in seas with up to 18 foot waves at top speed safely and unseen! Arleigh Burke class destroyers and DD-X class designs upcoming have been credited with having direct benefits from IX-529's work here. Along with several oceanographic surveillance ships who use similiar canard/stabilizer technology to that seen on Lockheed boat. Not a slow boat either, twin 800 hp diesel electric power plants enable her 14 knot maximums. Thanks also to recent research on the internet, I've confirmed a tale told me by a friend who'd said he'd been aboard Sea Shadow as part of a Lockheed function years ago. There a photograph of the bridge, inside which clearly shows the minimalist and definitely "working testbed" equipment fit. Literally some CRTs on a bench with keyboards, mice and not much else! We all may yet get to confirm this ourselves in person. For the current state of both IX-529 and her "mother ship" the HMB-1 Glomar Explorer is "mothballed and available for donation as a pair for museum". May yet get someone to take them before this unique and historic pair of ships are scrapped. Weird wonderful warriors who've only partially emerged from "the black world" (the common vernacular for the off the books intelligence gathering tech community) yet served us in the other world so well.

Before going to the modelling portion of this, let me give three of the best leads I ran across long after getting my model done. Direct address for the first, the titles of next two should get you zeroed in if you used search engines for them.

[www.globalsecurity.org/military/systems/ship/sea\\_shadow.htm](http://www.globalsecurity.org/military/systems/ship/sea_shadow.htm)

Phaeton Group Science & Media "Mission to Sea Shadow"

HMB-1 "Hughes Mining Barge 1 Hughes Glomar Explorer"

**Being a complete nut for "Black Projects" long before I even heard the term**, and especially for those of Lockheed's family, it was no brainer for me. I HAD to purchase even at full boat from D&J Hobby years ago (1996) the original USA Revell release of the "Lockheed Sea Shadow". After all, I had years of experience for reference of the many kits I'd seen that never appeared again at what could pass in retrospect for "good price"

The incredibly odd, what the hell were they thinking? who would waste money on THAT injected molded kit specimen. The one you find out two years or so down the road is already 5 or 8 times list price as collector bait? Having only the Sea Classics issue from 1993 when this bizarre vehicle was first publicly unveiled for reference I took this as gift sea horse and rationalized it as “hey, it’s 1/144 and a ship, building it there’s two places where a trophy could potentially be misdirected my way...and if I never get time to building it (HERESY!) my heirs can unload it and be amazed at the return!” Several years later, I come across a second one, complete and only a crushed (low collector value) box to make it a perfect builder kit (aka cheap). Tearing into it and doing a quick taping “test assembly” of the major assemblies, I get what turned out to be a way false sense of security. Easy this construction is not when you actually begin adhesive phases. The “bottom floor” with two walls is step one. Then cockpit assembly (reasonably accurate when compared to the one bridge photo I now know of, have seen, still requires renovation if you’re seeking detail accuracy) followed by “center cabin” Step 4 is when you find out the “Wobblin’ Goblin” nickname allegedly applied to F-117 early on in test flights may actually be true for this model which looks like seagoing F-117. As in, soon as center cabin assembly is set between those two walls on bottom floor, then you try to fit the skinny full length top of hull., the inherent flimsy, floppy, “bendy” way all assembly ahead of you begins to emerge. Do yourself favor, either use a jig technology or add stiffeners on bottom floor, at walls, top of hull. Bridge “glass” is neatly inset on the “face” before bridge floor assembly is mounted to it. Optimistically, the instructions tell you to fit this to join the top and bottom hull floors and then go to mount rear “face” same. I think you’ll find as I did, you better have at least a taped tight set of the left and right “wings” assembled beforehand instead of building them next to fit what you’ve done. The misalignments and gaps you’ll be cursing with abandon will be MUCH worse if you don’t! Everything by now wants to flex or slightly twist away from a “right/tight” fit. You’ll chase them all around the model til you try building vacforms blindfolded to relax and retire this Sea Shadow to the Deeps. If you choose to glue the two “wings” as I did, do not attach the stabilizers/canards unless you’re really wanting them “operable”. The amount of sanding pontoon alone will demand makes their survival dismal. Same for the “props” The wings essentially form “sleeves into which your “walls” from step one will interface to. The eventual fit will almost be acceptable as long as you try to keep all the worst gaps to occurring underneath inside along bottom hull floor. I ended up with one side a bit more wide open, but with patience, white glue as “takeup filler” and eventual resignation to slight concavity in some of the superglue overcoat sandings. Having now read another builder’s complete take on this same jewel I feel there is no choice from standpoint of kit subject and practical engineering for molding, there will be gaps. While there are several doors, antennas etc; offered I ended up doors shut protrusions stowed for my Shadow as photos indicated that was accurate for some realities. Again you can reference the web site I recently found for possible potentialities using these items deployed. Finally happy with the fits and the closures, I tackled the all black scheme which is again not necessarily so easy to make pleasing to your eye. Three successive sessions of Testors Acryl Flat Black which included in first two, some sanding both to clean up poor areas and to slightly vary the perceived sheens in random panels, I considered my work virtually done. After all, I did want to enter something new in our “Water Related” contest and this long stalled (I did this build over two year span mostly due agony of discovering the “fit flimsies” I tried to succinctly describe in the previous text) boat was my ride. Lastly and not small consideration, the kit offers large decal sheet mixed coverage both real, fictional items. All without of course giving you any guidance to anything but application of entire set. Again referring to what pics I had then on hand, I determined there were times when essentially NO markings at all were visible on IX-529. So VOILA! That’s my story and I’m sticking to it. Oh yeah, the website with a real excellent workup of a more Complex rendering of this kit (which it turns out, did come later from Revell Germany!) is from Michigan IPMS Livonia. Sea Shadow Page, Model by Stewart Bailey. [www.ipmslivonia.org/ipms/Gallery/SS/KitRSS.htm](http://www.ipmslivonia.org/ipms/Gallery/SS/KitRSS.htm)



This is a blatant attempt to persuade “Farmer Joe” Fleming to write us up an Article in the future on his Pig, I have it showing on the left. Real ship real intrigue, and no James Bond? I am aghast and awaiting confirmation

# An experienced scale modeler's guide to Bay Area hobby shops (Part 1)

By Bill Abbott

Alphabetically: These are places described which I think are worth visiting:

Berkeley Ace Hardware, Berkeley, CA - <http://berkeleyace.com/>

Boss Robot Hobby, Berkeley, CA - <http://www.bossrobot.com/>

Capitola Hobbies, Capitola, CA - <http://www.capitolahobbies.com/>

Chan's Trains & Hobbies, San Francisco, CA - <http://www.chanstrains.com/>

Dan Webb Books, Oakland CA - <http://www.danwebbbooks.com/>

D & J Hobby & Crafts, Campbell, CA - <http://www.djhobby.com/>

Franciscan Hobbies, San Francisco, CA <http://www.franciscanhobbies.com/>

Gunnings's Hobbies, San Anselmo, CA <http://www.gunnings.com/>

Hobbies Unlimited, San Lorenzo, CA

Hobby Company, San Francisco, CA <http://www.hobbycosf.com/>

Hobbytown USA, Fremont, CA - <http://www.hobbytown.com/CAFRM/>

Hobbytown USA Sunnyvale, CA - <http://www.hobbytown.com/CASUN/>

Japantown Collectibles, San Francisco, CA

J & M Hobby House, San Carlos, CA

Kit & Caboodle the Hobby Shop, Albany, CA - <http://www.kit-and-caboodle.com/>

Nor Cal Hobbies & Raceway, Union City, CA - <http://www.norcalhobbies.com/>

R C Unlimited, Rc Unlimited Hobby Shop, Slot Cars and Hobbies, Slot Cars Unlimited Raceway, Speedway,

Castle Hobbies, San Jose, CA - <http://www.rcunlimited.net>

Slot Car Magic and Hobbies, San Leandro, CA - <http://www.slotcarmagic.com/>

Sheldon's Hobbies, San Jose, CA - <http://www.sheldonshobbies.com/>

Talbot's Toyland, San Mateo, CA - <http://www.talbotstoyland.com/>

Toy Safari, Alameda, CA

Yanni's Hobbies, Los Altos, CA –

----- Capsule reviews: -----

**Berkeley Ace Hardware** 2145 University Ave, Berkeley, CA - (510) 845-0410

For the airplane modeler, this is the Bay Area's gold standard. Everything from the mainstream; Airfix/Heller, Hasegawa, Italeri, Revell, Tamiya and Trumpeter, to A-model, Anigrand, High Planes, MPM, Pavla, Special Hobby, Supermodel, Sweet and Valom are on the shelf. Detailing sets from Aires, Squadron, etc, are in the cabinet, as well as bagged kits from Bilek, Pegasus, etc. The latest and greatest, particularly in model airplane kits, is here. There is a big display of new kits on both sides of the stair-case going down from the store's entrance. A small display case holds local modeler's efforts. Also the oldest, best and in some ways weirdest collection of built models hanging from the ceiling. Then there are the second hand model relics (Airfix/Buzco /Frog/Heller/Hasegawa/Revell) going back to the 1960s (or earlier). For example: you can buy a 1/72 Frog F4F Wildcat from before 1975, the Novo issue of same kit from 1975-1990, Eastern Express re-issue (with a great decal sheet) from last year, the Minicraft/Academy kit which was clearly \*inspired\* by the Frog kit's design, plus Revell or Airfix's kit from the 1960s, or Hasegawa's recent and superb version. Or go with Sword's FM-2. Want a different scale? There's a story there too. Armor/military selection is wide but thinner than the airplane section. The car section is somewhere between those two. The ships/naval section is wide but very thin. Lots of different subjects, lots of different scales. They stock Model Master Acryl and oil-based, also Tamiya, Floquil, Badger's brand of acrylics, along with tools, fillers, glues, varied finishing supplies, etc. If I could change one thing I'd have them stock Polly Scale paint but with RPM's MSRP for Polly Scale at \$3.99; Testor's MM Acryl at \$2.99, it's not hard to understand why they don't. The styrene/wood/metal stock section is the most extensive locally, as it should be for the university students, scale modelers, and model railroaders. The train section is vast, with great H.O. & N scale engines, cars, track, features, etc, selection, plus parts, scratch building material, decals, etc. A pair of H.O. tracks are suspended from the ceiling and the staff will switch on the pair of trains, one passenger, one goods, going in opposite directions. Upstairs in the big room, an even larger suspended track allows one train to circulate over the main floor, and you can view it at eye level from the Electrical department's staircase. There is also a large, multi-loop layout in the front window, on the South East

corner. 1/32 and H.O. slot cars are also well represented, there are test tracks for both sizes at the Train department counter. Prices are normal to, "Hey, this is a great deal!" Customer service varies from very good (some of the staff are modelers) to rudimentary (some of the staff are NOT modelers...). The complete hardware store upstairs, the extensive Hot Wheels display, some Gashpon, some aftermarket decals and a lot of reference books round out the offering. This is where my wife gets my birthday and Christmas presents... The last thing I bought here was a Smer 1/72 Spitfire Mk VI, made from someone's MkV kit by adding a tree of wingtip extensions, metal covered ailerons, a scoop for pressurization, a newly tooled windscreen and canopy.

**Boss Robot Hobby** 2953 College Ave, Berkeley, CA 94705 - (510) 841-1680

Primarily a place for RC, slot cars, and Japanese Robot/Monster/anime-themed stuff, they do have paint/finishing supplies, and sometimes, scale plastic kits. More often, just Gundams and Tamiya educational products. It has to be the smallest hobby shop in the Bay Area, and the owner is helpful and thoughtful. The last thing I bought here was a 1/72 Italeri Lockheed-Martin X-35 JSF.

**Capitola Hobbies** 3555 Clares St, Capitola, CA - (831) 462-3555

Tidy, small, with a surprisingly wide range of plastic kits, as well as RC, balsa and foam flying models, kites, paints/finishing supplies, games, some toys, die-cast vehicles, etc. The total stock of kits is small but wide. Tamiya racing cars along with AMT and Revell cars, airplanes from the usual Hasegawa, Tamiya, Revell Monogram, Revell Germany, Italeri, Minicraft, and Special Hobby(!). Model Master paints. The owner is clearly intent on staying in business, nothing is gathering dust. A fine place to support the local economy during a day off or a weekend at the beach.

The last thing I bought there was a Sword 1/72 Grumman F8F-1/2 Bearcat, steeply discounted, and some Model Master Acryl paints.

**Chan's Trains & Hobbies** 2450 Van Ness Avenue, San Francisco, CA 94109. (415) 885-2899.

Very much a train store, with a small range of good-quality mainstream models, on one shelf out of 4 or 5. A good range of tools, Model Master (solvent based) paints, good balsa, bass and styrene stock. Some built kits hanging in the front window. The owner has been running this store for decades and the stock reflects what his customers are buying. Not so many plastic models, but some and not junk. For small stock, there are a relatively large number of big kits (Monogram 1/48 B-29, large ships, etc.) leaving me feeling that some of the sales are gifts bought by train fans for non-train-fan children or relatives. In contrast to the well regulated plastic kit department, the trains and train accessories are a riot of new to ancient, with many cottage industry suppliers represented. If you can get into 1/87 or other railroad scales, you'll find a lot of vehicles, figures and structure kits. Again reflecting buyers, RC electric vehicles (planes, cars, helos) are stocked, with parts and accessories. From the scale modeler's perspective, this is a nice, neighborhood shop.

The last thing I bought here was Evergreen 0.040" / 1mm half-round styrene strip stock and a pair of drill bits, 0.040" and 0.0145".

**Dan Webb Books** 15 Grand Ave, Oakland CA 94612 - (510) 444-4572 Tue thru Sat 11-4

The best bookstore for modelers I have ever seen- so good they even have a few plastic kits on the shelves! (These probably came in boxes of books...) The primary focus is aviation subjects, civil and technical as well as military, and military and naval. An interesting assortment of automobile, railroad, civil sea-faring and boating books, magazines are available.(more than I've seen in almost any other store). Stock is sorted into technically focused, operational histories, and of course there are a lot of memoirs and proper history. Nearly one wall is more typical used-bookstore items- literature, physical science, art, mysteries, children's books, recent titles in hardback and paperback. The civil aviation section is a whole book case, right by the register, with more titles than you'd typically see in the entire transportation section of a conventional book store. Airframe and engine development are another whole bookcase. "RAF, Battle of Britain" and "Luftwaffe, Battle Of Britain" are separate shelves. In the core stock there is a free mix of rare, out of print and new, in-print works, on the shelves and laid out for easy browsing on the large tables that fill the center of the store. Then there are the boxes of paperback references- Motorbooks, Osprey, Aircam, Kookobura, Schiffer, Airlife, Bunrin-do and Eastern European titles. Boxes of the Squadron In Action series, model railroad magazines, model airplane magazines, military and figure magazines, model ship magazines. The Naval Institute Proceedings, Air Force Review, rail enthusiast publications, etc. etc. This is one place you simply have to set a budget for yourself before you go in,

because you'll find more than you can afford (or explain) 9 times out of 10. Mr Webb clearly loves both books and the subjects his store focuses on. There is frequently a discussion between him and his friends, associates, and down-town neighbors going on at the front of the store. The shop does buy used books, which are inspected and valued at the front desk. Magazines are not typically bought- the shop is overflowing as it is. Both Dan and his store are Bay Area treasures and this is, perhaps, the best place of all for the hard-core Advanced Modeler Syndrome sufferer, because you can get that reference that will allow you to finish something!

The last things I bought here were Squadron's "B-29 In Action", a paperback copy of "Is Paris Burning" along with Norris and Wagner's "Boeing 737-100 and -200".

**D & J Hobby & Crafts** 96 N San Tomas Aquino Rd, Campbell, CA - (408) 379-1696

This used to be my gold standard for plastic kit hobby shops- they still have extensive paints, (Tamiya, Gunze-Sanyo, Model Master, Polly Scale, Humbrol(!)) tool, adhesives lines. Also carry a fair range of Car, Military, Airplane and Ship kits, but it ain't like the old days. Stock does not turn as frequently, plastic kits have been reduced to about 50% or less of their peak shelf space. That said, they still carry themselves like royalty; examples of the newest, neatest, kits are up at the register, already open and ready for you to look at. Just ask. In airplane models, they are OK for Revell Germany, Revell-Monogram, Hasegawa, Italeri, with some Tamiya and Academy. Some of the smaller makers (Accurate Miniatures, MPM, Special Hobby, Testors, Smer, L&S/Arii, etc) and too much Minicraft. Cars have the usual ERTL/AMT, Revell, Tamiya, Academy, as well as Heller /Airfix, Aoshima, etc. In armor they have a lot of 1/35 from the usual suspects (Tamiya, Dragon, Italeri) some AFV Club and other specialists, with a lot of 1/7x (Revell, ERTL, Dragon, Italeri, Hasegawa. Also a wide variety of 1/72-1/76 scale figures. Most ship kits are Revell, Academy or Tamiya, with some Trumpeter and Lindberg. Besides paint, where they really stand out is a truly VAST selection of aircraft, military and car decals- probably the best I've ever seen in person. They also have a huge RC & flying model department, a large games and figures department, large trains department plus a very large slot car department. A huge arts and crafts setup is in the other half of the building. In airplanes, at least, they seem to stock too many kits of a limited range, rather than smaller numbers of a broader range. Two dozen of Revell Germany's 1/144 E-2 Hawkeye, a dozen or half a dozen of each marking version of Minicraft's 737-300, L.1049, etc, is just too many. These sit on the shelf making it look like nobody is interested. There appears to have been more than one wave of turnover among the modeling staff in the last 5 years. If they have what you want, or you're open to a variety, they can still be great. But looking for something specific, and popular, is a roll of the dice.

The last thing I bought there were 1/72 Hawker Hurricane decals.

ALAS, THIS WILL BE THE CUTOFF POINT FOR PART ONE OF BILL'S EXCELLENT EFFORT...

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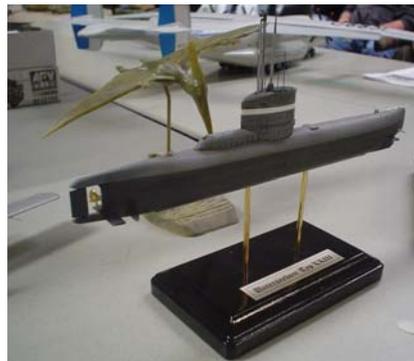
## **RESULTS Club Contest for February 2008 SVSM Meeting**

**"Water Related Subjects" Wide Open Competition proved to be just that.**

I managed usable pics for 2 of 3 place winners. Chris Bucholtz's lovely A.W. Seahawk got second but no shot.



THE FIELD OF BATTLE!



First Place to Randy Ray's U-Boot  
Being buzzed by my Pteranodon!



Third to Andy Kellock  
For a vibrant Vette

**FEBRUARY 2008 SVSM MEETING** as recorded by Messr Chris Bucholtz  
(not requiring nor receiving edits by me (mb))

At the February meeting... The members were urged to get their hotel rooms reserved for the Nationals as soon as possible. You can always cancel later, but if you have no reservation you'll not be able to get one later!

In model talk... Jim Lund could not stop talking about his immense, gigantic, imposing... An-22. Jim was inspired by an example he saw at a Museum in Germany painted in Aeroflot colors; it was so big the museum rented it out for parties! Jim was equally inspired by a magazine article on the XB-42 "Mixmaster," enough so that he built the Eagles Talon vacuform kit of the Douglas bomber. Woody Yeung participated in the Santa Rosa contest's speed-build competition, and his one-hour version of the Tamiya Triceratops came in third place. Art Ang is working on an Su 100 and Is 152, both from Zvesda; he found that the hulls in both kits were warped. Steve Travis took second place in the 1:72 jet category at Santa Rosa with his rendition of MPM's Nakajima Kikka fighter. Andy Kellock is angling for a win in March's "90-Day Wonder" contest with his Tamiya P-47D. He found no need for putty on the model and it went together in no time after he spent a week on the exquisite kit cockpit. Andy's also getting close to finishing his two Boss Mustangs; one has its decals on and the rear window is in place despite a problem mixing five-minute epoxy; Andy used a hair dryer to convince the epoxy to cure! Laramie Wright's DML 1:35 StuG III early is a great kit, he says, and very detailed. Laramie's 90-day wonder is a Tamiya Panther, which is already clad in a coat of dunkelgelb (actually, a mix of Tamiya yellow and buff) and outfitted with photoetched details from Eduard. Almost ready for the paint booth is Laramie's light cast turret Trumpeter KV-1. Mark McDonald described the HobbyBoss Leopard 2A4 as one of the worst kits he's ever built. The detail is good, but the fit is just awful, he reports. Shervin Shembayati's 1:72 Italeri Jaguar is a nice kit with few vices except for a mismatch between the airbrakes and their hinge points on the fuselage. He used Gunze Sangyo paints, with Alclad and Tamiya paints for specific detail areas. Ben Pada is doing some touchup work on the wings of his 1:48 Hasegawa P-40N; they cracked along the leading edge, so he's fixing them. Ben's building Tamiya's P-47D Thunderbolt as a Pacific plane, and he's masked and painted the red, white and blue trim on the rudder rather than relying on decals. Ben's also applied new rivet detail with a tool he made himself. David Quick had a beastly time with Monogram's re-issue of the old Aurora Frankenstein's Monster kit. It was cast in orange plastic, which kept showing through David's paint! David's got his own 90-day wonder in the works, an Italeri Jagdpanther. He says it's a simple kit, and the gun breech goes nowhere! He's also building a HobbyBoss Spitfire Vb which he received as a Christmas gift. Mike English is using Tamiya figures and some home-made sandbags to create a vignette as a gift for a friend. Jim Priete is taking AMT's good 1966-1967 Ford Fairlane and finishing it off as Jim Clark's racer. He's radiused the fenders, added a fuel cell, and installed a roll cage taken from a Polar Lights stock car. Michelle Fleming is building a Tamiya F4U Corsair along with husband Joe, and she's a long way through construction considering it's only been two weeks since she embarked on the project! We fear the Flemings will soon monopolize all our contest award ceremonies! Joe's Corsair will have folded wings, and it will be complemented by an Eduard La-7, to which he's added Cooper Details seats. In 1:35 scale, Joe's working on the Italeri Maile midget submarine. Maile means "pig" in Italian, and while the kit's not that bad, Joe's replaced all the exterior tubing with brass rod. Joe slapped together the Tamiya Churchill, then cut off the suspension and replaced them with coiled copper wire springs, then retextured the turret. He's also built a DML 1:35 SdKfz. 234/4; Joe says it's an excellent kit. Roy Sutherland's 1:144 Hurricane comes from the Sweet kit, and he says it has astonishing detail. The only major change he made was to sand the prop blades to scale thickness. He's built a Tamiya 1:48 Bf 109E as a paint master for a future 21<sup>st</sup> Century Toys product, like the 1:32 Spitfire Mk. I test shot he had on hand, and is battling a Hasegawa 1:72 Hurricane Mk. IIc. He says the kit is nice, but the fabric effect is overstated and the engineering of the cannons is terrible. The same cannot be said of his 1:72 Tamiya P-47; it practically builds itself, Roy says, and he's dressed his as Duane Beeson's "Boise Bee" using the Barracude decals. Finally, Roy is building his favorite plane, the Seafire 47, from the Airfix kit, getting back to it after an eight-year layoff. Ron Wergin's Sherman is from the old 1:32 Monogram kit, and he painted it with Vallejo paints. To simulate the water in the bucket on the tank, Ron used two-part epoxy. Chris Hughes had an immense collection of Iron Division 1:48 conversion and update sets, and his Tamiya Panzer IVJ and HobbyBoss M4A1 both use resin parts to improve them. Chris Bucholtz has added a scratch-built bombardier's position to his Azur 1:72 Martin Maryland and is almost ready to add the nose glazing. His Tamiya 1:72 P-47D has its antiglare panel painted and now only needs the natural metal paint to be applied. Frank Babbitt is building the Azur 1:48 Arsenal VG-33; it's not the best kit and needs careful attention to get everything to fit, he says. Kent McClure bought a resin kit of a Star Trek phaser at the nationals and is working to make the shoddily-cast model something suitable of display. His 90-day wonder is the Maquette re-pop of the Frog Fairey Delta, which he says is very nicely detailed and to scale. A couple of airliners are also on Kent's bench, a 1:200 Hasegawa DC-3 and the very nice Minicraft 737, and he's also busy painting figures from World War 1 in 1:72 from Emhar and Hat and some 1:300 U.S. Civil War figures. Gabriel Lee is getting close to completing his Su-30 from Zvesda as one of Venezuela's new fighters. Gabriel's used Bagemot decals, and he discovered they don't like MicroSol or DullCote! Gabriel's also working on a Kfir which will depict a Columbian fighter. Cliff Kranz' brother used some bits and pieces from an actual Zero kit, combined with a Monogram AT-6, to make a "Tora Tora Tora" faux Zero. Cliff's own work this month was represented by his finished BTR-70 in Afghan markings and a partially-finished BTR-80, which is as finished as Cliff can get with no instructions to help him. Mike Burton also participated in the Santa Rosa speed build contest, and

his Triceratops was one of the seven that failed to place (he needs a better jockey!). And the model of the month goes to... Chris Bucholtz for his 1:72 Harley Davidson WLA motorcycle! Chris built it while recovering from gallbladder surgery; it's the Academy kit with brass from Eduard, and it's complete down to the spark plug wires and the hand brakes (although Chris slacked off and didn't rewire the spoked wheels).

Our contest this month had an ocean-going theme, and as a result, Mike Burton brought in his Monogram Felicity Shagwell Stingray and his Johan Plymouth 'Cuda as fish-flavored cars. Mike built the Hasegawa F4U-4 in gull gray as an example as removed from the ocean as possible (it was based in Olathe, Kansas), and his Academy Coast Guard HTL-4 was ready to go to sea with its large floats. If it had been the right scale, it could have rescued Mike's "guy in a raft" taken from the Monogram 1:72 HU-16B Albatross kit. In the identical scale of 1:144, Mike had an E-2C Hawkeye from Revell of Germany and the Lockheed Sea Shadow from Revell not of Germany. Finally, Mike had a Tamiya 1:35 Pteranodon, arguing that it spent its time over the sea. Cliff Kranz entered the Spirit of St. Louis, built from the Frog kit and equipped with Aeroclub's engine and wire for the pitot tube. Dave used dry transfers to apply decals to his 1:32 F-4J, which also has Cutting Edge intakes and Eduard photoetched parts. Frank Babbitt's Fujimi A-7 Corsair II won second at Santa Rosa, carrying a suppression-of-enemy-air-defenses load out. And the winners were... In third place, with one of a pair of Corvette Stingrays, was Andy Kellock! Andy used snap-tite kits from Monogram and coaxed a yellow finish out of his winner, despite the model being molded in red plastic. In second place was Chris Bucholtz for his Armstrong-Whitworth Seahawk FGA.6, built from the abominable Airfix kit and finished with Xtra Decals as an "Operation Musketeer" plane. And in first, for his Type XXIII U-boat in 1:144, was Randy Ray! Randy said the kit was advertised as a "weekend model," but it took him slightly longer to finish his!

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*REMINDER!*

**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. Oughta be another hoot!

**UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 03-21-08**

**Saturday, April 19 2008**

**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 [www.svsm.org](http://www.svsm.org).

**Sunday, July 27 2008**

**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](mailto:ipmsdragonlady@yahoo.com) or [myspace.com/ipmsdragonlady](http://myspace.com/ipmsdragonlady).

**Saturday, August 9 2008**

**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. For more information, go to website [www.kcscalemodelers.com](http://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](mailto:webmaster@kcmodelers.com) for more info about sponsoring a category.

**Saturday, October 18 2008**

**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.

**NEXT MEETING:**

**7:00 PM**

**FRIDAY**

**MARCH 21**

**At the**

**Milpitas Library Community Room**

**40 N. Milpitas Blvd**

**Milpitas, CA**

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