



THE STYRENE SHEET

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OH SHIVER ME VICKERS, That's No Mosquito!



Vicker's Tin Mossie—A Study in Persistence

By Mark Schynert

Of all the fighters the British developed during WWII, perhaps the most exotic and most troubled was the Vickers 432, an experimental fighter with a passing resemblance to the Mosquito, though all metal instead of wood. Designed as a high-speed high-altitude interceptor, it demonstrated far higher performance than its competitor, the Westland Welkin, but it had so many other problems that it never got beyond a single prototype. Which, of course, makes it an ideal subject to model from my perspective.

Along came Kora, offering a resin kit that I picked up in 2005. The presentation was mostly resin, supplemented by white metal landing gear legs, a small photo etch fret for cockpit, radiators, antennae and the like, and a vac clear-blown bubble to cover the pressurized cockpit. **(continued on page 3)**

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

Magnificent! THEY'RE OVER WITH! TWO BIG EVENTS and NOW they're history, we all know who won and can resume our normal lives, routines, at least until January next year. Oh! You thought I meant those damn distractions referred to as the Primary and General elections. NAAH! I'm speaking of far more important topics, namely the TriCity Five and Antelope Valley Group Desert Classic Twelve scale model competitions. Two of the West's best. Nice having them to look forward to in the Fall when stress is begun about holidays upcoming

Interestingly enough, though these two events are in two different IPMS regions, they share a common bond not obvious to many beyond both are held in late part of the year. Fremont Hornets Alum and all around great guy, Professor David Newman. He is one of the few, the proud, the AVG. Seems Dave has continued to use his vast experience with putting on really fine large events involving really small subjects with teams of folks far fewer in number than the successful soirees would lead one to conceive. This year's staff at AVG DC-12 combined with the Fremont TC-5 staff would almost generate the full minimum contingent most other clubs would require before even considering staging these events. I am honored to know such fearless and friendly warrior folk and wholly appreciate that they continue to bring forth the battle every year. Because it's more than the competition you go to these for. Essence of which is missed by many outsiders or those who are modelers but "don't want to chase trophies" among that they offer up as reason so they seldom show up. Missing out on a fine share! Many including myself find the whole thing a great social spark, an excellent excuse to spend the day having breakfast or lunch or dinner (or all three!) with old and new friends, shopping, looking at all the stuff, being surprised or amazed, in our scale world with a huge community of folk like us. Combining the fun of a local club meeting and "The Nats" in a more relaxed milieu and IN DAYLIGHT! You also never know what cool things can come to pass unless you venture out to them more than once in a while too. My recent example this time comes from AVG contest "down in the boonies of Mojave desert, near Edwards AFB" which is how many perceive it still. Gone to this 10 out of 12, and years ago my group established a habit of visiting Fox Field on the next day for extra reason to go on down, spend weekend. There's a collection of aircraft next door to the fire fighter airbase that we've checked on for these years. They've been fenced in and become a formal "museum collection" over time passage. This year we agreed to stay until 1 pm opening to tour the place and see what if anything changed about "our" KC-97, C-119 Fire Bomber and the engineless Argosy. Thanks to that little contract, I've now met a very fine new friend who shares a passion for the same weird old planes I do (YF-12A, AW Argosy, C-119 and most importantly, the Boeing X-32 which was last plane he worked on at Edwards before retirement!)

He (Jim Vancil) also shares a job bond with me, he's the volunteer docent at Heritage of Flight Museum, Fox Field, like I am at Wings of History, San Martin. He's got some weird old planes like I do at my place, and he's also enjoyed having his customers teach him much more than he'd ever anticipate. Now thanks to this trip to the AVG, my Monogram P-39F, Spitfire Mk II have a proud new owner and pride of place in Jim's museum. Now, I've a nifty Northrop Scorpion poster for my museum (we traded). Jim's on our mailing list for events. Now he wants to get us to visit and more importantly, consider building something from stockpile of donations for HOF museum. Jim is "professionally courteous" with the adjoining Fire Fighter Air Base people. At my prompting, he gave us all we need to know to help set us up with a future tour to photograph their great rare birds. Jim also gave us a fine tour INSIDE the Firebomber C-119 which included the solution to the mystery during the years we've been down to see plane, how it got the "bent wing"(involves a shed, fools, levers). He opened up world's tiniest entry hatch for us, on bloody big Armstrong Whitworth Argosy assault transport, now sporting new Rolls Royce Dart engines. Also toured us inside the KC-97, which Jim enlightened us came to the museum as a C-97 and ended up swapping rear end sets with another KC later on. Kit bashing on a 1 to 1 scale!

This issue sees the club in its 44th year moving into its new home, the Milpitas Police Admin Building's adjunct Community Room. I look forward to seeing how the inaugural is recorded, as I'll be blessing Sir Bill our Treas with editorial duties for the next issue of the Sheet. Undeterred however, I'm launching yet more forays into the fray with hopes to inspire some modelling madness in upcoming monthly meetings. You'll hopefully read on and discover these calls to arms with an eye to planning on trying to take my money. (I'm buying the gift cards for these, so as Life Member I don't feel like I'm only taking and not giving something back for all the fun had)

Again, thanksgiving for the entire breadth and vibrant variety this hobby community lets me share in with y'all.
-enjoy!

Mark's Tale of the Mayfly (continued from page 1)

The decals presented the first hint of fun to come, with bright red instead of dull red for roundels and serials, and insufficiently opaque yellow for the P-in-circle prototype markings. I started the kit soon after I got it. Fortunately, I happened to have an article in one of my old *Aeroplane* magazines that described this beast in some detail. I immediately noticed that the planform for the wings was much different in the article than it was for the kit. It develops that the kit is based on the original design. Wind tunnel tests conducted while the prototype was under construction indicated all kinds of low-speed handling problems due to flow separation around the very large nacelles. The net effect was a drastic alteration to the wing, though it's possible, based on photos, that the prototype flew with the original wing and later had it modified.

Initial taxiing trials were near disastrous, as the Vickers 432 had a life of its own and was impossible to steer. Undercarriage modifications corrected that. Subsequently, the plane accidentally took off during a high speed ground run in response to an attempt by the pilot to adjust to another ground-handling defect. Once in the air, the test pilot decided to give it a go, and soon discovered that as the speed went through 240 MPH, aileron snatch caused it to go out of control. Despite that, he managed to get the Vickers back on the ground in good order. Subsequent trials were eventful, to put it politely. On one flight, the 432 went into a high speed spin due to inadequate keel area, and barely recovered. Other flights were plagued by aileron problems despite various modifications. Nor could the 432's full performance potential be explored, because its predicted top speed of 440 MPH at 28,000 feet was unattainable, simply because the Merlins lost all power at 24,500 feet, despite supercharging. Rolls Royce and Vickers pointed a lot of fingers at each other, but this problem was never resolved. Despite that, the 432 was still faster than the Welkin at all the altitudes the 432 could reach, and it carried six 20mm cannon to the Welkin's four. Perhaps, but given the execrable handling characteristics, and the fact that what was needed was an interceptor capable of catching a 200 MPH Ju 86P at 40,000 feet, the Welkin was chosen for production.

So, back to the model. The initial construction was unremarkable for a resin kit—the cockpit, fuselage and tail feathers all went together without too much trouble, although there were a lot of seams to fill. Next was the wing. In the case of this kit, that meant an outer panel on each side, the aforementioned monstrous nacelle in one piece, and an inner wing section. Kora prominently labels the nacelles 'R' and 'L,' so that was one less mistake to make. The kit also provides large slots in the fuselage and both sides of the nacelle for the wings to insert. There was no slop in the fuselage slots, but the nacelle slots were another matter. And so the stage was set for a horror show. With resin kits and a lot of short run styrene kits that rely on butt-joined wings, it's my practice to reinforce the joins with metal spars. In the case of smaller, lighter kits, shanks cut from straight pins are all I need, but this big heavy resin bird called for something substantial, so I decided to rely on 3/16" steel rods. This entails some drilling, prefitting to ensure correct alignment. In this case there were six spars altogether, between each set of components in turn. What with the equivocal fit of the nacelle slots, I paid a lot of attention to getting the inner and outer panels with the same angle of attack. I made sure they described a continuous crescent at their trailing edges. I use CA rather than epoxy for all resin assembly, so I have to get everything right on the first try, but given the positive alignment 'guaranteed' by all those nice metal spars, the risks were not severe. Bwa ha ha ha. It went together as planned, and alignment from the back aspect was perfect, as were the AoA's. I now engaged in extensive filing of the sloppy nacelle junctions, employing Mike Burton's immortal 'rivers of CA' to recontour the things so they looked like they ought to. I sanded it all out, then primed the whole airframe with Tamiya rattlecan Fine White primer. It went on well, and I followed with a rattlecan of Tamiya Yellow on the underside, which gave me a striking gloss yellow look.

I was concerned how far up the sides of the nacelle the yellow ought to go, so for the first time in weeks, I gave the model a careful look from the front. I was appalled to discover that the left nacelle was pointed a good (actually very bad) 5% away from the fuselage, while the right nacelle preferred to fly in the same direction as the fuselage. What I had not noticed was that the port nacelle inner wing slot was distorted, being too shallow at the back. There was no way to debond the join at this late stage, though I did consider the high velocity concrete crash test. Instead, I pulled out a metal saw (the steel spar would have ruined my razor saw) and cut off nacelle, obliterating a large portion of the inner wing. Then, after letting the mess sit on my bench for a week, I shoved all the bits back into their box and put it away. There it sat for nearly two years. This June, I finally pulled it out and looked at it. On a whim, I slathered CA along the nacelle and held it at the right alignment against the inner

wing edge. I managed to hold the correct alignment for five minutes, and the pieces held together. Without ado, I checked all the alignments fore and aft. It was pretty close if not right on, and at this stage, pretty close was going to have to be close enough. There was a narrow wedge missing from the trailing edge to halfway up the nacelle; I filled this with CA and microballoons, bit by bit—about two dozen applications in all. It took forever to sand out the trenches I had created top and bottom. Of course, I had to reprime, then added the yellow again. Next up was to mask off everything for the top colors, Polly Scale Dark Earth and Dark Green. Given all the terrain to cover, this took a while just to mask, and then to further mask for the second color, but it came out reasonably well. I gloss-coated with Future, and went on to the decals. Which were bad. Very bad. I was able to substitute Aeromaster Typhoon/Tempest roundels for the fuselage and top wing, but I had to use the kit's underwing rounds because I had nothing like the large three-equal-band. Fortunately, I was able to superimpose dull red centers from the Typhoon/Tempest sheet; it was also the source of replacement fin flashes. Those anemically-yellow P-in-circles went on okay; I didn't have a second set to double them up, but they could have used the help. As for the serials, I could have scabbled together dull dark red ones but I took the coward's way out and just used the kit ones; they didn't look too out of place. The next adventure was attaching the teeny bubbletop canopy. This vacuformed bit flexed like crazy and was very hard to center and mount. It took 45 minutes just to get it on and seal it. Then touch-up painting and polishing took close to an hour more.



The undercarriage was about as unified an assembly as the Austro-Hungarian Empire. Two white metal u/c legs pinion a resin tire/wheel between them and in turn plug into a resin anchor block. Then a photo-etch 'x' brace must be fitted between the u/c legs. Finally, two styrene stay struts run between the bottom of the u/c legs and back edge of the anchor block. Four kind of material in one assembly—thank you, Kora. They were constantly falling apart and add to that the difficulty in getting them to align within the nacelles. I think I rebuilt both assemblies three times. It may have been two and four. Or four and two. Or seven and eight...

That was the last challenge thrown my way by this maso-kit—except that the propellers don't mount worth a darn on the front of the nacelles. I got all the fiddly bits on more or less in the way God and/or Vickers and/or Kora intended them, and I do wonder if my somewhat misaligned and very much maligned Vickers 432 model would not fly better than the real thing. Well, the concrete is never going to find out. – *Mark fini*

Editor's PostScript: On left, Mark's then in progress 432 with same scale RAF tow vehicle at Fremont monthly meeting. On right, at the 2008 TriCity Contest where it placed First in Category for Multi Engine Prop 1/72 scale. Ah, Just Rewards!



October 2008 SVSM MEETING as recorded by Messr William Ferrante

First of all, if a model or person is missing from these minutes, please forgive me. The pros who normally take the minutes were absent and my shorthand abilities leave a bit to be desired. That being said, on to the minutes.

President Ray called the meeting to order and the new business was discussed. The most important item was our new meeting location. Our home for the past 14 years is being demolished in the name of earthquake safety. Our new home will be the Milpitas Police Department community room as noted elsewhere in this newsletter. A report was made about the recent successful Fremont contest. The numbers were up from the previous year and everyone had a good time. A rumor that Yanni's Hobbies is closing was squashed. He is not going out of business. The upcoming Aces Symposium on November 9 at the Hiller Museum was noted for those who wanted to meet some Hellcat aces.

In model talk Jim Lund started us off with his 1/72 vac Empire Flying boat. His main challenge was determining the correct color to paint the wing tops. For those of you who were at the Fremont contest, Jim brought a magnificent display of French airliners in 1/72. Mike Burton was next and started with his 1/72 Italeri X-32 he finished for the upcoming contest in Lancaster in hopes of gaining the best X plane award. His next model was a 1/35 Revell MAN 10 tonne truck. Not the easiest build. A Monogram 1/48 A-26 was his next project, made from the left over parts from Robin Powell's A-26K build. Another Monogram kit was next, this time a 1/48 P-51 in Polish squadron markings and complete with pilot. The Monogram planes continued with a 1/48 P-39 and their 1/48 Fw 190 Mike is building as part of a collection. A Revell 1/48 Spitfire acquired for free at Santa Rosa was Mike's next model and he finished up with a Hasegawa 1/48 A6M2 with a two green paint scheme. Shervin Shambayati's 1/72 Academy F-89 has been resisting his efforts to complete it. A paint problem was the latest hangup but he is committed to getting it finished. Ron Miller has completed a M4 Sherman and finished it with a figure from Dragon. Mark McDonald has been battling a 1/35 Leopard 2/A4. The side skirts interfere with the tracks. A Trumpeter 1/35 Italian MBT has been a much easier build. Woody Yeung brought a 1/35 Tamiya Char 1Bis he finished with a black line camouflage. He was building it for the Fremont contest's French Connection theme. Frank Babbitt brought a Pegasus 1/72 Supermarine Spitfire. He has found the kit to be pretty basic and rough, but buildable.

Bill Abbott started out with a Monogram 1/48 Mosquito. He is building it straight out of the box to balance out one he is accurizing. An Airfix M4 is coming along nicely, but the turret is a bit undersize. A 12 year old Matchbox 1/72 Hawker Hurricane is being accurized by correcting shape errors and upgrading the interior. A Trumpeter 1/144 Spitfire MK V is being changed into a MK VI, though Bill says the basic kit is very poor. The Academy 1/144 Spitfire MK V he is also working on is a much better kit. Bill is also working a 1/144 T-20 Sea Fury in civil target tow markings. Andy Kellock brought a series of very nice Porsches. His first was a Union 1/24 1967 907 "long tail" kit made box stock as the first long tail to race at Le Mans. He second was a 1/24 1968 908 short tail that Andy is making out of a slot car body and a scratch built chassis and interior. His third was a 1/24 Italian resin 908 short tail 908. Mark Schynert was next with his 1/72 Vickers 432, a prototype British twin engine fighter. Its reluctance to being built has caused Mark to label the kit a "pig". Gabriel Lee brought a Smer 1/72 D.500 fighter and found it an enjoyable build.

Greg Plummer has been working on a 1/35 JS-2 armor kit to his usual high standards. Bill Ferrante brought three models. The first was a small scene from the movie "Earth vs. the Flying Saucers" where a saucer crashes into the Washington Monument. The small resin kit was a quick, enjoyable build. The next two were Hasegawa 1/72 P-40E and P-40N models. They were built straight out of the box in the markings of the 49th FS. Cliff Kranz's builds started out with a UPC Shinden. He is also working on an Otaki 1/48 F6F Hellcat for the upcoming Aces gathering on November 9. He also had a V-2 he just finished. A Gemini capsule concept with landing gear and an out of the box Mercury capsule completed Cliff's models.

On the contest table, Bill Abbott brought a 1/72 BQM-34 drone that came from an Italeri DC-130 kit. Mark Hernandez brought four kits. Two were Special Hobby kits. The first was a 1/72 A-4B (V-2) missile, the second was the A-9 piloted version. The next was a Horten Flying wing and the last was a P-79C. Mike Meek brought a LS 1/72 Pitts biplane that was completed that day. Andy Kellock brought a 1/24 Cobra. After the judging was completed, 3rd place was awarded to Mike Meek's Pitts, 2nd place to Mark Hernandez's A-9 kit and 1st place to Andy Kellock's Cobra. The raffle was held and model of the month went to Bill Ferrante's Earth vs. the Flying Saucers scene.



Antelope Valley Group, Where "X" marks the spot!

Small sampling and specific report about AVG's perennial favorite competitive slot, the elusive "X" plane prize. This is not as well known or understood by those who aren't die hard Antelope Valley entrants, as time passes a little less is communicated to a larger group. But anyone can win it, you just need to know rules. So here tis!



This is the prize, so you know. In past, it used to be this cool looking bird trophy, almost like a modeler's version of The Maltese Falcon. Picture plaques still cool, and each year features a different one. To attain ownership of this one, you first must start with limited field of eligible material. ONLY "X" planes, currently ranging X-1 to 49, are even considered. Not "XB, XF, XC, etc" or any "Y" prototype planes. You may begin to see the sinister challenge in seeking this trophy. AH Hah. You think not many fools would take this venture, so it should be a piece of cake. Yeah, just like flying the X-2. Or X-31. Or the X-1D.

Well here's look at this year's competitors for this single award, another bumper crop of contenders at big show.



We've a goodly number of "X" planes, most tin 1/72 scale but one in 1/32 (lower left) The X-1A "Glamorous Glennis" indeed took prize this year, in later "white tail" scheme. A Tamiya boxing of a "Hobby Spot" mold, a really great work. here. The X-1E was latest work by our own Bill Ferrante from a Special Hobby molding. Yes that X-32A is one I finished 6 hours before our traveling down to enter. Cleverly posed picture, not allowing you to see nonscale paper towel scrap deep inside intake. I am sure judges were suitably amused. I wasn't, on way home when I found it!

X-15A-2 is of course Monogram kit. Not a bad turnout for seeking award of the "X" prize. – editor mickb out

UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 11-21-08

Saturday & Sunday February 14-15 2009

NorthWest Scale Modelers host their 2009 Show at The Museum of Flight, 9404 East Marginal Way, Seattle WA Theme is "The Mighty Eighth", they will have a special display of aircraft flown by the Eighth Air Force (USAAF) accompanied by veterans of World War 2. A Make n' Take is featured also on both days. Scale models of all types will be on display during this event aside from the "theme model display". This is not a contest, it is the largest show of scale models in the Pacific Northwest and comes highly recommended. For more data on show and club, visit <http://groups.yahoo.com/groups/northwestscalemodelers>. Questions may be directed to Tim Nelson (timndebn@comcast.net) or Steve Tontoni (tontoni@comcast.net)

Saturday, February 21 2009

IPMS/Santa Rosa and **IPMS Mt Diablo** host their Annual Hobby Expo at the Petaluma Community Center sited at 320 North McDowell Blvd Petaluma CA. Theme is "Crafting Your Dreams", they will have over 40 Senior and Junior competition categories and 10 Special Awards. Make n' Take, their very popular "Speed Build" contest are also being featured along with many vendors and display tables. Visit their website at www.ipmssantarosa.org

Sunday March 1 2009

Pasadena Modelers Society and CFE present 20th anniversary Valley Con 2009 model building competition, swap meet, exhibitions and workshops. Held at Pasadena Civic Center 300 East Green St , Pasadena CA. For more information contact pasedenamodelers@verizon.net

Saturday March 7 2009

The NNL West '09 is being hosted in Hall "B" of Santa Clara Convention Center, 5001 Great America Parkway, Santa Clara CA. The Western Nationals Theme is "Cats & Rats" this year. So don't be mousy, get model slammin' on your Cougars, Jaguars etc or that Rat (rod) will run over you. Further and much greater entertainment as well as detailed info may be found at website www.nnlwest.org

Saturday March 7 2009

NNL West Model Swap Meet, a fine one day event formerly known as West Coast Model Expo, is being held in Hall B of Santa Clara Convention Center, in conjunction with the NNL Western Nationals. Don't miss it! Vendor information and plenty of helpful details may be found at website <http://www.nnlwest.org/wcme.html>

Saturday April 18 2009

IPMS/Silicon Valley Scale Modelers host their SVSM 2009 Kickoff Classic at the Santa Clara Convention Center, 5001 Great America Parkway, Santa Clara CA. Theme is "Summer of '69: 40 Years Later". Offering competition in 49 Senior, 5 Junior and 4 Youth categories along with a raffle, displays and special events tba. Vendor contact: gregplummer@gregplummer.com, see also club website www.svsm.org for updates.

Saturday June 6 2009

IPMS/San Diego present San Diego Model Expo '09, Region 8 Regional model contest and raffle. Held at San Diego Air & Space Museum, Gillespie Field, 335 Kenney Street, El Cajon, CA. The theme for event is "D-Day" Offering 20 categories of competition, discount entry for National IPMS members, printable registration forms available on their website. Special awards for Best A/C, Car, Figure, Armor, Ship plus Best in Show, Best Junior For additional info, updates go to club website www.ipmssd.org Alternatively, contact Rich Durham by email rwdurham@aol.com or Gary Williams (858) 453-8777

NEXT MEETING:

7:00 PM

FRIDAY

NOVEMBER 21

OUR *NEW* FIRST At the

COMMUNITY ROOM

Milpitas Police Administration Building

1275 N. Milpitas Blvd

Milpitas, CA

