



THE STYRENE SHEET

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CHASING COMET LANDS ME IN DOGHOUSE



Collaring Amodel's KS-1/KRM-1 "Kometa" in 1/72 scale

By Mick Burton

While not nearly as well known as its nearest US contemporary the AGM-77A "Hound Dog", the Russian stand off missile KS-1 "Kometa" may have proved better return on investment in comparison. Original design coming from Design Bureau No. 1 (KB-1) was first tested on Tu-4 "Bull" (aka "Soviet Superfortress") in early 1950s. It first achieved service status in the late 1950s mounted underwing as a pair on Tu-16 "Badger B" jet bombers of the Soviet Naval Aviation, gaining its first NATO code name "Kennel, AS-1". In that employment it was a high explosive non nuclear warhead missile for use against enemy shipping. Radar guided by the launching Tu-16 to the target area, then terminal guidance to target was provided aboard "Kennel" by radar under the nose radome.

In this role it was also exported for use to the Indonesian and United Arab Republic Air Forces, serving into the 1970s, although I have not found any combat usage confirmed. KS-1 was the air launched anti ship version, the same design saw service as the KS-7 with Soviet Ground Forces with capacity for Nuclear, Chemical or High Explosive warhead fit. Shipboard outfit KSS (NATO "Strela, SS-1") and a coastal defense S-2 ("Samlet, SS-2") also were employed and some exported, including to Cuba prior to the infamous 1962 crisis. Finally the design saw end of service in the Soviet Union as a widely used target drone the KRM-1. Learning of that bit me hard!

SVSM's February 2009 club contest was "It's Red". Then having just gotten a copy of this Amodel kit Monday of contest week, whereupon I learned of this last usage, set me afire! There are ELEVEN parts if you only build as missile itself, seems like piece of cake even with two jobs I contend with. No canopy, no cockpit, no landing gear with associated bays, simple single engine axial flow turbojet without even any markings to fiddle with, in an overall ALL RED scheme. Practically screamed "BUILD ME NOW!" Oh yes. Sure **(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

(continued from page 8) As promised, here's the shots of the Shermans that took your editors prize monies.



M4A2 "D32" First Place



M4A2 "Red Army" Second Place



M4A1 "Frantic" Third Place

REMINDER THERE'S CLUB CONTEST FOR APRIL 2009

ZERO HOUR! SVSM CLUB CONTEST THEME for APRIL 2009



Eligible: Any scale, finished: A6M "Zero" "Zeke" "Hamp" "Rufe" or A7M "Sam". "Double Zero" ie; any USN CAG bird, NA F-100, Avro CF-100. Aviation not your bag? Then Ground Zero for you includes SU100, E-100, M60, M40, M10, GT350 or 500 Shelby, Dodge A-100 or its derivatives, Dodge L-700, Ford Fairlane 500 or if you're really game, Monster Zero from the Godzilla movies!

UPCOMING IN NEXT ISSUE!

Mick Burton will begin an extensive full color series on the art of building Soviet missile handling trolleys complete with detailed histories sure to be a must read! As a bonus, explains his belief in reincarnation, how he'll be wishing to come back as "sourdough starter" because, he knows there for sure, he'll be needed ...

Bert McDowell, inspired by Burton's example, reveals his own hitherto unknown passions in an article. Bert will explain in detail why he has decided to totally abandon his maritime model pursuits, in an effort to finish a carousing collection of obscure Japanese anime characters, all of course scratch built using some of the "all together otherwise now useless 1/700 ship stuff". Bert promises to provide explicit photos of how he does it...

Brian Sakai, sensing all is now chaotic in the universe, will be writing a scathing editorial to roast us both...

Mike Meek, sensing an opening, will cover his plans for beginning a series of original figure models in the Anime Style such as Cowboy BeBop but based on Air Race Pilots he has known as well as modelers he once thought of as good friends but now just thinks are simply good and insane. Followed by his secret weapons, 1/700 scale hypothetical Land Speed Racers based on US Navy Battleships salvaged from Pearl Harbor...

ALL THIS AND MUCH MUCH MORE SHOCKING CONTENT COMING UP IN MAY...or not.

Mick's Little Red Doghouse (continued from page 1)

was looking all that easy. The kit was cleanly molded in light grey plastic on four sprues with the very nicely done decals which include markings for the carrier Tu-16K aircraft (thoughtfully they note “not included” on instruction sheet, I might have mistakenly figured it was inside as well, having bought a “Red Star” Tu-16 in a box not much larger than one the Kennel comes in...) Three schemes provided, two all natural metal versions with either black or white nose/tail radomes covering 1950s and 1960s usage and employing number of stencil decals. Or the alluring overall red 1970s vintage target drone, which bewitched me. If your fancy is to have the Tu-16 mounted version, one sprue is for the 4 piece wing mount launch pylon. You need only buy two of these kits to complete your task. Well this 1/72 scale wee beastie doesn't quite “slam together” I found out, starting with three piece nose assembly. I ended up determining best approach was to tightly tape the fuselage halves minus jet pipe parts for now, then carefully dry fit the bullet nose first, carving and sanding slightly to achieve fit inside. Then proceed to tack glue with CA the inside upper shelf to bullet nose, try dry fit, carve and sand as needed that component. Then finally, tack on the intake splitter to that part, repeat entire process. This was not a lot of big carving and sanding in entirety at all, however it was as tedious and time consuming as it sounds. I was assembling in swift fashion the TEN PIECE ground handling trolley that is also provided in kit while I was taking breaks from this process. Once I had the nose assembly so it would fit properly and aligned inside the two part fuselage, I went ahead with finding just how much two part jet exhaust at other end could slow me down. A disappointment? NO. The exhaust halves fit fine and circular together, and thusly were cemented. However not a good fit inside the fuselage, and some sanding required of exhaust outer surfaces. Then study references best I could, as the location of the exhaust is poorly defined, instructions imply guide pins but molding says otherwise. In this scale, the end effect is to have a mere shadow of protrusion if you will, and once I had that dialed in, the fuselage was untaped again. The nose still wasn't perfect, I'd only gotten the inside fit to behave, the outer still was slightly larger than fuselage mating surfaces and not concentrically so either. For me, it worked out to glue only the rear half of fuselage with CA on the inside vertical tail and lower edge, leaving rest “gapped”. Then I could and did finally insert the jet exhaust just enough into rear end to align it again spot on and push it out by brush handle from nose end, then drip in CA to secure it. When done, time to tackle nose closure and fuselage gluing finale. Some sanding and fiddling to fit provided the final blending in of the nose assembly to fuselage so with “gap filling slow cure” CA completed finally this “simple” assembly. Now coming back to blend in all the nose inside and out parts will again challenge you but patience and tiny toothpick sanding sticks will do it.

On go the wings and tail you say. Yes and no. Carefully sanding the fuselage seams and tail radome not to take off the delicate bumps and “pointy bits” while still getting job done is not as easy as it first appeared, and going back to carve in the missing panel lines needed to be done before wing mounting or you'd just bust them off as the model is very small hard to hold onto. Tail planes are noted as mounted at 90 degree from vertical tail, that is easy enough except the kit parts are essentially butt joints with “suggestions” for mounting pins and sockets.

Wonderfully scale thicknesses don't always make great gluing surfaces, however CA and “accelerator” worked magic to resolve. Less easy to accomplish was the proper 5 degree dihedral for the main wings as again the pin and sockets for alignment are mere suggestions, no mechanical help at all. Don't forget that the fences go on the upper side either, or you'll wish you'd never hurried this kit up. Don't ask how I know that.

Okay, my Kennel is all assembled and ready to paint. So is its carrying trolley. That gets a hand brushed “Marine Corps Green” finish overall using Testors Acryl flat, with same series dead flat black for tires. Cart is done hoorah! Missile requires some conception though, as not clear if the intake is going to be red inside. (Yes I had to make it harder yet) So figured the original scheme overall natural metal, likely the painting for drones would only concern with red on visible surfaces from normal angles of viewing. Hand painted “nat met” inside intake with Metalizer aluminum (yes, hand brushed just takes some practice and patience...)



Finally, air brush overall glossy Insignia Red FS11136 using an old and treasured bottle of Pactra Acrylic. Done in two passes, finished ten minutes before I had to leave for the meeting this model was to be entering as contest Needless to say, didn't win, but sure fun to finish something in four days after purchase! Try one. - *Mick fini*

A MISSILE WITH MAN IN MINIATURE FROM FAR NORTH



Norwegian Air Force F-104G, A Crowning Achievement in 1/144 scale

By Bill Abbott

In the origin myth of the F-104, Korean war fighter pilots complained that fighters had become too complex. (Can they have been describing the F-86? The F2H Banshee?) Pilots said they wanted simple fighters with bubble gum stuck on the windscreen for a gunsight. (How can you bore-sight a single piece of gum stuck to the the windscreen?) Maybe the combination of gyro gunsight and radar ranging in the F-86 was unreliable and irritating. The MiG-15 DID have an altitude advantage over all other fighters in Korea. The myth continues that Clarence "Kelly" Johnson listened to these complaints and produced the F-104 as an uncompromised high-performance solution that nothing could out-run or get above. It was WAY fast and WAY pointy. Fairings were put over the YF-104A's production J-79 engine intakes at first, because the automatic, variable area, double shock intakes with moving "mice" were secret. The wings were essentially solid and really did require padded protectors over the leading edges, to prevent ground crew injury. Compressor "bleed" air was ducted to the flaps, entraining low-speed airflow and reducing take off and landing speeds to merely spectacular. Lockheed called the F-104 a "StarFighter" but it was also called "The missile with a man in it" for obvious reasons.

Lockheed got to build 153 "A" & 77 "C" model daylight interceptors, and 47 "B" & "D" two seat trainers, but the story would have ended there without a remarkable transformation - Lockheed's daylight hotrod interceptor was restressed and redesigned to be an all-weather nuclear strike fighter. Same tiny wing, same big engine, more radar modes, lots more hard-points to hang air-to-ground weapons on. Astonishingly, when the F-104G won NATO's competition for nuclear strike fighters, 9 NATO members (Belgium, Denmark, Germany, Greece, Italy, the Netherlands, Norway, Spain and Turkey) actually bought them. Lockheed in the USA and 6 licensed prime contractors in 5 NATO nations (Canada, Italy, the Netherlands, West Germany and Belgium) built F-104Gs. Lockheed's biggest single model production run was 172 TF-104G, all for European operators. Total F-104 production was therefore:

Lockheed: 741 including prototypes. Multi-national: 48 - all TF-104Gs. Canadair: 40. Fiat: 444. Fokker: 350. MBB: 50. Messerschmitt: 210. Mitsubishi: 207. SABCA: 188. Grand total, 2578 Starfighters of all types.

As the last hurrah, Lockheed and Fiat developed the F-104S all weather interceptor, uniquely armed with semi-active radar homing Sparrow/Skyflash missiles. The 245 "S" models used a larger and higher power J-79 engine, common to F-4 Phantom IIs.

The F-104C daylight interceptor was also built in Japan as the F-104J, which is why someone (Crown?) made this very nice 1/144 kit many years ago.

The kit has a conventional parts breakdown and builds quickly. The left and right fuselage halves are full length and the wing is one piece. Fine, light, raised lines indicate panels and control surfaces. A one-piece ejection seat, somewhat like the original Lockheed downward ejection seat, is the sole cockpit interior part. Four external fuel tanks are included, two for wing tips and two for underwing pylons. Four Sidewinder missiles are also supplied, and two under-fuselage pylons for a pair of them- the other pair are alternatives to the tip tanks on the wings, or possibly the single wing pylons. No second set of Sidewinder launch rail/adaptors is included, however.

Minicraft's current release of this kit is as-if a G, with Norwegian markings. A real "G" might have had a center line pylon and additional wing stations but the J has the same broad chord rudder as the G. At the level of detail provided, the two are indistinguishable.

The seat can be installed any time before the canopy, so construction begins with the fuselage. I should have followed the instruction sheet and put in the engine exhaust before joining the fuselage halves. After the fuselage is joined, the exhaust won't fit in place without modifications, and/or cracking the aft fuselage joint.

The kit's engine air intakes need a little help if you want them to blend undetectably. I accepted detectable: they blended well enough with Testors' non-toxic liquid cement. After the glue dried, I used wet-dry sanding sticks to smooth the seams, then painted everything except the wing and drop tanks with rattle can Metalizer aluminum. A day to dry, polish with a facial tissue and light coat of Future to seal it took care of all the plain aluminum surfaces. The intake lips and moving "mouse" should be finished in a black anti-icing treatment. A white radome and antenna panel behind the cockpit, and a black anti-glare panel ahead of the windshield, look very elegant.

All F-104s in natural metal had their wings painted white, so several coats of Polly Scale white went over the



wing part, with two coats of Future floor wax for gloss. A few light passes with a sanding stick exposed bare plastic at the joints so I could glue the wing and fuselage together. A center underside encloses the wing joint. There were gaps too big for cement to help, so I filled them with Elmer's White Glue. When dried, I dry-brushed Polly Scale's Bright Silver (now discontinued) to match the polished Metalizer aluminum.

As far as I could tell, the forward fuselage skin of an F-104 was all aluminum except for antennae covers and canopy, But the aft fuselage over the afterburner and the rudder were something else. I concluded that there was a titanium skin on the most aft part of the fuselage, and in a band below the leading edge of the rudder. The skin in between these two titanium sections looks like stainless steel. The rudder skin between the titanium bands on the fuselage appears to be titanium as well. So I painted the titanium bands and panels of the rudder skin with



Tamiya Metallic Gray- XF-56, thinned gently with water. I find the Tamiya paints brush well out of the bottle but the metallics in particular are too thick to really look good. So I thin a brushfull with a few drops of water and then lay it down very gently. If I get it right, it needs a second coat to cover, but no more, Working with the raised lines on the model and a long, firm, square brush, I free-hand painted the front edge of the front titanium band, filled in the front band and repeated for the aft band. Then I sprayed a piece of old Monogram

decal- (thick, easy to apply, and strong), with Metalizer Stainless Steel. When dry, I polished it and then sealed it with Future. It took a bit of work to cut it to a shape which could drape over the curved and tapered tube of the F-104 aft fuselage. It was too wide when off the decal paper, but a brand new X-acto blade cut the too-wide ends off, neatly, at the base of the fin.

I was trying to keep AMS at bay and get this kind present from my son done, so I added only three pieces- a tombstone shaped piece of 0.04" (1mm) styrene to raise the top of the cockpit glare shield, and 0.02" (0.5mm) sheet extensions to the inboard fins on the wing-tip tanks. The only major trimming needed was narrowing the upper half of the ejection seat back. The canopy needed a little flash removed, and a coat of Future. Four narrow strips of "stainless steel" decal made crisp and simple canopy frames. The kit decals went on easily and dried tight and smooth.

The tip tanks were the last pieces to attach, and probably should go on before the national marking decals on the wings. Some long, thin, strips of masking tape from the tanks to the center of the fuselage held the tanks in the right position while the glue dried. I only damaged one decal taking the tape off. The 'horizontal' tail fins on the tip tanks should line up with the wing anhedral, Remember that its the inboard fins that need to be extended a couple of mm, 3/32", maybe a bit more. Any picture or plan of the F-104's tip tanks will show this. The four fins are all different and the completed tanks are handed, left and right. The underwing auxillary tanks were a third design. The supply folks must have just loved it!

The Sidewinder missile fins are probably too narrow, and the forward fuselage rails too deep. Stick and cockpit panels, small antennae, the radome Pitot tube and landing and navigation lights are not included, but the hinge arms on the nose gear doors are nice. Overall shape seems right compared to the plans in F. Verlinden's F-104 "Lock-on" book. It looks great, all done, on the shelf, after 2 months real time.

Thanks to my son Benjamin and my wife Jean's wallet for this tidy little kit! – *Bill fini*

CONGRATULATIONS TO

NICHOLAS MORAN

FOR WINNING MARCH MODEL OF THE MONTH



March 2009 SVSM MEETING as recorded by Messr Chris & Laramie

At the March meeting... Discussions of the Kickoff Classic revealed a high state of readiness for the show. There will be many more details at the April meeting and lots of opportunities to volunteer for the next day's festivities!

In model talk... Dave Margola used Hasegawa's 1:72 S-3 Viking to build "Navy 1" for a friend of his who is a Republican lobbyist. Dave said the metal refueling probe prevents the model from being a tail-sitter. Chris Bucholtz discovered after painting his Hasegawa 1:72 F-4B Phantom that, in order to use the resin exhausts he planned to use, he'd have to grind away a section of the wing buried in the fuselage that interfered with the exhausts' fit! Paul Bishop's 1:32 Trumpeter SBD came into Paul's collection three years ago; he substituted 21st Century Toys decals for the kit's markings and added metal gun barrels and placards to the cockpit. Kelly Avery found that AMT's 1:48 Lockheed Vega built up very cleanly for a kit of its age. He also finished the AMT Beaver in a fictitious late-1930s paint scheme, and finished Minicraft's 1:48 Piper Cherokee all in blue. Despite their scale, Kelly was impressed by the small size of these general aviation craft. The Germans copied a Nieuport 17 to get the Siemens-Schuckert D.I, so that's the approach Jim Priete is using, starting with the Eduard Nieuport and making the few changes needed to get the German plane. Dave Balderrama's sons Max and Mark each built a PM models 1:72 Go 229, and Dave brought in a plastic critter to memorialize the bat that went into space clinging to the space shuttle's external fuel tank. Mark MacDonald's 90-day wonder was going to be the Minicraft 1:144 727, but he's not quite done. The kit's engines needed modification to match the aftermarket decals he wants to use. Chris Hughes says Tamiya's 1:48 T-34/41 is really a 1942 model, it takes a little fiddling to get the tracks on the tank, and the turret needed some filler, a rarity on the Tamiya 1:48 kits. Mike Burton had a pair of Su-100 tank destroyers, one from DML, which he called a fabulous model, and the other from Zvesda, a not-so-fabulous model. Mike was shooting for a victory in the 90-day wonder contest with his 1:48 Azur Arsenal VG-33, but he failed to get the wings attached in time. His P-40F is making fast progress, however; "Dammit" now has its middlestone and dark earth camouflage scheme and awaits its decals. Eric McClure is taking his time with DML's 1:35 M16 half-track; he says it's a beautiful kit with a lot of detail, but some of the instructions are wrong and it pays to test fit everything just to avoid problems later. Nick Moran outfitted Tamiya's old M60 with ERA armor, and was diligent about sanding off the copyright on the top of the turret. Only later, while examining a real one, did he realize that those were casting numbers! Nick built the Trumpeter Type 89 self-propelled anti-tank gun with its complete interior and then had to use his imagination to come up with a paint scheme; he used IJN Green and Afrika Korps Yellow. Gabriel Lee's 1:700 Space Cruiser Wisconsin continues to evolve toward completion; he's also still working on the Bandai James Bond Aston Martin DB5, although he's had to strip the silver paint four times, and his 1:72 P-40E from Academy is almost ready for its Brazilian markings. Frank Beltran was inspired by the Wings of Fame article on Blackburn Buccaneer and got the Airfix 1:72 Brick out of its box; he has to build it now, since it won't fit back inside! Mark Hernandez is very excited about the Moebius 1:32 "Voyage to the Bottom of the Sea" Flying Submarine, and he's already got another 1:32 assembled, the Bronco V-1. He's built the flying bomb with a removable pulse jet engine, with connection and fuel lines in the pylons that slide into the engine when it's placed on them. Mark's completed work in his Sharkkit 1:72 Lippisch P.12V-4, and he finished it in guards red, a shade brighter than RLM 23. Also on Mark's bench is the Trumpeter 1:35 E-100 tank; he had the wheels on temporarily pending painting. Jim Lund is ambitious about his flying boats; he had three of them present at our meeting – a Hasegawa Shin Meiwa PS-1, an Esoteric Curtiss "F" Boat and an Italeri CANT.2001 – and he promises a big display at the Kickoff Classic. Frank Babbitt added an Aeroclub seat and a resin cockpit to Esci's old 1:48 Fiat G.91, finishing his Gina as one of two that served as demonstrators for the U.S. Army (and helped trigger a political dispute that brought an end to Army's use of fixed-wing combat aircraft). Kent McClure's Hasegawa 1:48 P-40N is no longer in halves; now it's together and approaching completion. Kent is also working on an Otaki Hellcat, which is helping him learn how to scribe panel lines. Shervin Shembayati's Hasegawa 1:72 Saab Draken is missing only the pitot boom, the last part – which Shervin lost! He says the fit of most of the model is a bit tricky, but the gear fits extremely well. Greg Plummer took the Revell snap-together kit of the 1977 Chevrolet Monte Carlo and turned it into a pro touring car with wheels from a Chevy SSR, then painted it a classy-looking Tamiya light gunmetal from the spray can. Bill Bauer brought in completed models of Jaguar and Mustang Can-Am racing cars, both built from his trans-kits and both based on the Revell Camaro chassis. The resin cars were painted with decanted Tamiya spray paints. Roy Sutherland says the new Hasegawa Fw 190A-6 is a little fussy but it's still the best Fw 190 in 1:48 scale. The checkered cowling on his model was painted and masked using a technique Roy learned from Lyle Tsugi. Ron Wergin hated the use of screws for assembly but really liked how his 1:32 21st Century Toys Bf 109G came out. Ron used Testors Acryl paints to finish the model. Cliff Kranz' 1:32 F-22 almost went on a test flight this past month, but Cliff restrained himself and now the troublesome fighter has a date to be strung up from the ceiling of Cliff's workplace. He also did a bang-up job on a Mach II 1:72 HUP-1 helicopter that he inherited from Vince Hutson when Vince moved a few years ago. Dave Balderrama was hoping to make the Testors UFO as his 90-day wonder, but his idea of combining the UFO body with the engines of a 1:72 P-38 Lightning, landing gear from a 1:72 B-29 and the horizontal stabilizers off a 1:48 Me 262 dragged things out a bit. Dave was inspired by the fictitious plane in "Raiders of the Lost Ark," and he brought a very nice toy of that flying wing as well.

In our 90-Day Wonders Contest, Shervin Shembayati's 1:72 Italeri Sahariana desert reconnaissance car went together with almost no filler and was a pleasant diversion into armor for Shervin. And the winners were... In third place, Kent McClure had Testors' 1:32 1941 Willys coupe tricked out as a rat rod. Kent painted it rust to simulate a real rat rod finish. In second place, Laramie Wright built Italeri's 1:35 LVT-1 amphibious tractor nearly out of the box, adding some Verlinden resin periscopes and a pair of interior bulkheads with a drive shaft running between them to show some detail in the gun tubs. And in first place, Bill Ferrante completed his 1:72 Academy Me 163B as the all-red prototype, and then for good measure also finished the schuttleschlepper ground handling vehicle use to move the aircraft on the ground.

In our Sherman's March to the C contest, Dave Quick had his in-progress Monogram 1:32 M4A1 "Screamin' Mimi" assembled, and many of the issues with the rocket tubes resolved. The transmission housing needed some filler and the hull and turret were textured with Mr. Surfacer. Mike Burton liked the yellow cat markings on the turret of his DML 1:35 M4A4 of the Chinese Army's Composite Armor Division. Mike used Testors Acryl paints for the finish, but admits that the link-to-link track in the DML kit wore him out. Eric McClure changed the slope angle on the driver and co-driver's hatches on his DML 1:35 M4A1 and added an aftermarket Cullin cutter to represent it fresh from a depot overhaul. Ron Wergin used a product called Still Water in the horizontal surfaces of his Tamiya M4A3 105mm Sherman, but he wasn't sure he liked the final look of it. He also added snow from Andrea Miniatures to the top of his Tamiya M4A3, but again wasn't totally sold on the effect. Paul Bishop swapped some AFV Club tracks for the tracks in his Dragon M4A1; Paul said he really liked the decals in the "Operation Cobra" edition and enjoyed his build. Laramie Wright kitbashed a Sherman VC Firefly from an MP Models hull, a Tamiya turret and running gear and a scratch-built 17-pounder gun. The markings came from various railroad rub-on transfers and decal paper cut to shape and the crew was modified from the old Tamiya infantry set. Laramie's M4A3 (early) was the result of his extensive conversion of the Tamiya M4A3, with an early low-bustle turret and new scratch-built front glacis. Laramie's Ninth Armored Division M4A3 came from the Tamiya kit and features lots of scratch-built stowage, spare track and a home-made air recognition panel. And the winners, were: In third place, with an M4A1 of the First Armored Division during "Operation Frantic" in Italy, was Laramie Wright. The model was put together from parts from at least 12 manufacturers. In second place, with his Red Army M4A2, was Laramie Wright! This Sherman came from the Dragon kit and had new weld beads and straps for the pioneer tools as added embellishments. And the winner, with his 2nd Armored Division M4A2, was Laramie Wright! This was the older DML kit with scratch-built stowage and a set of Tamiya tracks; it was Laramie's first first-place contest model.

CONGRATULATIONS TO OUR WINNING 90 DAY WONDERS



Bill Ferrante for 1st place ME-163 with tractor



Laramie Wright for 2nd place with LVT-1

Kent McClure for 3rd place with Rat Rod

**And to Laramie Wright for clean sweep of
Shermans March to the C
BOO YAH!**

**PHOTOS OF WINNING SHERMANS
MAY BE SEEN ON
PAGE 2 UNDER EDITOR'S BRIEF**



UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 04-17-09

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 50 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 April 18 2009

IPMS Seattle presents Spring Show 2009, Model Contest along with new this year, seminars and teaching sessions. Held at Renton Community Center, 1715 Maple Valley Highway, Renton, WA 98057

Friday May 8 2009

IPMS/Fremont Hornets host OUR TOTALLY FABULOUS AUCTION (that's their name for it, honest!) to marshal funds of course to put on the TriCity Classic later in the year. Don't miss this one, and feel free to bring a nice kit you'd want to bid on yourself, as donation. 5 dollar meeting fee collected. Starts right after 8 pm with preceding short meeting at their meeting location, Irvington Community Center, 41885 Blacow Road, Fremont

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

Saturday, June 20 2009

IPMS/Ontario present Region 8 Ontario IPMS Mini-Con 2009 at Ontario Senior Center, 225 E. "B" St in Ontario CA. Don't miss it!

Saturday, July 25 2009

IPMS/Dragon Lady proudly host the Region 9 Regional Contest at their new larger locale. Event will be held At First United Methodist Church, 3101 Colusa Hwy, Yuba City CA. Theme is "Peace Was Our Profession" to celebrate the rich history of the Strategic Air Command in North CA. Numerous special awards planned as well as exhibits, movies and of course lots of competition categories. Visit website at myspace.com/ipmsdragonlady

Saturday, September 19 2009

Oregon Historical Modelers Society present Evergreen Air & Space Museum Show and Contest 2009 Held at the Evergreen Air & Space Museum, 500 NE Michael King Smith Way McMinnville, OR, They are offering 66 categories of competition, large number of vendor tables. Featuring of course marvelous museum exhibits, all entrants and spectators will have to pay at least minimum (1 wing) museum admit. more information contact [Brian Yee at 503-309-6137 or E-MAIL: byee1959@gmail.com](mailto:byee1959@gmail.com) or see Website <http://www.geocities.com/oregonshow>

Saturday, October 17 2009

IPMS/Fremont Hornets host Tri City Classic 6 at the Newark Community Center, 33501 Cedar Boulevard, Newark CA. Theme is "From Russia With Love" this year, with several special 'theme' awards as well as 43 categories of competition planned. More details and contact data will be forthcoming as year progresses.

NEXT MEETING:

7:00 PM

FRIDAY

APRIL 17

COMMUNITY ROOM

Milpitas Police Administration Building

1275 N. Milpitas Blvd

Milpitas, CA

