



THE STYRENE SHEET

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SHARPENING SWEARINGEN'S FLYING PENCIL



Rio Airways Metro in miniature

By Ken Miller

Commuter and/or Regional Airliners are certainly a bit of a niche for modeling. I believe that Revell is the only "mainstream" manufacturer offering a Canadair Challenger kit that somewhat resembles a Canadair RJ. There are quite a few companies who have released "limited run" kits though. Welsh, Sasquatch, ATP, and Contrails all come to mind as producing kits of Commuter/Regional models.

I find it pretty ironic that I have a large amount of information to share about a pretty small kit and airline. My story began at the Kansas City Airliners International 2007 show where I bought a small bagged Rareliners Metro II kit for \$5. The kit decals included Empire Airways, Rio Airways, and Air Oregon. In the model room I was showing my purchase off to some other modelers when Bob Woodling introduced himself and told me that it was "his" kit. Back in the 1980's he and a friend had developed, manufactured, and sold the kit. It was his first and last foray into kit manufacturing. At the 2008 SVSM Kickoff Classic Contest I found another Rareliners Metro kit also for \$5. It was pretty much destiny that I buy and build a model of a Metro. The real 1/1 scale Metro is a rather interesting airplane. The Fairchild Metro was developed by Ed Swearingham as a stretched version of Swearingham's Merlin II corporate turboprop. The Merlin was based on modifications to Beechcraft Twin Bonanza and Queen Air business aircraft. A new fuselage and vertical fin were mated to Queen Air wings and horizontal tails, as well as Twin Bonanza landing gear. Regular production of the Metro began in 1971 which was also the year that Fairchild acquired Swearingham. FAA regulations limited seating to 19 passengers if no flight attendant was carried, so the Metro was optimized for that seating. It was very popular in the 19 seat category with only the Beech 1900 outselling it. One source states that there were 331 Merlins produced, 117 Merlin IV's (corporate version of the Metro), and 605 Metros produced. The last one was **(continued on page 3)**

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

Welcome once again to a new year and new opportunities to finish (or not, no pressure, wouldn't be prudent) any of the innumerable projects or special surprises or guaranteed trophy snatchers you all have on your bench.

This issue is a potpourri of sorts, although doubtful it would smell particularly refreshing if you set it afire or put it a bowl of water (thank you, I don't need any more input on particular bowls where you might wish me to put, World full of comedians out of work it seems). I'm catching us up on minutes for the November meeting which was a particularly treasured transition well attended and well served. If you missed it, you'll get a snapshot look and feel of the maiden voyage now. My sincere thanks to everyone who showed up and extra appreciation sent to those who participated in my "Turkeys, Tailfins, Tows and Targets" in house contest. I couldn't let them all go into history without publishing a record of their feats in derring do, seeking to separate me from my money.

Thanks also to all who found it possible to make it to our December meeting which of course again was held at Round Table Pizza on Stevens Creek, featuring in the passing hours a total of 43 entrants in the annual SVSM recreation of the strategy game "Diplomacy". Better known, marketed innocently as simple "Gift Exchange". The detailed records that are publishable of what happened and where to whom are not as yet ready for prime time so you won't find them in this issue. However, an accounting of the exchanges will be forthcoming so be patient. Trust me, not only The Shadow knows what evil lurks in the hearts of modelers when given chance to steal this gift or that one. In the meantime, get to work on those ill gotten gains for March is fastly approaching!

On behalf of William and of course meself, the current editors of the Styrene Sheet would like to pass our bless and wishes for abundant year ahead to all those who contributed to the editorial content again! Joseph Fleming, Bill Dye, Ken Miller, Bill Abbott, Chris Bucholtz (that guy, he has real future as a writer, hmmm...) Mike Meek and Andy Kellock, hombres magnifico! Looking forward to adding to this roster in 2009, be especially fine.

Speaking of appreciating major contributors to our shared passions and having to note the inevitable transitions in Life that are most often reflected in this time of year, we must pause to salute some who have recently left us.

In November 2008, Alan W. Hall closed his final chapter in a very long life inspiring modelers, historians, aviation enthusiasts of all sorts. He was first editor of Airfix Magazine and founder of Aviation News and The original Scale Aircraft Modelling magazines, among his more well known long time successes. I was among the many who managed to meet and thank him for his role in my own pursuits, first at two UK Nats, then at a USA IPMS Nats and SoCal local contest! Alan didn't shy away from events even in his "old age" he always had a mischeivous twinkle and enthused passion for things. He is definitely missed worldwide.

Just as sorely missed and ever so sad for his passing so young as well, the early days of 2009 saw Mr Jacques M. Littlefield leave us. He lived the dream of many and shared with us his magnificent passion. His collection of military vehicles is the stuff of modern legend. Jacques was an extremely friendly and approachable man, He was a generous and gifted gentleman and again someone I was lucky enough to have had chance to casual confab with, thanks to the generosity of other modellers who knew him far better than I. A Toast to you, Sir!

While perhaps many of us won't be anytime soon amassing large amounts of AFVs (except perhaps in scale) Or running a number of publishing empires concerning "odd hobbies and singular pursuits" to delight of many, It does give me for one chance to point out we all are contributors to our public good in our own way every day. Do know that every one of you serves to inspire another whom you may not even realize or know, by ways and days uncountable but ever so valuable. We pass this way but once. Build, shoot the bull, tell tall tales or join in the collective woe of all who seek to finish the many yet see the few. No matter what, we can't without YOU.

REMINDER THERE'S A SPECIAL CLUB CONTEST FOR MARCH 2009

"NINETY DAY WONDERS REDUX"

We do KNOW WHO YOU ARE even if we don't have minutes published yet to prove it! So get underway BUILDING THAT GREAT THEFT. There's chance of more prizes to come your way that third Friday !

Ken's Mini Metro (continued from page 1)

produced in 2001. The distinctive long narrow fuselage is probably the most distinctive spotting characteristic of the plane. Nicknames for the plane include the San Antonio Sewer Pipe and Flying Pencil. An advantage of this arrangement is 1 1 seating where every seat is both as a window and aisle seat.

I did a little research on the Empire, Air Oregon, and Rio Airways markings before choosing Rio. A one color mustard yellow fuselage and pretty red markings helped to make the decision for Rio. A check of Wikipedia found quite a bit of information about Rio Airways as well. It was a small Texas based regional airline with quite a bit of labor turmoil during its history. Rio was based in Killeen Texas. It began operations in 1971 and went out of business in 1987. At one point the airline had a code share agreement with Delta where tickets were sold under Delta Connection brand name. Prior to the Delta Connection, Rio Airways operated independently but shared terminal gates at DFW first with Texas International Airlines and later with Braniff. Prior to flying at DFW Rio Airways operated at Dallas Love Field. The first mention of labor issues was in 1972 where pilots initiated collective bargaining efforts which were vigorously opposed by management. Appeals by popular pilot Mike Mills convinced the pilots to reject joining a Teamsters Union. Two years later the pilots group was dissatisfied with management's failure to carry through with promises made to discourage the former unionization efforts. This time Mike Mills initially solicited the union efforts and handed out the solicitation cards. The pilots unanimously voted to be represented by ALPA/UPA. After a year of failed negotiations the NLRB mediator declared a thirty day "cooling off" period and recommended to the pilot group that "only a strike will force the company to abandon coercive and probably unsafe practices against the pilots". The pilots had almost a 100% walk out beginning in August of 1976. Management pilot Herb Cunningham, and line pilots Mike Mills, Calvin Humphry, Will Kilgore, and Hugh Longmoor remained with the company. The company hired replacement pilots from across the county who quickly discovered that the airline was under a labor dispute. The strike continued for two years with no UPA pilot returning until August 1978 when pilots Calvin Humphrey and Mike Mills organized a new union that decertified from UPA and established the Rio Pilots Association. The Connell family owned Rio Airways and sold it to a Houston investment group in 1986. The airline ceased operations in 1987. Quite bit of internal history for a such a small airline.

As I stated earlier my introduction to the Rareliners Metro kit involved dropping \$5 at a vendors table at the Kansas City AI Convention. Both building the model and talking with Bob Woodling have given me a huge appreciation of the model. Bob chose the Empire, Rio, and Air Oregon markings to help market the kit as one airline was from the east coast, another the midwest, and the latter the west coast. The Metro kit was his first and last model produced. At the time he was busy with work and family and had crossed the fine line between having a hobby and business. Bob said he created the kit because his friend Greg Reynolds had built a small injection molding machine. They figured that a 1/144 scale Metro kit would be just right to produce on the new machine. Bob designed the kit parts and Greg produced the molds. The machine was located in Greg's garage. Bob recalled that it was a pretty slow process to produce one kit with a pretty high rejection rate. He even used Pam spray as a mold release agent. Bob produced about 1000 kits and then ended up selling the molds to Clint Groves of ATP. Clint hired Leon Manoucherians of Leoman Kits fame to produce the Metro. The kit was thus modified with the vertical tail as an integral part of the fuselage. ATP sold the bagged kit with BigD decals for Southern and Air Wisconsin.

The initial test shot of the Rareliners Metro II kit debuted at the 1982 World Airline Society Convention in Newport Beach. A built up model in yellow was displayed without decals as Colortone hadn't delivered them in time. After the convention Clint Groves from ATP pestered Bob to produce as many kits as he could because he thought it would be a good seller. Clint even listed the kit in the ATP catalog before receiving any kits to sell. The first batch delivered to ATP ended up flying on Air Cal from Seattle to San Jose. Clint also submitted a copy of the kit to Koku-fan in Japan and it was reviewed in February 1983. Some comments about the kit included that it contained obscure airline markings but that readers would enjoy the kit because it was "cute" due to its small size. They thought that there were too many parts for a small kit and that the plastic was rough. The props were not perfect and the nacelles detail was not perfect either. The decals were rated superior but the \$6 kit price was too high. There were also other kit reviews published including one in the IPMS Journal. As a finale to his kit production Bob offered a 3 in 1 box set of his kits at the 1985 WAHS convention in San Jose.

The behind the scenes story of the injection molding machine is worth telling too. The machine is still in Greg Reynold's garage and is called the Guano Machine. The machine got its name as one of the collaborators was Wes Moore who had a model company named Guano Zeppelin and Aeroplane Works. The Metro II kit was initially molded in black plastic that was industrial regrind plastic. In the very beginning chopped up old sprue, plastic spoons, and such were used but created a serious quality control issue. The varying plastic had varying melting points, shrinkage, and brittleness. The different colors all swirled together sometimes looking like cat vomit. The next step was to use virgin un-dyed styrene pellets. The higher quality plastic solved some of the



quality control issues but the plastic was translucent and didn't look very good on the sprue. A further development was to buy pre-colored styrene but finding a source that sold small quantities was problematic. Greg bought a few drums of black re-grind from a Seattle supplier. The black was easy to buy but difficult for modelers to paint over. Later he found a manufacturer that was selling and promoting "sample" 50 gallon drums of custom colored resin in their new "super flow" styrene. After careful consideration Greg sent the company an RLM 02 Gray sample for the color he wanted. At the time it seemed like a

large money investment but they ended up using several drums. The early Metros were molded in black and the later ones in gray. My two copies are in black. To this day the Guano Machine and a five gallon pail of gray styrene are still in Greg's garage.

My kit went together though not without some excitement. The plastic is a little rough but nothing some sanding didn't take care of. I used Plastruct Liquid Cement for the majority of gluing. I used Squadron Putty thinned with acetone to fill in the seams. The acetone must have dissolved some of the glue as I had a problem with the tail falling off twice as well as some serious re-opening of fuselage seams during construction. Alignment of all of the parts was bit of a challenge as well. I glued the nacelles onto the wing first then joined the fuselage halves and wing together. The nacelles could be a little straighter. Next time I'll do the fuselage first then wings and nacelles last. The landing gear was also pretty "fiddly" as could be expected for such a small model. Five minute epoxy was my friend as it gave me some time to line up the wheels on the struts as well as join the struts to the fuselage. The five minutes of working time comes in handy when trying to keep everything aligned. The instructions call for silver props but my photo shows black props with silver spinners so that is how I painted mine. I dealt with the issue of painting a bright yellow over the black plastic by first priming with gray then white paint before painting with Tamiya Camel Yellow paint. The paint seems a little darker than in photograph but was the closest I could find. I over coated the decals with Microscale Liquid Decal Film so they wouldn't shatter. The decals took a little while to float off the backing paper but went onto the model very nicely. My



model is almost complete. I used a Sharpie marker to do the wing and tail de-icer boots but will most likely use some strips of black decal trim film once all of the holiday excitement ends

Even though the plastic Metro II kit is no longer in production there is a resin kit produced by Contrails Models that is listed on Drawdecals website. There are still quite a few decals listed on Ebay. Both out of production as well as new ones produced by company called Pointerdog7.

I had a blast researching and building my kit. I think the popularity of a Metro kit is due to its unique shape as size as well as its possible rareness. They are rare but not as much as one might think. Special thanks to Bob Woodling, Greg Reynolds, and Frank Duarte for their help with my article. – Ken fini

November 2008 SVSM MEETING as recorded by Messr Chris (with minor edits by Mick Burton who confused everyone)

At the November meeting, the membership was given a gentle reminder that *dues are due in January for all members*. That's very important, since we've again booked the Santa Clara Convention Center for our annual contest, so revenue is an issue of great importance.

In model talk... Paul Bishop's Trumpeter 1:32 SBD-5 Dauntless was built while he was home with a bout of kidney stones! He used Eduard pre-painted seat belts and placards in the cockpit, and he wired the engine himself. Dave Balderama is toiling away on Hasegawa's venerable F-100D Super Sabre in 1:72, Airfix's even more venerable Armstrong Whitworth Sea Hawk FGA.3, and 12 Squared's not that venerable but still pretty rugged Heinkel He 178. Greg Plummer tarted up Roco's 1:87 M60A2 as a practice session for his 1:72 Starship; he says it's the most accurate M60A2 out there and doesn't come totally assembled, so he did have to do some building. Ron Wergin finished Tamiya's Panzer VI Panther in the ambush scheme and outfitted it with night vision gear. He also added a Prieser crewman to Italeri's 1:72 Sahariana scout car; he says it's a beautiful model. Steve Travis calls Czech Models' Yak-15 "a brute," but he wrestled it to completion and installed a True Details cockpit to boot. Steve painted his model as a member of a demonstration team. Bill Ferrante marveled at the uniform nature of the parts in the Roden Albatros D.II – they all fit badly and there's lots of flash! He's slowly plugging away at the fighter. He's just about finished his Bell X-1E from Special Hobby; after fighting through some fit problems, he discovered that the model needed weight in the nose and had to improvise to prevent it from being a tail sitter. Bill finished the rocket plane with a coat of Tamiya primer white. Frank Babbitt went right to the source for decals for his Hasegawa 1:72 Saab Draken; he got them from a hobby shop in Sweden! In a larger scale, Frank's tackling the DB Conversions RF-101 Voodoo; he said the toughest part of getting the model together was the intakes. He sawed a Black Box Voodoo two-seat cockpit in half to get an interior, and he plans to finish the model in Southeast Asia tactical camouflage. Mark Hernandez was pleased that Bronco Models' 1:35 V-1 rocket came with a dolly. The fact that it fits very well is a nice bonus! Shervin Shembayati really likes Hasegawa's 1:48 Bf 109G-2; he built Assi Hahn's aircraft four years ago, another example two years ago, and he now has a third one under construction. He's finally finished his colorful 1:72 Hobbycraft F-89 Scorpion, and now he's at work on the Hasegawa Fw 190A-6 and Fw 190A-8, which surprised him by being totally different kits. Ken Miller's Ace A-7 is a "nasty" kit, he says' he threw it together quickly, "kid style," for a nostalgic modeling experience. Ken has his rare 1:144 Swearingen Metro together and on its gear; the Rareliners kit needed some putty, which Ken smoothed with acetone, but the acetone dissolved the glue, leaving him back where he started! Hanchang Kuo pulled out all the stops to transform AFV Club's 1:700 Knox-class frigate into the Yang, a Taiwanese frigate that has been extensively modernized. Hanchang used plenty of Gold Medal Models photoetched parts during the course of his 5-month build. Andy Kellock marveled at Monogram's 1960s-vintage Jaguar E Type; Andy's finished model boasts loads of details that he did not have to scratchbuild himself. He made his own markings to depict his Porsche 908 as the car driven by Gerard LeRoux and Hans Herrmann at LeMans in 1969, using the excellent Paul Fisher kit to depict the second-place car and the last 908 to run at LeMans. Mark Schynert spent very little money on his HobbyBoss 1:72 MiG-3. He says the simple cockpit is disguised well by a thick canopy – which doesn't fit well, by the way. He's also built the tiny Eastern Express B-2 rocket interceptor, which again fits well except for canopy. Ben Pada outfitted Tamiya's P-51D with a True Details interior and pilfered a sliding canopy from Hasegawa kit. He also added rivet detail with his home-made rivet tool to Hasegawa's 1:48 Bf 190G-6 plus added the decals prior to weathering. Postoria Aguirre brought in the spectacular new Revell of Germany 1:24 touring bus, which he says has about 400 parts. The ETA for completion on this is as yet unknown, but the ambitious P.A. has bought two of these kits! John Haley, our friendly neighborhood paleontologist, brought in a few of his fossil restorations; he's looking for a few good airbrushers to help with his work. Roy Sutherland discovered that painting the checkerboard nose on an Fw 190A-6 in 1:48 is easier than he ever imagined; Roy learned his masking technique from Lyle Tsugi, who used the same technique on a 1:72 butcher bird. Chris Bucholtz has the interior of his Academy P-40E painted and ready to install into fuselage. His Tamiya 1:72 P-51D-5 now has the blue band and stars around its nose, the first steps in a somewhat complicated painting process. Mark McDonald's Trumpeter C.1 Ariete tank was challenging enough before he spilled glue on one of the tank's machine guns – luckily, he found a photo of an Ariete with only one! Laramie Wright says there are lots of fit issues with Trumpeter's 1:35 Leopard 2A6; he coated the top of the turret of his model with Tamiya primer and stippled it with a brush to capture the cast texture. Laramie says Tamiya's Panzer II has a few mold seams on the spring arms and the fit of the armor plate is not so good. Kent McClure's Monogram Willey Ley passenger spacecraft is a real throwback to an earlier age and features enormous rivets, which seem like an iffy construction technique for a spaceship. Kent's built the Hawk "Digger" in the style it deserves (with a road sign pointing toward Fremont, even!), and he's completed his Hobbycraft P-40E in the colors of Col. Richard Baseler's "Big Stud." He had some problems with the red paint pulling up with the masking, but it's all touched up now. Eric McClure's Tachikana – or "think tank" – was featured in the Japanese cartoon "Ghost in the Machine." Eric said it was odd in that you had to paint all the parts before you could assemble the model. Mike Burton showed up with a Monogram 1:48 Fw 190 being turned into the "Fred," the sole Japanese example. He has underway an Otaki Fw 190 turned into a two-seater using the Falcon vacuformed conversion, and he has nearly finished a Hasegawa 1:48 Zero in an interesting multi-color camouflage scheme. Mike's 1:72 X-32 "Monica" came from the Italeri kit, built stock since vying for "X-Plane Trophy" award at

Lancaster (AVG) contest. Lastly, Mike chose to confuse things by showing a 1/72 scale Bell P-63D "Bubble Top Snake" perched atop a Czechmaster resin kit of the same. Turns out he was merely showing that after years of toiling to mix/match old Wings 72 vac kit canopy with much later released Toko P-63A Kingcobra (involved much creative profanity whilst in study of what "Wings" didn't tell you about detail differences of cockpit, eye strain poring over printed photographs) to get what he thought was nearly one of a kind model of a one off for his "Bell King Snake Collection"...along comes a year later this lovely Czech resin kit of the same. With complete set of decals. Two canopies (significant to Mike in that he had only the one carefully hoarded from the Wings 72 kit, which has never been seen again since he bought one at San Antonio Hobby millenium ago). Grim satisfaction for Mike taken in that still his research will pay off, the expensive little kit still lacks correct cockpit detail the CMR creators didn't get all of this perfect. He thanked President Randy Ray for getting him apprised of kit's existence, and for keeping quiet about the robbery he committed to afford to purchase same. (KIDDING!)

Cliff Kranz built an Otaki F6F-5 and a Tamiya A6M5 specifically for the Northern California Friends of the Aces talk by Navy Aces on Nov. 14. He added an Engines & Things Sakae radial to the Zero, and he made the mods to turn the F6F-3 into a later model. Cliff is also building Monogram's old Mosquito as an NF.6; he plans to use the little bottles of Testors paints to recapture the old way of building. And the Model of the Month goes to... The Ohio Class SSBN by Paul Bishop! Paul used Dragon 1:350 kit to build his boomer, and it went together well except for the hull halves and the missile bays.

In our club contest, "Turkeys, Tailfins, Tows and Targets," Mike Burton entered in three categories. His three "Pinball" P-63s qualified as targets; they included a RP-63A #1 Pinball conversion created from Toko RP-63G kit, a similiarly bashed RP-63C from Toko kit, and Toko's RP-63G out of box. Also in the target range was his Ryan BQM-34C Firebee, which Mike took from the Testors 1:72 DC-130 drone controller kit, and an Edwards Air Force Base-based U-2 "photo target" built from the Airfix kit. His towed subjects comprised an Airmodel Cornelius XFG-1 fuel glider (which would have been towed behind B-29s), a vacuformed An-7 Soviet WW2 assault glider, a Monogram 1:72 AD-5 Skyraider finished as a target tug and a Hasegawa P2V-7 Neptune configured as a Guantanamo Bay-based drone carrier. In the Turkey category, Mike entered a Turkish B-10, built from a vacuform kit combined with very old Microscale decals. Mark Hernandez' turkey was his Northrop XP-79C "Batwing" conversion from the PM Horton flying wing, which was manufactured in Turkey. Among the Tailfins, Andy Kellock's AMT 1957 Ford Fairlane stock car came from a street car - he scrapped the interior, made a roll cage for it and used Fred Cady decals to give it some color.

And the winners were: in the Tow Category, Laramie Wright, for his M113 with TOW launcher. Laramie built the Tamiya M113, then added an EES resin conversion (a very early example of aftermarket parts) to give it a ballistic tent. Laramie totally rebuilt the tent, poles and bows and finished it as a vehicle from the 40th Division of the California National Guard. In the Tailfin category, Andy Kellock for his Purple Chrysler Fury! This was a slammer of a kit, and a sink mark in the hood pestered Andy repeatedly, sinking in a most insidious way even after filling, sanding and painting. In the Turkey Category, Paul Bishop, with a 1:48 TBM-3 Avenger. Paul used the Accurate Miniatures kit and said he was amazed at the level of detail in the kit when it came out. And in the Target category, Jim Lund brought in a collection of turkeys - the Czech Resin Douglas XBT2D-1 Sky Pirate, the Esoteric XBTD-1 Destroyer, and the Airmodel Heinkel He 46 "Hen Turkey" or Pava as it was known to the Spanish Nationalists. Awards source and Judge Mike Burton adjudged over the objections of the respondent Messr Lund that his magnificent work in collection, though not deliberately entered in the contest per se, certainly merited award and should be recognized as being "right on target". Acclamation by witnesses did seal the deal. Afterwards, our Mr Lund graciously donated his awarded 10 dollars to the club treasury, so everyone won!

**CONGRATULATIONS TO
PAUL "Stones" BISHOP
FOR WINNING NOVEMBER MODEL OF THE MONTH**



A LOOK BACK AT THE GREAT MILPITAS TURKEY SHOOT!

An overview of the “field of battle”, most contenders are in view, Jim Lund’s collection placed is elsewhere on table as he intended. Here you can see (rear L-R) An-7, XFG-1 Gliders, BQM-34, AD-5, P2V-7 RP-63A, C, G “Pinball” Targets (front) TBM Avenger, XP-79C, B-10 (All Turkeys) M113 TOW U-2B Edwards Photo Target, Tailfins colorfully covered by ’57 Fairlane Stock Car and a prize plum Plymouth Fury.



Opting himself out of contest, Judge Mick Burton began to deliberate for the plaintiffs...



PRIZE WINNING TURKEY: PAUL BISHOP’s Avenger. Well executed in always attractive Atlantic ASW scheme.



PRIZE WINNING TOW: LARAMIE WRIGHT’s M113 with Tented TOW launcher arrangement!



PRIZE WINNING TAILFINS:
ANDY KELLOCK’s Plymouth Fury in Plum

Apparently, this vehicle nearly turned Andy purple with anger over the persistent sinkhole which seemed to return with uncanny manner, consistent with another famous “royal” Fury...



PRIZE WINNING TARGETS:
JIM LUND’s Turkey Grouping

Only room to show 2 of 3 here. “King Turkey” XBT2D-1. The Queen was BTD-1 (not shown) Lastly, He-46 “Hen Turkey”

REMINDER THERE'S A CLUB CONTEST FOR FEBRUARY 2009

THEME IS "It's RED"

On theory it's never too early to announce a chance to win something, in this case USG gift certificates (aka 10 dollar bills), here's an open invite. While many do know that almost all Silicon Valley Scale Modeler club's in house "club meet contests" are essentially wide open to anyone not just members on active duty list, not all do. So here I reinforce that concept while asking for more competition from the anonymous public who visit our meetings occasionally. In keeping with the Valentine spirit..."It's Red" Eligible subjects: Directly obvious are any and all crimson colored items of any type. Others not so obvious, include any and all Soviet military items, Ferraris in their native colour (guess), Red Star insignia'd air/land/sea vehicles (Romania, NKPAF are just two which come to mind, others available). Revolutionary War opponents figure to be on target. I could "drone" on, but I think you get idea. Put your heart in it, join in the fun. JUST MAKE SURE ENTRY IS "FINISHED" ok?

NOT TO BE OUTDONE BY SHORT MONTH, REMINDERS OF OTHER UPCOMING PLAYFUL EVENTS

Shermans March to the C

SVSM CLUB CONTEST THEME for MARCH 2009

Eligible subjects are: ANY SCALE, FINISHED, M4 Sherman series vehicles (tanks, ARV, etc) and immediate derivatives. Example at left is from Southern California, crew is refueling in effort to make it here.

This contest is being held in addition to our "90 Day Wonders Redux" (Your editor is supplying the awards for this, as his pet project contest)



ZERO HOUR!

SVSM CLUB CONTEST THEME for APRIL 2009



Eligible: Any scale, finished: Mitsubishi/Nakajima A6M "Zero" "Zeke" "Hamp" "Rufe" or A7M "Sam". Or "Double Zero" subjects ie; any USN CAG bird, North Am 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 EVENTS CALENDAR AS OF SVSM MEETING 01-16-09

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

JANUARY 16

COMMUNITY ROOM

Milpitas Police Administration Building

1275 N. Milpitas Blvd

Milpitas, CA

