



THE STYRENE SHEET

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OH TAKE ME TO THE RIVER, SAYETH VLAD ...



Scratchbuilding 1/700 Scale Soviet River Monitor Udarnyi

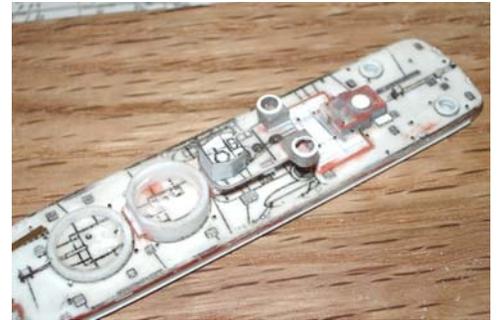
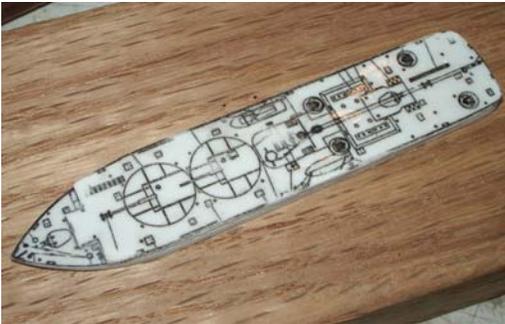
By Vladimir Yakubov

History

One of the main lessons that young Soviet military learned from the Civil War was the importance of river warfare. Throughout the war rivers played a vital role in supplying the armies plus provided good defensive barriers, hence all sides of conflict wanted to control them. From the first days of the war regular warships of the navy were being disarmed and their guns (often as big as 6" ones) were being placed on any suitable platform; usually non-self-propelled barges for the heavier guns or tugboats for the light and medium guns. There was even a river aircraft carrier that consisted of a barge and a tugboat that carried 3-4 hydroplane fighters. During the war there were several pitched river battles between whites and reds. Interestingly enough the only purpose built large river warships of the Russian empire - eight Shkval river monitors didn't take **(continued on page 3)**

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

An excellent problem to have this month! Almost too much to say on several small subjects of significance, thanks to our prolific membership! So lucky you, you're spared my usual paragraphy. I note that I've included the missing minutes from December, and squeezed in notices for upcoming club events. Now enjoy a look at what I could still fit of Vlad's ever miraculous scratch build. There are so many shots he took that I wished I



could have fit! As you read his article on building, come back here and again realize the true size and scope of what he's done. Absolutely ingenious, inspiring and utterly mad! GO VLAD! So until next time, model on – *Mick fini*



REMINDER THERE'S A CLUB CONTEST FOR FEBRUARY 2009

THEME IS

“It's RED”

In the Valentine spirit... "It's Red" Eligible subjects: Directly are any and all crimson colored items of any type. Others not so obvious, include any/all Soviet military items, Ferraris in their native colour, Red Star insignia'd air/land/sea vehicles. US Revolutionary War opponents figure to be on target. I could “drone” on, but I think you get idea. Just FINISH entry!

Shermans March to the C

SVSM CLUB CONTEST THEME for MARCH 2009

Eligible subjects are: ANY SCALE, FINISHED, M4 Sherman series type vehicles (tanks, ARV, etc) and immediate derivatives.

(Your editor is supplying the awards for this, as his pet project contest)

This contest is being held in addition to our “90 Day Wonders Redux”



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 you? Ground Zero includes SU100, E-100, M60, M40, M10, GT350/500 Shelby, Dodge L-700, A-100 or its derivatives, Ford Fairlane 500. Monster Zero from the Godzilla movies! Speaking of movies... a certain Brit with a distinct number is also spot on!



Vlad's Russian River Monitor (continued from page 1)

part in the civil war as they were all captured by the Japanese in 1918. During the Civil War they were either damaged or taken by the retreating Japanese to Sakhalin. Yet by 1925 they were all returned and repaired. And as it turned out just in time, in 1929 fighting broke out along the Eastern Chinese Rail Road (KVZhD) - Russian owned railroad that went through China. Amur monitors formed a very mobile and heavily armed group that was instrumental in the fighting. It proved to the Soviet government the necessity of building the river warships. Soon after, in 1930, the first Soviet purpose built river warship, monitor Udarnyi, was laid down in Kiev on the Dnepr river under the project name SB-12. The ship had a flat bottomed hull that displaced 385t with a small draft of only 82cm (due to the overload the design draft of 49cm was not reached). The armor consisted of the 6-12mm plates that armored parts of the ship against splinters and bullets. The ship was heavily armed for a river warship - it carried two 130mm/55 caliber cruiser guns in the superimposed turrets in the bow. Unlike seagoing warships where most of the combat was broadside to broadside, the river warships had no opportunity to do that as most of the combat was head on, therefore Soviet designers chose to concentrate their main guns in the bow. The anti-aircraft armament included two turrets (designated 41-K) with twin 45mm/46 caliber 21-K AA guns and four quad 7.62mm Maxim machine guns. Main fire control was provided by the 2.4m rangefinder in the armored cupola above the bridge and the AA fire control was done using 1.5m rangefinder on an open platform behind the bridge. There was also a telescoping mast for the human observer to be able to see the fall of the shots. The ship was powered by two 800 horse power diesels that gave it a top speed of 9 knots. Overall the ship turned out to be too big for the rivers that it was designed to operate on (Dnepr and Pinsk rivers) and the artillery arrangement was also considered to be unsuccessful because it took too much space. The follow up ships were about 2/3 the size and carried two 4" guns in a single turret with 360 degree field of fire. Launched in 1931 and commissioned in 1934 it initially got assigned to the Dnepr flotilla. The ship only operated on lower parts of the river far from the borders of USSR, but in 1940 when Soviet Union occupied Bessarabia (then part of Romania), they got a piece of the Danube river to go with it. It seemed to be the perfect place where to transfer the ships of the Dnepr flotilla since Poland, against which the flotilla was built to operate, didn't exist anymore anyway. Udarnyi got assigned a flagship role as it was the biggest of the ships in the flotilla. From the first hours of the war the ship participated in combat. The beginning of the war in Bessarabia was not as disastrous as in Ukraine and Belorussia and for a month Soviet troops were able to successfully defend the area, even landing troops on the Romanian shore of the Danube in the first days of the war. Udarnyi as the most powerfully armed ship of the flotilla was important in providing heavy long range fire in support of the defense of Izmail and prevented the Romanian troops from crossing the river in that area. However by the July 19th the position of the defenders was untenable and the ships of the flotilla sailed down the river through the fire of the Romanian coast defense batteries and under the cover of the regular navy ships made a trip to Odessa. There they were split up and some were sent back to Dnepr where they were eventually all destroyed (some in action and some blown up by their crews once the river was cut off downstream to prevent capture) while the others, including Udarnyi, were sent to the Nikolaev-Kherson-Ochakov area to prevent the Germans from crossing the shallow bay near the Tendra spit, which was the key to preventing them from shutting down ship traffic to Odessa which was surrounded and still fighting. On 11 September 1941 the Germans broke through the front near Kakhovka and captured Ochakov, Nikolaev and Kherson cutting off the ships that defended the bay and the troops stationed on the Tendra spit. On 19th September Udarnyi was covering the retreat of the Soviet troops behind the Dnepr river, shelling German troop concentrations near the village of Ivanovka. In the morning the ship was covered by the fog, but by midday the fog cleared up and German dive bombers attacked the ship dropping 13 bombs. By 1941 the anti-aircraft armament designed in 1931 was wholly inadequate and the ship that was unable to maneuver because of the shallow water was hit in the right machinery room and lost power. During the attack all of the anti-aircraft ammo was used up. Without the ability to maneuver, unable to defend itself the ship was hit by a total of 11 bombs. One of which hit the bridge killing the captain and most of the officers and the other detonated the main magazines. A total of 56 people were killed out of the crew of 74. The ship was found by divers in 1963 and explored quite extensively since. It is sitting on an even keel in the 4 meters of water buried in the sand up to a waterline. In 1983 one of twin 45mm turrets, one of the main guns and a quad machine gun were raised and placed in the Odessa's History Museum.

Construction : The Hull and Superstructure After downloading the plans from the internet (the plans are available here, the article about the ship, in Russian can be found here) I shrank them to the correct scale and printed out about 6 copies. I found that the easiest way to make the hull is to (*article continues on page 6*)

January 2009 SVSM MEETING as recorded by Messr Chris Bucholtz & Messr Laramie Wright

The Meeting was gavelled to order by our esteemed President, Randy Ray at the Milpitas PD meeting room. Everyone was reminded that the dues are critical to chapter operations and that we are fast approaching the 2009 Kickoff Classic. Dues go a long way toward defraying costs so IF YOU HAVE NOT ALREADY PAID YOUR DUES, KINDLY DO SO ASAP. Upcoming events include the Santa Rosa IPMS show on February 21 in Petaluma. Info is on the SVSM website, including link to IPMS Santa Rosa's website. NNL's annual show & swap meet is on March 7th at the Santa Clara Convention Center. Again see the SVSM site for info and a link to the NNL website. We had three new people introduce themselves to the club: Reggie Francia, who builds motorcycles and is a fan of the F/A-18F Super Hornet; Dave Ginsburg, and Phil Swany, who's gotten back into building models after a hiatus, specializing in airliners and civil aircraft. Phil has a dual purpose in his efforts as he is using the models to help his son develop aircraft recognition skills that are to be employed in his chosen career as an air traffic controller. Chris Hughes informed us that the status of the collection and follow-on operation of Jacques Littlefield's foundation is in limbo. Subsequent meetings of the board of directors in the near term will set the future direction and shape for the foundation. Tours already booked through the first week of February will take place but subsequent access is yet to be decided. There will be a public memorial service for Mr. Littlefield at the Stanford University Chapel on Monday, March 2, 2009. As soon as more details become available they will be posted on the SVSM website. Mr. Littlefield was generous in the support of modelers through the tours at Pony Tracks and the access granted to numerous authors who illustrated their books with images of the immaculately restored vehicles. It would be fitting for as many members as possible pay their respects and sign the remembrance book. Please try to attend. SVSM has re-chartered along with most others in Region 9. As of the meeting, IPMS Humboldt Bay and IPMS Kings County had not re-chartered. Region 9 coordinator Chris Bucholtz is vigorously attending to their needs in order that all chapters are in good standing.

In model talk...Laramie Wright is using the K&K Castings conversion to make Tamiya's Crusader Mk. VIII into a 75mm-gun armed version of that tank with a new turret and front glacis, among other things. He's also working on Italeri's LVT-1A4 Alligator, his "90-day wonder" contest entry, and he's applied the non-skid texture to the top of his Italeri Leopard 2A6. Also in Laramie's shop is Tamiya's Panzer II; he says this fairly expensive kit suffered from mold shift on some parts, but it has nice tracks. Mark MacDonald's DML 1:35 Hetzer is about ready for paint; he says the kit is really nice. He's also close to painting his Firefly IC "Frankentank" built from bits and pieces, which features a scratch-built turret radio box and other details. Ben Pada changed the tail markings on his Tamiya 1:48 P-51D Mustang to make it more accurate, he included a True Details cockpit as well. Paul Bishop's latest large project is Tamiya's 1:32 A6M5 Zero; he's using an Eduard color photoetched set to dress it up. Ron Wergin built Tamiya's Wirbelwind flakpanzer and crewed it with a Warriors figure, but when he tried to strip the paint from the figure he used the wrong stuff and his head dissolved! No problem – the resin head transplant was a success. Jim Lund brought in three beautiful vacuformed flying boats: a Contrail Saunders-Roe Lerwick, a Contrail Blackburn Iris and a Contrail Short Singapore. These came from rather old kits; Jim says that, apparently, vacuform plastic is indestructible! Dave Hansen has rescribed Hasegawa's 1:72 F6F Hellcat, he's scratchbuilt the cockpit and rehabilitated the drop tanks as well. Dave's also finished a 15-year-old build of the Hasegawa P-47D in SEAC scheme and completed a Tamiya F4U-1D as a Brewster F3A-1, used for training at MCAS El Toro during World War II. Greg Plummer's 1954 Chevy pickup is being built for the NNL; he's done terrible things to the suspension to get the look he wants. Greg's 90-day wonder will be Dragon's Su-85 self-propelled gun; Greg traded for the commie cannon after the close of festivities. Roy Sutherland's P-51B was built in a day, but it's taken a while to finish the model in the colors of Duane Beeson's "Bee." Roy weathered the paint, used Aeromaster decals for markings. He masked and painted the checkerboard on a Hasegawa Fw 190A-6 to turn it into a JG.1 machine, and he's built up a 1:144 Sweet Hurricane, which is about ready for paint. Shervin Shembayati enjoys the Hasegawa 1:48 Bf 109G-2, and he doesn't care if some think it is inaccurate. He's finding Hasegawa's 1:72 Saab Draken to be a lot of work thanks to some large gaps, and his 90-day wonder, the Italeri 1:72 Sahariana, is building into a very nice little model, he says. Joe Fleming received a print of an F4U-1 Corsair signed by numerous VMF-214 personalities from his wife Michelle for Christmas, and in response Joe built her a Tamiya F4U-1 in 1:72 – and a second one for his son! Joe brought back his Tamiya 1:48 Do 335 for a visit, and he showed the DML He-162 in 1:48 – he says it's a fairly crude kit. The main reason Joe built Tamiya's Spitfire V trop was that he was able to build a U.S. machine, and he got to build it with a shark mouth. Joe also brought in a finished Hasegawa 1:48 Macchi C.202 plus a pair of Bf 109s, flown by Bartels and Hartmann. Joe's big project right now is a scene of trench fighting on the Eastern Front featuring a T-34 and 10 figures in hand-to-hand combat. Joe's using MB Models figures, which have very well animated poses to them, and he's added lead foil pockets, belts and other details. His latest finished creation is Italeri's M13/40 tank, which he outfitted with Fruilmodellismo tracks and the Model Victory update set, then weathered beautifully to capture that desert look. Mike Burton was part of Roy Sutherland's one-day Mustang challenge, and he actually finished a Tamiya P-51B, painting it with Tamiya rattlecan airframe silver. He kitbashed an Otaki Fw 190, Monogram Fw 190 into a "Fred," code name given to the one example sent to the Japanese. Mike finished it in a fictitious silver-and-red scheme. He's battling Monogram's F-101 Voodoo, especially the area around the intakes, but he says Monogram's F-105G Thunderchief still builds up very well. His entry in the Fremont P-40 contest will be "Dammit," a P-40F he's building from the re-packaged AMT kit. Mike's also got his hand in armor; he's doing a DML M4A4 Sherman from the Chinese 1st Armored Battalion, which will wear an allegedly scary tiger's face on the turret. Kent McClure's also building a Warhawk

in 1:48; he says he likes the cockpit that's in the Hasegawa kit. Kent's building the cockpit of Otaki's F6F, and he's also working on a 1:43 model of the Cunningham C4, which raced at LeMans. Cliff Kranz is already hard at work on Mini Art's new Bantam GP, and he says it's going together well. The same could not be said of his 1:32 Italeri F-22, which is filled with putty and Cliff says will be a "15-footer" suspended from the ceiling of his workspace. Much more to his liking is the Pegasus 1:48 V-2 missile, although he would have preferred the earlier version launch stand. Cliff also had another Otaki Hellcat, which he built three times (each time with a True Details cockpit and an Engines & Things powerplant) before the U.S. Navy Aces Fighter Pilot Symposium last year. Chris Bucholtz has managed to slap together his Academy P-40E Warhawk, and he can't lay off the aftermarket – it's got both a True Details cockpit and Eduard photoetched parts in it. Balancing out that is his Azur Martin 167 Maryland, with a largely scratchbuilt interior; the 1:72 bomber now has its wings and clear parts in place, less the pilot's opening canopy, which Chris will add from the Falcon vacuform canopy set. Chris has taken a brief break from the planes to paint a Prieser 1:72 pilot figure, who now awaits his arms. Randy Ray is working on a figure of his own, a 1:35 Soviet Guards infantryman from the Dragon Gen 2 set. It has great detail but it's been tough to build because of the plethora of seams. Chris Hughes has a stock of 1:48 resin conversions for the Sherman from the now defunct Iron Division, and he's building them starting with an M4 with direct vision slots based on the HobbyBoss chassis – he says it's better than Tamiya! Chris is also building an M4 composite, but this one will be all resin. Gabriel Lee's entry into the P-40 contest will be from south of the border – no, not Venezuela, but Brazil. He's also building a Doyusha Aston Martin DB-5 in its "Goldfinger" guise (complete with unconvincing figures of Bond and Odd Job) and he's assembled most of the Aoshima rendition of Thunderbird 2. Gabriel's been doing lots of sanding on Special Hobby's F-86K Sabre. Oh yes – that one will be Venezuelan! Michael Connolly is taking an ambitious approach to Trumpeter's 1:350 U.S.S. Yorktown, opening many of the side doors and going at the model with significant volumes of putty, since model has nice detail but poor fit. He plans to finish it in its late-1944 scheme. Lou Orselli couldn't resist the vacuformed Modelbau 1:35 Sahariana, and has assembled body of the Italian vehicle (although he has unpleasant words for the concept of vacuformed wheels). Now, he has a new kit of a 20mm gun that he plans on putting it in the back of the model. He had an equally rough time with Academy's 1:48 P-38 Lightning; the fit is poor and he speculates it will be completely coated in putty by the time he's done with it. In contrast, the Monogram P-38 he's converting to an F-5 with the aid of a Koster conversion fits well, vacuformed parts and all. Andy Kellock converted a re-pop of the Johan 1972 Chevy into a stock car, although he complains the kit decals are all totally fake. He used aftermarket decals to complete the NASCAR. Andy's also finished a quartet of racing Porsches, a long project that he's brought to a satisfying conclusion. Hong did a spectacular job with Academy's P-38J Lightning, and it's beautiful natural metal finish is his first attempt at an Alclad paint job. Hong had Fujimi's A-7D Corsair II sitting around his house for a while, and he decided to finish it but needed to pirate the gear doors from a second A-7! The model wears markings from SuperScale. Bill Ferrante's 90-day wonder is the Academy Me 163, and his 25-year wonder is his Airfix 727-200, which he started in the late 1980s. He says the model looks fairly well built, so if he can find decals for it, he'll finish it! Frank Babbitt says careful alignment of the booms is the secret to getting Heller's Noratlas together; he rescribed the big transport and added details to the cockpit. Dave Balderrama hasn't given up on his Space: 1999 Eagle; it's 12 years in the making and the major subassemblies are together. His sons Max and Mark built the HobbyBoss 1:72 F-86 and MiG-15; Dave helped them get closer to finishing with a coat of Krylon chrome metallic spray paint! John Carr says the detail on Dragon's 1:16 German infantryman is just okay, but he's adding detail from lead foil to improve it. He's also hard at work on a Ford TFC armored car, and I do mean hard – 90 percent of the model has been scratch-built! Speaking of hard work, Steve Travis completed a beautiful example of Tauro's Fiat 30/08 tank in a neat three-color paint scheme. His tracks would not connect – which is a bugaboo of this kit – so Steve made up a base of mud and buried the mismatch so no one will ever see it! And the model of the month goes to... Hong, for his P-38J!

**CONGRATULATIONS TO
HONG, a visitor hailing from San Francisco
FOR WINNING JANUARY MODEL OF THE MONTH**



Vlad's Russian River Monitor (continued from page 3)

laminated the correct thicknesses of styrene sheet, then to glue the paper outline of the deck on it. The hull had a forecastle that was lower than the main deck so I did the hull in two pieces. First I cut out the lower part of the hull and then the upper part of deck without the lower forecastle. In both cases I used the printout glued to the deck as guide to correctly cut out the shape of it. I usually take the paper off after I cut out the part, but in this case the paper got glued to plastic so well that I decided to leave it on. I covered it with thin superglue on the top of the paper and lightly sanded it to smooth out any imperfections. It turned out to be a great idea as it provided a reference as to the location of parts on the deck. The hull is very simple, basically a low flat sided rectangle, except at the bow where it curves. The forward part of hull has a step down and I built a bulwark around it using a thin piece of plastic that I faired in on the outside and thinned down in the inside. Next thing I did was build the main superstructure pieces. There was a low raise in the deck in the aft part of the ship above the engine room to fit in the engines, so that is what I did first by cutting out the rectangle from a 1mm thick styrene sheet and beveling the sides at 45%. Next thing I did was add the small aft superstructure that was partially above engine deck and faired it in to engine deck as well. Working toward front I made the main superstructure by laminating several square styrene rods together to have a roughly correct dimensions, then cut it to shape. Finally I added the barbets that were done from 8.7mm diameter styrene tube. All of these were smoothed and faired in using putty. Unlike my usual practice I didn't paint hull at this point but decided to wait until after detailing (more on this later).

Detailing: Once main pieces of the superstructure were done, it was time to detail the ship. First I drilled the illuminators in the hull and the superstructure. Then I added the hawse-holes for anchors on the sides of ship and for chains on the deck. Then I started detailing, as I usually do, from the front of the ship backwards. Various hatches, doors were made from pieces of PE hatches and doors. The cable reels were done using pieces from one of Combrig's PE sets. Capstans were made by lathing a plastic rod in the Dremel. The ship had 33 mushroom shaped ventilation heads on deck so I drilled holes where they were supposed to be placed, then took a .01" thick plastic rod using a heated knife, made little mushroom head on the end of it. After repeating process necessary number of times I glued them into their holes. In the aft part of the ship I drilled out the machine gun nests. Once these details were complete it was time to work on second level of superstructure. The deck was done the same way as main deck - by laminating the paper onto plastic, then cutting it out to shape. The machine gun nests in the back were done from tube and sheet styrene building a box structure that was empty inside. The bridge was done in same way as the first level of superstructure - as a solid cube. Pieces of superglue impregnated paper were used to make the armored window covers on bridge and it was detailed using various PE pieces from spares box. The rangefinder platform was built using a hole punch and piece of the railing from the WEM's Askold PE set. The searchlight was taken from spares box. The stack was lathed on the Dremel tool using knife blade as a cutting instrument.

Armament: The most interesting feature of the ship are its two large turrets with single 130mm guns each. They were of the unusual construction with the large round plate covering a very large barbet and a small cupola that was reinforced with stiffening ribs on the side. It turned out these turrets were the hardest things to scratchbuild in the entire build because of these ribs. The bases were cut out from 0.01" styrene sheet using a compass with two needles. The cupola was done from 1mm thick sheet styrene and was easy to do, but the ribs had to be rebuilt three times because they weren't coming out the way I wanted. First time I built them using 0.01" thick styrene but after they were primed they looked way too thick, so I decided to try to make them from piece of PE brass. To hold brass securely I made grooves in the gun cupola and then glued the brass strips into grooves, but when I was shaping them into correct shape they got bent up and it was very hard to straighten out brass. So finally on the third try I used superglue impregnated paper, this turned out to be just right. The paper was thin, easy to shape and glued well to the turret. The guns were made from hypodermic tubing and the blast bags were done from putty. The 45mm AA turrets were cut out from the correct thickness of styrene and shaped according to the drawings. The quad Maxim machine guns each had 10 parts. The barrels were made from 0.01" thick plastic rod and receivers were done from a block of plastic. Gun sight and handles came from 20mm guns from Combrig's PE set for one of the US WWII cruisers. The frame was made from a random piece of PE and the ammo boxes were once again done from a square piece of rod. I used the 20mm Oerlikon stands from WEM for MG stands. The machine gun nests were done by lathing a piece of styrene tube in the Dremel and then cutting it in half and doing the flat front panels from pieces of styrene.

Masts and Boats : As usual, masts were done from brass rod soldered together. The ship had an interesting construction of the masts, there was a short regular mast to which the antennas were connected. Then there was a telescoping crow's nest that could be raised up to coordinate the long range artillery fire but can be lowered to allow the ship to be able to pass under the river bridges. To do the

socket for the crow's nest I found the hypodermic tube which had the right internal diameter and used that. The masts were glued on last so that they wouldn't get damaged during construction. The rigging was done using pantyhose string. The flag came from the decals of one of the modern Soviet warship sets by Skywave. The boats are converted from other boats in spares box. To make the cutter I took a regular row boat, glued deck made from paper on it, made the seats. On bottom added a PE screw and then added a little windscreen. The row boat was done by cutting a bigger boat down to size and then using foil to simulate the canvas cover on top of it. The davits were scratchbuilt and the boat skids came from a PE spares box. **Painting & Final Details:** Initially, reason that I almost completely built the ship before painting it was that I thought that it was all same color (the deck and the sides). But when I was ready to paint I realized that deck was actually black while the sides were medium grey. So I painted the deck black, but when I started masking it for painting of the sides, various pieces of the ship prevented me from doing a good job. So after painting grey I had a lot of overspray and had to virtually repaint the deck again. After several levels of touch ups, the painting was finished. I did the wash using product called "Black-It-Out". It's a water soluble ink-like stuff that once dry, I remove with a Q-tip and a stiff brush. The final step was drybrushing with a lighter shade of grey. Once the painting was done it was time to add final details. On the bow I built anchor crane from brass rod and pieces of photoetch. Because all of the PE chains that I found were too big for such a small ship, the anchor chains were done from a piece of 0.01" styrene rod, alternatively pressing the flat side of the knife blade on it at 90 degrees. This was easy to do, looks convincing. The ladders came from PE spares box and railings were from Lion Roar's IJN Railing set. Canvas covered railings on superstructure were done by gluing the regular railings, then filling in the gaps with thinned white glue using capillary action. Once dry it forms a thin film that can be painted and show off the shape of the railings underneath very well. Running light holders on the side of the bridge were done from pieces of PE from the spares box. **Weathering & the Base :** The ship was weathered using pastels. I used black pastels to simulate soot from the exhaust on the stack and on the sides, rust colored pastels to simulate rust streaks. Since the ship is a river monitor it was important to show that in the base. So to do that I decided to build a part of the river shore and show the ship close to it. Also since the ship was traveling up the river, water should be much calmer than in the sea. So I took special pains to smooth out the water surface, sanding it several times plus using alcohol to dilute paint so that the brush strokes would not be visible. The alcohol also worked well for the wake - diluting it and giving it a watery rather than a painted on look. However when the shore was done, it was still missing something - it was very empty, so I decided to populate it a bit. I added the quay and the boat to fill in the empty space on the right, the space on the left I filled in with brush from a railroad foliage set. Once everything was finished, I covered the water with Future floor polish which also had a good effect of making the lower parts of the brush look wet.

Conclusion

It was a very neat, interesting project and first scratchbuilt model that I finished (I started a lot of them :)). I would recommend that anyone who wants to try their hand at scratchbuilding choose an easy model for their first try. I really enjoyed the build and now plan to make an entire series of Soviet river warships.– *Vlad fini*

UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 02-20-09

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"

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. See 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>

As promised last month, December 2008 SVSM MEETING as recorded by Messr Chris (with minor edits by Mick Burton)
At the December meeting, we held our annual gift exchange/theft-fest. Here's what the results of this intensely
misanthropic endeavor culminated in:

Eduard 1:48 Fw 190A-8: Opened by Randy Ray, stolen by Frank Beltran, stolen by Veronica Hughes, stolen and taken home by Kent McClure.

Hasegawa 1:48 Ju 87 Stuka: Opened by Frank Babbitt, stolen by Jim Priete, stolen by Frank Beltran, stolen and taken home by Keiko Wright.

Academy 1:72 Me 262A: Opened by Shervin Shembayati, stolen by Postoria Aguirre, stolen back by Shervin, stolen back and taken home by P.A.

Trumpeter 1:72 Sea Fury FB.11: Opened by Postoria Aguirre, stolen by Bill Ferrante, stolen by Shervin Shembayati, stolen and taken home by Mark MacDonald.

Tamiya 1:72 Spitfire Mk. V: Opened by Jim Priete, stolen by Brian Sakai, stolen back by Jim, stolen and taken home by Randy Ray.

Academy 1:144 "Air Force One" 747 & Italeri 1:72 C-47A: Opened by Veronica Hughes, stolen by Ken Miller, stolen by Bill Ferrante, stolen back, taken home by Ken. (Almost. Ken gave C-47 to Mike Burton, who has evil plans for it)

Tamiya 1:48 Volkswagen: Opened by Dave Balderrama, stolen by Ben Abbott, stolen by Chris Bucholtz, stolen and taken home by Chris Hughes.

Revell 1:72 Fairey Gannet AS.2: Opened by Mke Meek, stolen by Chris Bucholtz, stolen by Mike Burton, stolen and taken home by Colin Fleming.

Hobbyboss 1:72 P-51D Mustang & Me 262A: Opened by Frank Beltran, stolen by Jim Lund, stolen by Frank Babbitt, stolen and taken home by Chris Bucholtz, then traded to Colin Fleming for the Gannet.

Airfix 1:48 Spitfire Mk. I: Opened by Gabriel Lee, stolen by Eric McClure, stolen by Jim Priete, stolen and taken home by Mike Burton. (well that's how it was recorded. Unfortunately, I don't know who actually stole it last, it wasn't me)

Hasegawa 1:72 TBM-3 Avenger: Opened by Max Balderrama, stolen by Dave Balderrama, stolen by Mark Balderrama, stolen and taken home by Greg Lamb.

Dragon 1:144 F/A-18E Super Hornet: Opened by Jim Lund, stolen and taken home by Ken Miller.

Academy 1:72 Me 163B Komet: Opened by Chris Bucholtz, stolen and taken home by Bill Ferrante.

Eastern Express 1:72 Petlayakov Pe-2: Opened and taken home by Steve Travis.

Revell 1:48 F/A-18E Super Hornet: Opened by Ben Abbott, stolen and taken home by Frank Beltran.

Hasegawa 1:72 A6M Zero & Italeri F6F-3 Hellcat: Opened and taken home by Shervin Shembayati.

Revell 1:133 U-99: Opened and taken home by Max Balderrama.

Revell 1:72 Fuchs & Luchs armored vehicles: Opened and taken home by Colin Fleming.

Italeri 1:35 Panzer V Tiger: Opened by Mike Meek, stolen and taken home by Bill Ferrante.

Italeri 1:35 Sturmgeschutz IV: Opened by Jim Lund, stolen and taken home by Bill Abbott.

Revell 1:24 1999 Mitsubishi Eclipse: Opened and taken home by Ben Abbott.

Testors Roswell Alien Spaceship: Opened by Chris Bucholtz, stolen by Ken Miller, stolen and taken home by Dave Balderrama.

Accurate Miniatures 1:48 F3F-3: Opened by Frank Babbitt, stolen by Greg Plummer, stolen back by Frank, stolen back and taken home by Greg.

Hasegawa 1:48 Spitfire Mk. VIII: Opened by Steve Travis, stolen by Frank Babbitt, stolen by Mark MacDonald, stolen and taken home by Joe Fleming.

Revell-Monogram 1:48 P-38J Lightning: Opened by Frank Babbitt, stolen by Jim Priete, stolen by Bill Ferrante, stolen and taken home by Michael Connelly.

Tamiya 1:72 F4U-1 Corsair: Opened by Bill Ferrante, stolen by Frank Babbitt, stolen by Randy Ray, stolen and taken home by Elizabeth Driver-Bucholtz

Italeri 1:72 Sahariana: Opened by M. Beltran, stolen by Chris Bucholtz, stolen by Frank Beltran, stolen and taken home by Shervin Shembayati.

Monogram 1:72 Space Shuttle: Opened by Frank Beltran, stolen by Kris Balderrama, stolen by Michael Connelly, stolen and taken home by Mark Balderrama.

Dragon 1:35 Panzer IV Ausf. E: Opened by Randy Ray, stolen by Frank Beltran, stolen back by Randy, stolen and taken home by M. Beltran.

Monogram 1:48 P-61A Black Widow: Opened by Frank Beltran, stolen by Colin Fleming, stolen by Chris Bucholtz, stolen and taken home by Ben Abbott.

Hasegawa 1:48 Spitfire Mk. IX: Opened by M. Beltran, stolen by Kent McClure, stolen by Mike Burton, stolen and taken home by Frank Beltran.

Tamiya 1:48 Fw 190A-4: Opened by Veronica Hughes, stolen by Eric McClure, stolen by Mike Burton, stolen and taken home by Mike Meek.

Minicraft 1:72 F/A-18A Hornet: Opened and taken home by Chris Bucholtz.

Minicraft 1:144 C-54: Opened and taken home by Mike Meek.

Revell 1:48 EC-138: Opened by Nick Faulkner, stolen and taken home by Mark Balderrama.

1:43 1941 Willys, 1:700 IJN Kinu, 1:48 A6M2 Zero: Opened by Veronica Hughes, stolen and taken home by Kent McClure.

Italeri 1:35 Sherman 76mm: Opened by Jim Lund, stolen by Jake Faulkner, stolen and taken home by Ron Wergin.

Esci 1:35 T-80: Opened by Postoria Aguirre, stolen and taken home by Jack Gallagher.

Hasegawa 1:72 F-104 Starfighter & F/A-18A Hornet: Opened by Veronica Hughes, stolen by Brian Sakai, stolen by Elizabeth Driver-Bucholtz, stolen back and taken home by Brian Sakai.

Minicraft 1:144 Boeing 727: Opened by Mark Balderrama, stolen by Mark MacDonald, stolen by Ken Miller, stolen back and taken home by Mark MacDonald.

332nd Fighter Group: Tuskegee Airmen & 4th Fighter Group: Debden Eagles: Opened by Chris Bucholtz, stolen by Mike Meek, stolen by Frank Beltran, stolen and taken home by Mike Burton.

Special Hobby 1:72 F2G Super Corsair: Opened by Greg Plummer, stolen and taken home by Jim Lund.

Dragon 1:72 Jagdpanzer IV: Opened and taken home by Bill Abbott.

Tamiya 1:10 Modern U.S. Army figure: Opened by Mike Burton, stolen and taken home by Veronica Hughes.

Hasegawa 1:48 Fw 190: Opened by Bill Ferrante, stolen by Nick Faulkner, stolen by Mike Burton, stolen back and taken home by Nick Faulkner.

Italeri 1:72 A-26A Invader: Opened by Nick Faulkner, stolen by Jim Priete, stolen by Mike Burton, stolen and taken home by Ron Wergin.

Azur 1:72 Arsenal VG-33: Opened by Jim Priete, stolen by Mike Burton, stolen by Veronica Hughes, stolen back and taken home by Mike Burton.

Trumpeter 1:144 Kawanishi H6K5 "Mavis": Opened by Chris Bucholtz, stolen and taken home by Randy Ray.

Accurate Miniatures 1:48 F3F-3: Opened by Mike Meek, stolen by Jim Priete, stolen and taken home by Veronica Hughes.

Hasegawa 1:72 F/A-18A Hornet: Opened and taken home by Gabriel Lee.

Academy 1:35 M3 Stuart: Opened by Bill Ferrante, stolen by Ben Abbott, stolen and taken home by Frank Beltran.

Italeri 1:35 M4A3 Sherman: Opened by Ken Miller, stolen and taken home by Jim Priete.

Revell 1:144 Airbus A-380: Opened by Gabriel Lee, stolen by Frank Babbitt, stolen by Max Balderrama, stolen and taken home by Postoria Aguirre.

Revell 1:144 Airbus A-380: Opened by Max Balderrama, stolen by Postoria Aguirre, stolen by Jim Priete, stolen back and taken home by Max.

Trumpeter 1:48 Armstrong-Whitworth Sea Hawk: Opened by Jim Lund, stolen by Jim Priete, stolen by Greg Plummer, stolen back and taken home by Jim.

Dragon 1:35 T-34/85: Opened by M. Beltran, stolen by Dave Balderrama, stolen by Jack Gallagher, stolen and taken home by Veronica Hughes.

Eduard 1:48 Fokker D.VII: Opened by Shervin Shembayati, stolen by Bill Ferrante, stolen back by Shervin, stolen and taken home by Greg Lamb.

Eduard 1:48 Avia B-534: Opened by Jim Lund, stolen by Laramie Wright, stolen by Mike Meek, stolen back and taken home by Laramie.

Revell 1:72 Eurofighter Typhoon: Opened by Bill Ferrante, stolen and taken home by Jack Gallagher.

Dragon 1:35 Panzer IV Ausf. V: Opened by Steve Travis, stolen by Keiko Wright, stolen and taken home by Laramie Wright.

Italeri 1:35 LVT Alligator: Opened and taken home by Laramie Wright.

Revell 1:24 Porsche 926C: Opened and taken home by David Quick.

Hasegawa 1:72 Me 262: Opened and taken home by Greg Plummer.

Accurate Miniatures 1:48 IL-2 Sturmovik: Opened by Jim Priete, stolen and taken home by Bob Turner.

Academy 1:350 RMS Titanic: Opened and taken home by Brian Sakai.

Revell 1:24 Chevy Nova: Opened and taken home by Anita Travis.

Tamiya 1:48 Mustang Mk. III: Opened by Bill Ferrante, stolen by Jim Priete, stolen by Mark MacDonald, stolen and taken home by Frank Babbitt.

Eduard 1:48 Fw 190A-5: Opened by Dave Balderrama, stolen by Frank Babbitt, stolen by Max Balderrama, stolen back and taken home by Frank Babbitt.

Revell 1:48 F-15E Strike Eagle: Opened by Randy Ray, stolen and taken home by Michael Connelly.

**ABOVE, All now POTENTIAL ENTRIES for CLUB CONTEST MARCH 2009
THEME IS "90 Day Wonders Redux"**

In keeping with the inaugural run of this contest idea last year (thank you to all who came up with and lobbied to get idea into working form, now proving to have real heart in it, which is why we now have "redux") any item that is connected to 2008 "Theft" is eligible. No restrictions on how you choose to have your item(s) completed (stock or wild, anything goes) JUST MAKE SURE ENTRY IS "FINISHED" ok? Based on January meeting table, we certainly have some field of battle

NEXT MEETING:

7:00 PM

FRIDAY

FEBRUARY 20

COMMUNITY ROOM

Milpitas Police Administration Building

1275 N. Milpitas Blvd

Milpitas, CA

