



# THE STYRENE SHEET

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A Publication of the Silicon Valley Scale Modelers, A chartered Chapter of International Plastic Modeler's Society, USA branch.

## KENT LEADS US OFF WITH HIS BIG RED ONE



### Tell Me About It, Stud

By Kent McClure (with apologies to Grease)

While digging through my stash of models one afternoon, I came upon the Hobbycraft kit of the Curtiss P-40F in 1/48<sup>th</sup> scale (kit number HC1413). This was either my 1<sup>st</sup> or 2<sup>nd</sup> 1/48<sup>th</sup> scale kit of a P-40 that I had ever acquired, this time courtesy of our annual gift exchange in 2005. For some strange reason it sparked in me the idea of doing at least one copy of each version of the 'Hawk. To be perfectly honest, why I had decided on this project is beyond me. Somewhere forever locked in that grey matter that I call a brain is the answer, but every attempt to come up with answer seems to end up with a "Reboot" command (maybe it was a "punt" command. Who knows). In the long run, it doesn't really make any difference as to the "why". I had a goal in mind. But to achieve that goal I decided to put a number of limitations on my efforts. First and foremost was the decision that, as far as construction would go, the kits would be built out of the box. No photoetch, no resin replacement parts. The model would have to stand or fall on its own merits. Decals, on the other hand, could be aftermarket or a cut-and-spliced effort if none were available of the specific aircraft. Last was that I couldn't take more than what I call a modeling year to complete the kit (a modeling year is the time between our annual SVSM contests, whether or not that is a calendar year).

Armed with these restrictions, I chose as my subject "Stud" - a P-40F-20-CU flown by Lt. Col. Robert Baseler, the group CO of the 325<sup>th</sup> Fighter Group, 12 Air Force, based in North Africa. What made this particular aircraft jump out at me was that it was basically a PR scheme that, according to AeroMaster Decal sheet 48-217, never flew operationally. The aircraft was basically flat black with gloss red spinner, cockpit canopy, fuselage flash, ailerons, then a yellow and black checkerboard applied to the rudder, horizontal stabilizer. I had heard about the quality of Hobbycraft's 1/48<sup>th</sup> scale kits and somewhat apprehensively opened the box. I (**continued on page 3**)

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

We sadly have lost one of our own this past month, Thomas "Tom" Harrison, shortly after learning of his illness. Our Bert McDowell has thoughtfully provided a fine memorial (found on page 4 in this Sheet) to Tom and I for one do thank him for it. In case you wanted to know, the photo there is of Tom in his natural element, enjoying a fine day of sharing business and pleasure with everyone at an event. I took it at the 2007 IPMS Nats in Anaheim.

Tom's contributions can't be wholly appreciated or cataloged in any fashion, but he truly should be remembered as one "forever young". True, his hair did "lighten" as it seems to do for all of us as years pass. If you knew him at all long though, you know that mischievous glint in his eyes never waned and it gave clue to the energy Tom always seemed so full of. Ever busy and yet always willing, able, ready to lend a hand to whatever project you were at, Tom's infectious enthusiasm reached many. He also had an impish sense of humor which likely will be one his traits I'll miss more in years ahead. Tom is best known to many now for his marvelous art in business to the scale maritime community, but I will always remember him for what I first found him passionate and serious about, combined with his penchant for getting himself too busy to live! This happened our first year in Milpitas.

Tom asked me as then President if he could contribute an idea + materials to a club contest. He wasn't making many meetings by that time due to business pressures, but stressed how much he appreciated the way we as an E-board tried to make sure the silly as well as the serious part of our hobby was given equal time especially with our "in house contests". Tom stressed how much that was a key factor in our club's longevity in his estimate, all the while grinning as he had some sort of leprachaun gene in him and I was the new Yank at the rainbow's end.

Well Tom's plan which I wholeheartedly endorsed and planned to participate in (but only as contestant) was a fine one, you had 3 months to build a Smer Dr.I Fokker Triplane, which was itself a passable copy of the ancient Aurora molding, Tom and I both recalling that they once were the ONLY choice you had in WW1 1/48 scale.

He chose that on purpose, to challenge the modelers to do their best in the old tradition now that there were so many better (aka easier in one's lifetime) building choices in same arena. Tom brought us the kits on his dime, he wanted the club to get the 5 dollar cost from each contestant for entering as part of his generous catalyst, and rule was if you won first place you got your 5 back. Well come contest time, we had a fine turnout of Tripes not all who started out on Tom's watch, not all in "legit" schemes (Go Team, Tom be proud!) and no Tom to judge.

I was furious and frustrated and entirely without sense as to what to do and how to proceed, taking myself and the situation entirely too seriously. I managed to regain some sense of proportion eventually, thankfully and with help of that same group of modelers present had contest judged, awards given applause and glad tidings all. My thoughts on dear Tom at the time I am ashamed to admit, were not in that same happy place. Ahh memories...

He had a good laugh with me and on me when I finally caught up with him later that year at an event, apology for his being overwhelmed and forgetting all about when we were having the "big finish" plus that he to judge.

I learned a lot from that night of "Tom's Contest" about what's important to keep and what to let go of. So my friend, while you may have left us for a chapter of higher calling, your special spirit will always be here.

## **REMINDER THERE'S PAIR OF CLUB CONTESTS FOR MARCH 2009**

EDITOR'S THEME IS "**Shermans March to the C**" for # 1

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

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



**AND ALSO, FOR #2, The PRESIDENT'S THEME IS "90 Day Wonders Redux"**

Any item that is connected to our December 2008 meeting "Theft" is eligible. No restrictions on how you choose to have your item(s) completed (stock or wild, anything goes) JUST MAKE SURE THAT ENTRY IS "FINISHED"

## *Kent's PR Hawk (continued from page 1)*

was quite surprised as to what I found. The kit was cleanly molded in light grey plastic with the very nicely done clear parts in its own plastic bag. There was a very minimal amount of flash present and what mold lines existed (such as on the landing gear strut) cleaned up very quickly. The scribing was neither too deep (a la Matchbox) nor too shallow (a la your favorite east European kit). There was no ejection pin marks to be found on the kit, and "tape" fitting the major components showed that the panel lines matched up properly. Everything seemed to be in its proper place. Construction of the kit was pretty much straight forward and loosely followed the steps per the instructions. The cockpit interior, wheel wells and the inside of the gear doors were all painted Testors Acryl no. 4736 Interior Green. The instrument panel and certain boxes along the interior wall were painted flat black. This was put aside for a couple of days to completely dry before a wash of turpentine and black oil paint was applied. After drying completely, I went back and dry brushed the interior. The instrument panel was painted flat black and the raised surfaces on this were highlighted using a silver Prismacolor color pencil.



During the downtime waiting for the various washes and paints to dry I decided to do what I call preventive maintenance. Thus I deepened the panel lines around the areas where I expected to do sanding. Once that was completed I glued together the wings and wheel halves. Now according to the information I had this P-40 F had one .50 cal machine gun removed from each wing as well as the radio (Histoire & Collections Pilots and Planes #3, Curtiss P-40 From 1939 to 1945). Unfortunately, it did not state which machine guns were removed and none of the available photographs gave any clarification. I reasoned that it must have been the outboard gun on each wing and proceeded to delete it. I also used the time to clean up and paint the gear struts.

Okay after all this was done what was I left with? There's the wing assembly, a cockpit assembly, a couple of wheels and two fuselage halves. Time to glue the fuselage halves together. A no brainer right?

Well unfortunately I left my brain turned off. You see I had forgotten about two minor things – the propeller mounting pin (no biggie) and the radiator (biggie), which I left off to paint. I didn't want to break open the glue joint since I had cleaned the seam and all, so I somehow finagled the radiator in to place and superglued it. The propeller mounting pin was much easier as I made the rear part of the pin a constant diameter.

I was rather surprised that after gluing the wings and the stabilizers on there really wasn't that much puttying that needed to be done. There was a little bit on the top of the nose, very little on the stabilizers and even less on the cowl flaps and the actual underside joint of the wings to the fuselage. The one place I had trouble getting a smooth joint was in the wheel well for the tail wheel. It was split down the middle lengthwise and was rather finicky trying to sand it smooth. One area of confusion though was the left and right main gear inner doors. The instructions weren't quite clear as to exactly how these should have fit and there was the possibility that they could be put in upside down. I had to go off on to the web to look at various completed models as well as photos of the real aircraft to allay any fears that I might have screwed up.

Once I was satisfied with the basic construction of the kit, I was ready to prep it for painting. The kit had been given a light wash down since it was given an extensive bath when I first started the project. The radiator intake was stuffed with moist Kleenex as were the wheel wells. The canopy was then temporarily affixed using Krystal Klear and masked off with Parafilm. Time to spray paint!

Well, almost. Since the aircraft was two colors – red and black – it was a no brainer as to which color I was going to spray first. My only problem was that I never had used ModelMaster Acryl paints before and wasn't too sure as to how to thin it. I asked the usual questions during both the Fremont and SVSM meetings, but had to see for myself as to what would be the best thinner. So I devised a little experiment. In my handy dandy, six cup palette I placed a couple of drops of red paint into each of the cups. I then added various thinning agents, stirred and applied the resulting paint to appropriately marked test sprues. Alcohol and the thinner from Tamiya

paints worked the best. The absolute worst was Polly Scale Airbrush thinner. This caused the paint to congeal almost instantaneously. I tried even lacquer thinner, but could not get the paint to smooth out enough to want to risk it. So, my final decision was to thin the paint with alcohol and shot a couple of coats of red in one afternoon. I let the paint dry for a couple of days before I tried to mask off the fuselage flash. What I did was use Tamiya Tape to delineate the upper boundary of the flash, then covered most of front half of the fuselage. I also used the tape to mask off the ailerons before spraying the first of two coats of black. I then went back, removed the tape and used fresh tape to mask off the lower demarcation line. It was a perfect idea. Only problem was that the tape lifted some of the paint off, and it wasn't small chips. It was big chunks! Well, I figured that I might as well continue since if it already pulled off the paint on one half it probably would do it again.

I taped off the lower demarcation lines and tried to use Post-its to cover as much of the red area that I wanted to keep. A couple of coats of flat black was applied, left for about a day to dry. Then came the dreaded tape removal. This time less of the red paint pulled off, but there still was some. I tried to come up with some way to mask the area and touch up the red paint but really couldn't come up with one. So I sucked it in and decided to try my luck at trying to spray the touch up freehand. I grabbed my fine tip, cranked the air pressure way down. After 3 or 4 test passes on some scrap, I figured that I got everything to about where I wanted it and had at it. The results were fair, but in the end I had to break out a fine tip paintbrush to clean everything up.

Back to letting the kit sit for a couple of days to fully cure and then it was time to spray my favorite gloss over everything – Future Floor Wax. This turned into a two day event as I shot the top half of the airplane first, let it dry for a complete day, and then shot the bottom half. Another couple of days were spent waiting for the Future to fully dry before I started to put on the decals. This was my first time with any checkerboard designs at all. I was quite happy that the tail and horizontal stabilizer decals fit the kit parts rather nicely. I applied the top half of the horizontal decals first and let them dry for about a day and a half before I cut out the elevators and applied more Micro Sol. I did the bottom half in a similar fashion and then attacked the vertical tail. Now this is where I screwed up by not leaving well enough alone. I had done one side of the tail/rudder assembly and noticed that some of the decal hadn't sucked all of the way down. I thought it was because I needed something a little but stronger, so I then applied some Solvaset and tried to use a wide bush to smooth it out over the bumps. Wrong! What I succeeded in doing was to cause the decal to distort slightly to the point where the diamonds were no longer perfect. I walked away from everything for about two days to detox.

When I finally got back to the kit, I broke out the airbrush and flat coated the entire aircraft with Polly Scale Flat Coat, knowing full well that the red was supposed to be glossy. A couple of more days were lost waiting for the paint to cure completely (maybe this is one reason I have multiple projects going on all the time). Then with a number of different size paintbrushes and a palette cup filled with Future, the red markings were glossed over and the kit was placed back into a dust free environment to dry.

A few more days lost (or continued progress with my 72<sup>nd</sup> scale Model T WW1 Ambulance) before I turned my attention to the canopy. I popped off the canopy (and it really didn't want to come off), started to peel off the Parafilm, and realized that I was lucky that most of the film pulled off easily. But I'm not too sure that I would use it as my mask of choice if I tried to do the individual panels of the canopy. Perhaps on a bubbletop I would but otherwise.....

With the canopy separated from the airplane and from the windscreen, I noticed that the area directly behind the canopy, where you have the insets for the glass, wasn't completely masked off. Out came a paintbrush again. At this time I also had to "modify" the front windscreen. It appears that on later model Fs there were additional bracing and an armor plate added. I replicated this via paint simply because I couldn't think of a better way to do it. I glued all of the glass back on using Formula '560' by Pacer, a product that I found on a trip out to Yanni's Hobbies. I also used it to fill in the landing light under the port wing. I think it worked better than the old Krystal Klear that I used to use.

Final tidbits included putting on the landing gear, gear doors, antenna and drop tank and adding antenna wire of stretched sprue. Strange as it might sound, it was at this point that I suddenly realized that the last time I had completed (key word – completed) a 48<sup>th</sup> scale kit was way back in the dark ages during high school. I think it was the then new Monogram Dornier Arrow!

Looking back at this project, I have to conclude that I had a lot of fun and grossly misjudged the quality of the Hobbycraft kit. I've also concluded that if I ever build for a specific deadline, be it a contest or a show deadline, I'd better have at least a one year lead-time or I am not going to make it. – *Kent fini*

*Silicon Valley Scale Modelers remember and salute one of our own*

**TOM HARRISON – R.I.P. 02/25/09**



**This hobby of ours has lost a real friend with the passing of Tom Harrison in February, 2009.**

**I first met Tom in the late 1970s at our place of employment, Western Electric in Sunnyvale, CA. His hobby was building WW I aircraft models and producing vacuform kits of same. He drew up his own photo etched parts for things like spoked wheels and machine guns. He noticed my lunch time occupation was building ship models and we hit it off immediately. I drew up some my own ideas and he improved on them until the parts worked. I think that was the time I got him hooked on warships. I may have done a few less than twenty P E sets for him but from then on, the whole catalog was Tom's. He became better versed in naval matters than I'll ever be.**

**He was an innovative creator of many kits and sheets of P E brass. His kit of the 1/350 scale Essex class carrier of WW II in resin was a first in the industry, being introduced at the 1998 IPMS convention. Unfortunately, Tom received more orders than he could produce. He gave his patterns to Trumpeter to do the injected version but smartly insisted on receiving an early test shot so he could measure his brass to fit the kit. He felt it was a good trade-off for the modeler as the resin kit was too expensive for the average wallet anyhow.**

**Tom was always easy to talk to and many found him to be a very giving person. Favors were not uncommon with him. He was also a friend to his local IPMS club, the Silicon Valley Scale Modelers, contributing to their contests and was also a sponsor in a number of IPMS national conventions.**

**Tom's loving wife Carolyn says that their kids will attempt to keep producing Tom's catalog of products for a while in his name. They knew how much Tom enjoyed his work and the many contacts he made over the entire planet. All those contacts, including myself, will sorely miss him**

**-Bert McDowell**

*If you would like to pay your respects to Tom, his wife Carolyn has graciously informed us :*

A memorial service for Thomas Harrison will be held on Saturday March 28 2009 at 10 am.  
The church is **Redwood Covenant, 3175 Sebastopol Road, Santa Rosa CA.**

In lieu of flowers, please make donations to:

The Journey Center, 1601 Fourth Street, Santa Rosa CA 95404. Ref [www.journeycenter.org](http://www.journeycenter.org) for more information. This is the ministry that Tom and Carolyn have been joyfully involved with together.

## February 2009 SVSM MEETING as recorded by Messr Chris

At the February meeting, Chris Hughes gave us an update on the fate of the Littlefield armor collection. Free tours are a thing of the past; individuals are now \$20 per person, and there will be no more climbing on the vehicles because of liability issues. Volunteer opportunities have not yet been worked out.

Bert McDowell provided a brief update on Tom Harrison's condition; Tom has since passed away. More on Tom elsewhere in this issue.

In Model Talk... Chris Hughes said his HobbyBoss KV-1 in 1:48 scale went together very well. The tracks needed a bit of clean-up so Chris made a jig to help with the sprocket alignment. Victoria Hughes completed the 1:48 Tamiya Volkswagen Bug she won at the Kickoff Classic – she said it was a really fun kit! Jack Clark did a fine job on Dragon's 1:16 Panzer Grenadier figure; he said the model fit quite nicely. Cliff Kranz is revisiting models of yore with his Monogram 1:48 DH Mosquito. Cliff is building this old timer as an NF. 6. Cliff also crafted two Fieseler Fi-126 Storches into Condor Legion aircraft, adding scratch-built antennas to the upper wings. Cliff's big F-22 from Italeri is destined to grace the rafters of a boiler room, which Cliff said is the appropriate fate for such a horrendous kit. Cliff's also on a MAN truck kick, having built the 10-ton model and bought the 7-ton model in 1:35 and now he's hunting for a 5-ton version. The Finns captured only a couple of Russian P-40s, but Kent McClure's Hobbycraft 1:48 Warhawk will represent one of them. Kent's also building a 1:48 Condor He 178 and learning a lot about scribing in the process – like, scribe as much as you can before assembly. In nearly the same scale is Kent's 1941 Willys Coupe, which he's building as a rat rod, using a variety of Testors paints to give it a shabby look. Shervin Shembayati's 90-day wonder could be the Italeri 1:72 Sahariana; Shervin's looking forward to learning to weather small-scale armor on this kit. Shervin's also building the Hasegawa Saab Draken in one of its final flight schemes; he said the relatively simple kit required a lot of putty, and the scheme required a lot of Tamiya white paint as an undercoat. Chris Bucholtz had a bout of energy and assembled the entire airframe of his Academy P-40E Warhawk, which is now ready for paint. Chris also got the decals on his Hasegawa 1:72 F-4B Phantom; the old Superscale sheet presented a lot of problems, with the carrier degenerating into a gelatinous goop (*which could certainly complicate the crew's arrested landing plans later –editor*) and several decals breaking into pieces. Parts of four different sheets were used to accurately capture VF-111's "Old Nick 201" as it appeared the day of its MiG shoot-down. Ron Wergin didn't care for the screws that hold together 21<sup>st</sup> Century Toys' 1:32 Bf 109G, but he did like the pilot figure. He says the finished model looks quite nice. Dave Balderrama's attempts at some turkeys – or models from Turkey – are still in the formative stages; the PM Models Me 328 and P.13 are still under construction, as are his Huma 1:72 Triebflugel and his A-Model 1:72 scale Kennel and Kangaroo cruise missiles. Mark Balderrama was busy this month, building a 1:100 Accurate Miniatures UH-60 Blackhawk, and so was Max Balderrama, but he accidentally launched his 1:72 Me 163 in to the backyard, from where it has yet to be recovered. Ben Pada was pleased to report that the unusual black-and-green camouflage on his Hasegawa 1:48 A6M5 Zero was authentic; Ben's also been hard at work on a Tamiya Bf 109E finished in his traditional Gunze Sangyo paint and Aeromaster decals. Mike Burton's building a Mauve 1:48 P-40L, using a re-boxed kit that came with decals for "Dammit," a North African Warhawk. Mike already has the azure blue underside painted. He's also working on a 1:72 Pavla Culver T2DC-1 Cadet drone, which he says may be impossible to keep from being a tail-sitter. Bill Ferrante showed



some cockpit sets for the old Monogram F11C and P-36 –still very good 1:72 kits – he cast for Starfighter Decals. He's also working on a HobbyBoss 1:72 P-39; this is not one of their better efforts, with a bad fit, too small a propeller, two intakes instead of four, and oddly-shaped wings. Jim Lund spent time dwelling on the intricate patterns applied the wings of Central Powers aircraft in World War II, most notably the hexagonal and polygonal lozenge fabric used to "disguise" them. To demonstrate his point, Jim brought in a Sierra Scale Models Friedrichshafen FF49C, a Classic Models L.V.G. C.VI, an Airframe Zeppelin Lindou CS.1, a Classic Models Aviatik D.I Berg, a Joystick UFAG C.1 and a Classic Models A.E.G G.IV., many of which wore lozenge decals from Americal Gryphon. Mike Woolson re-scribed and added rivets to Hawk's 1:48 F8F Bearcat, then gave it a beautiful coat of Model Master sea blue paint and SuperScale decals.

### ***Contestant Array for "It's Red" was indeed a sight to behold!***

Our contest this month was "It's Red!" Ron Wergin entered with an Fw 190 from Hasegawa, with its own little Prieser crewman, and a 1:48 Hasegawa A6M2, sporting a red hinomaru. Mark Schynert's red subject is a MiG-3 in 1:72, built from

the HobbyBoss kit; Mark says it's the best MiG-3 in this scale. Michael Connolley's red subject is a 1:48 red-tailed P-51D Tuskegee Airmen Mustang, "Bunnie," as flown by Roscoe Brown; Michael used the Hasegawa kit, lowered the flaps, and finished the model in Bare Metal Foil. Laramie Wright assembled Hasegawa's little 1:72 I-16 in a mere three days, a better time than the Soviets were able to make in construction of their Ratas. Mike Burton thinks the Bell L-39 swept-wing USN research aircraft was red, and he finished his resin kit in that color based on a comparison of the national insignia to the base color in black-and-white photos. Mike fought his way through the Miekraft Douglas D-558-1 Skystreak, which has now been superseded by the Special Hobby kit. The newest red rocket in Mike's collection is an A-Model 1:72 AS-1 "Kennel" missile, which he finished 10 minutes before departing for the meeting. Kent McClure took the old Lindberg Me 163 and scratchbuilt a cockpit and cobbled together decals for the first operational flight, which made pilot Rudy Opitz extremely angry (he didn't want to be flying around a U.S. bomber formation in an all-red plane!). And the winners were... in third, with his remarkable 1:16 Trumpeter T-34/85, was Paul Bishop. Paul says it's a really nice kit, and his skillful application of weathering did nothing but enhance this armored brute. In second place, with a 1:72 Revell Fokker Dreidecker, was Laramie Wright. Laramie says the model fits well, but it was a tough build for him; he broke a strut, put the landing gear on backward, and in general made lots of extra work for himself. And the winner, with a 1:72 Academy Me 163, was Bill Ferrante! Bill got the model at the gift exchange in December and says it fits together very well. He also built it as the first operational sortie aircraft flown by Rudy Opitz.

And the model of the month goes to... Kent McClure and his collection of red 1:43 race cars! Kent's collection included a Maserati, a Ferrari Testarossa, a Ferrari Dino, A Cobra Daytona, a McLaren Mk.I, a McLaren Mk. Ib, a P70 Mk. III, a Ford P68, March 707, an Alfa Romeo T33, and a Lola-modified Porsche 935 from a variety of manufacturers and in resin, plastic, white metal and die cast.



First Place Winner: Wild Bill Ferrante with The Red Komet



Looks like Bill was ready to take out Victoria's VW...Road Rage!!

**RANDOM PHOTOS SHOWING RESULTS OF FEBRUARY'S CLUB CONTEST ..." IT ' S RED "**

Second Place Winner: Laramie Wright with Dr. I Tripe in 1/72



Third Place Winner: Paul Bishop with a massive Russian T-34



## CONGRATULATIONS TO



### KENT McCLURE FOR WINNING FEBRUARY MODEL OF THE MONTH

### AND COMING UP NEXT MONTH IN THE STYRENE SHEET...



Find the beginning of this tail in an insightful small narrative by Bill Abbott.

Also suffer through the slings and arrows of my outrageous fortune at the hands of the judges at last month's "Red" show where I ended up in the dog house. Tis a short story, I promise

Also there'll be one last reminder of that month's club contest

### 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! Speaking of movies... 007 subject matters could conceivably... zero in

## UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 03-20-09

### 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](mailto:gregplummer@gregplummer.com), see also club website [www.svsm.org](http://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

### 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](http://www.ipmssd.org) Alternatively, contact Rich Durham by email [rwdurham@aol.com](mailto: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](http://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.

### Saturday, November 14 2009

**IPMS/Craig Hewitt** present their event ModelZona 2009 at the Commemorative Air Force Museum, 2017 N. Greenfield Rd, Mesa AZ. For details, contact Keenan Chittester 480-636-9720

NEXT MEETING:

**7:00 PM**

**FRIDAY**

**MARCH 20**

**COMMUNITY ROOM**

**Milpitas Police Administration Building**

**1275 N. Milpitas Blvd**

**Milpitas, CA**

