

Alaskan Airlines' L-100—Gold Nugget Freighter

By Ken Miller

Alaska Airlines development and use of the Lockheed L-100 was certainly a unique project in the history of airline operations. Lockheed developed the C-130 Hercules in response to a USAF GOR (General Operational Requirement) issued on February 2, 1951. Five months later Lockheed was awarded the contract to develop two YC-130 aircraft. The Lockheed design had many radical features for the time. The C-130 was the first American airplane to have turboprop powerplants. It had an unusual airframe design in that the fuselage was not cylindrical and the cargo floor was only 45 inches above ground. The tandem main landing gear with large low pressure tires enabled the plane to land, taxi, and take off from unprepared airstrips. A large empennage provided room to load and unload cargo from the rear ramp and also provided good control response on low speed approaches. The aircraft's nose was extremely blunt to give the crew excellent visibility. The C-130 aircraft ended up being a great success in military use.

The plane's success led Lockheed to consider having it certified for civil operation. In 1963, the company certified the aircraft as the L-100. In April 1964, the airplane made its first flight and by February of the following year it had been certified by the FAA. Both Alaska Airlines and Delta were interested in operating the L-100 commercially. Delta

was unwilling to take the risks at the time but eventually became the second airline customer for the L-100. Hard negotiations behind closed doors led to a deal between Lockheed and Alaska Airlines.

In April 1965, Lockheed Georgia provided their commercial L-100 Hercules demonstrator and crew to Alaska Airlines on a 30 day lease. The lease was a success and Alaska

went on to operate many L-100 aircraft. Alaska pioneered many firsts using the L-100. Alaska was the first commercial operator of the L-100. Alaska Airlines received its first of three L-100 aircraft from Lockheed in March 1966. This was aircraft N9263R, the next later in 1966 was N9267R and the third in April 1967 was N9227R. These three aircraft delivered by Lockheed were in the Alaska Airlines Golden Nugget freighter scheme.



Alaska Airlines took delivery of their first L-100 in March 1966. The first three ships were delivered in Alaska Airlines Golden Nugget freighter scheme.

N9227R was named "City of Juneau," N9263R was named "City of Fairbanks" and it seems likely that N9267R was named "City of Anchorage." L-100 N9267R was lost in a ground accident in Macuma, Ecuador in the latter part of 1967. The plane landed at Macuma Airfield, but the wheels sank almost 50 cm into the soft ground. Timber was placed under the wheels as a ramp. Engine power was used in an attempt to move the aircraft. Unfortunately the number 1 prop struck the ground and disintegrated. Debris struck the number 2 engine and started a fire that destroyed the aircraft. Luckily, no one was killed.

Alaska Airlines also operated the following L-100

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EDITOR'S BRIEF

Ah, spring is in the air. The sun is out and the birds are singing. It's time for a change —out with the old and rotten and in with the new and fresh. Yes, it's time for SVSM to have its annual elections. It is time to kick out the old scoundrels and re-elect them to the same positions. Well, actually we have to change the president. It's in the rules somewhere.

Our new president is Greg Plummer. Greg ran a bitter campaign against Laramie Wright who raised two hands to vote against himself. Greg is no stranger to the chief executive post and will run the meetings with cool efficiency and a dry wit.

Chris Buckholtz, Jim Priete and Laramie Wright are the vice presidents for the new term. Bill Ferante was re-elected treasurer and John Heck was re-elected secretary.

On other business: for those of you who do not have a membership in IPMS/USA, you should join. I find it hard to point out real tangible reasons for shelling out the \$25 it takes to be a member, but there are a few important intangible reasons. Sure, you get the journal and you get the opportunity to compete at nationals; but the reason I joined is because IPMS is the umbrella organization that pays for our insurance. This is no small deal. In our egregiously litigious society, every official gathering of us SVSMers needs to be covered by insurance — this means the monthly meeting and particularly the Kickoff Classic.

While our club might be able to weather a loss of coverage, most clubs would not. Not having insurance would mean that the majority of the IPMS shows you now attend, and even some clubs, would go the way of the Kennedys. Former President and current Region 9 Coordinator Chris Bucholtz says something similar over there —>

Chris' text is also now part of the SVSM Web site.

So pay up. You'll get a card for your wallet, a sticker for your car window and six issues of the IPMS Journal. You will also be strengthening the glue that holds this society together and helps it grow.

Speaking of paying money, the aforementioned Chris Bucholtz has reached deep into his very own pocket to pay for the new Region 9 Qualified Judge pins. Chris felt that judging at model shows is far too thankless of a job. Now, if you judge five shows in an 18-month period, you will be awarded a lovely

pin as a token of our society's appreciation. Good thinking Chris, and thank you! If Chris was reaching deep into your pocket for any reason, please alert the new club president.

Did I mention this is the April Issue?

- The Editor

RC 9 SAYS —

IPMS/USA is the national organization for scale modelers in the U.S. In addition to publishing the IPMS/USA Journal six times a year and organizing the IPMS/USA National Contest and Convention, the organization does other things behind the scenes that make the hobby more fun and help to ensure its survival and growth.

Perhaps the most important thing IPMS/USA does is to provide an insurance policy for every IPMS/USA-sanctioned event or meeting in the U.S. In many parts of the country, securing a site for a meeting or a contest requires insurance as a first step. Clubs affiliated with IPMS/USA get this through the organization; without this service, clubs would have to go and secure a policy on their own. The result would be far more expensive than the small amount IPMS/USA asks to charter a chapter (\$10!) and it would require volunteers at every club to hunt down a policy on their own. The upshot of this: there would be far fewer clubs, club meetings or contests without the basic insurance coverage provided by the IPMS.

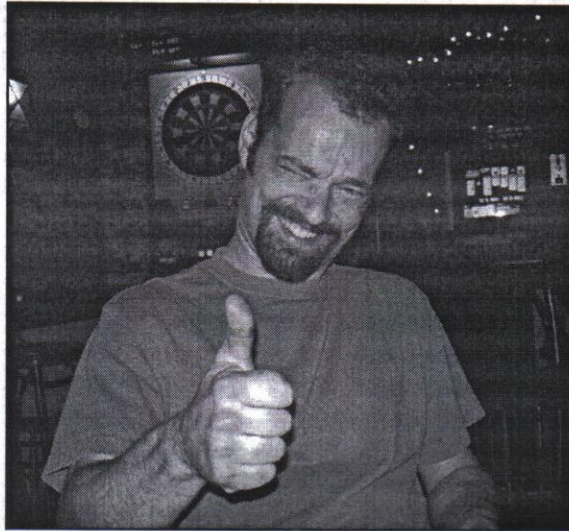
If you go to a model contest or club meeting and enjoy yourself, you should thank a member of the IPMS/USA; their dues helped make your fun possible.

The organization also targets newcomers to the hobby through its make-and-take program. In the past, these have focused on children, but new programs are aimed at adults returning to the hobby or starting modeling for the first time.

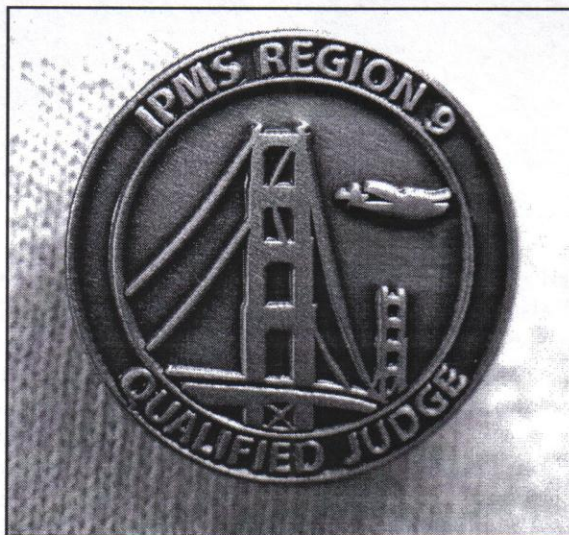
The benefits of belonging to the organization are many. You'll get the journal mailed to your home every other month, and you'll get a discount at some contests. You'll be able to enter the IPMS/USA nationals, if you're so

inclined. Most of all, though, you will be showing support for a 5000-member organization whose sole goal is to make the hobby bigger, better and more enjoyable for all modelers. Please join us in helping to spread the fun of scale modeling!

- Chris Bucholtz
Region 9 coordinator



President Plummer in his executive office. When the thumb points the other way, bad things happen.



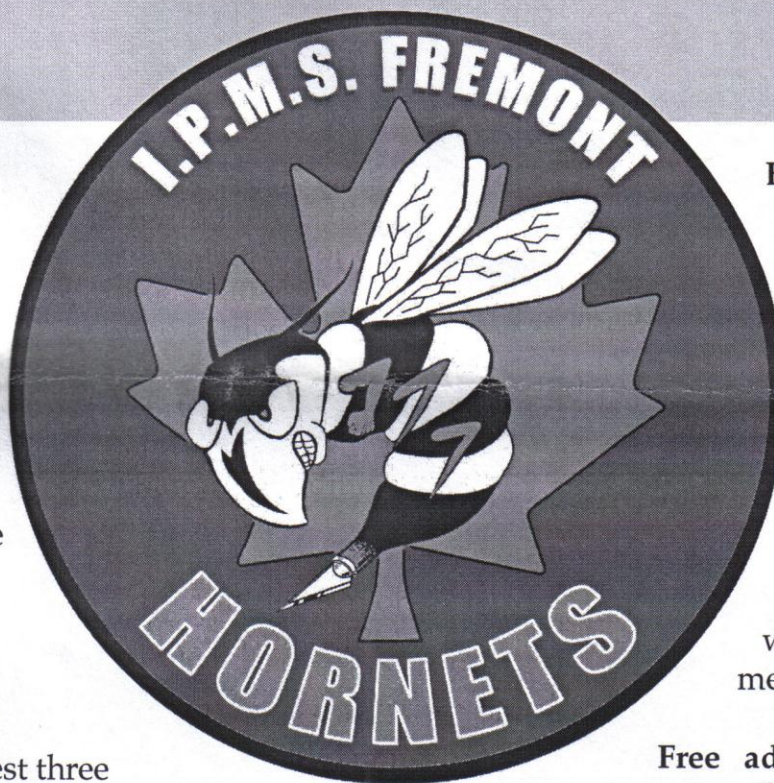
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Special Awards–

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- Tri-City Award for best three of a kind—three thematically-related models by a single contestant in the same category (i.e.: Chevy low-riders, 1/72 Fw 190s, Star Trek ships, Aloha airliners)

Plus vendors, a raffle and a free Make 'n Take for children 15 and under!

Entry fees–

\$5 for modelers 18 and older, plus \$1 for each model after the first two entries.

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\$2 discount for seniors with a current IPMS membership

Free admission for all non-competitors.

**The Newark Community
Center, 35501 Cedar Blvd.,
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9 a.m.–Registration Opens
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1 p.m.–Judging Begins
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A long, winding road to completing Airfix's Strikemaster

By Frank Babbitt

The BAC Strikemaster design evolved from a British lineage traced back to the original propeller driven Hunting Percival Provost trainer. Who would have thought that way back in 1950, when the piston engine Provost first flew, that the Provost series would have culminated decades later with the Strikemaster—a jet derivative design with over twice the airspeed and load.

Also in the 1950s, an expendable target drone jet engine was developed in an unrelated project. This engine design would eventually be selected for integration into the basic Provost airframe. This switch from piston power to jet power was the evolution of the Jet Provost trainer.

The Jet Provost design required that the cockpit be relocated more forward in the fuselage to accommodate the jet engine. It would make sense that this also allowed the switch from taildragger to tricycle landing gear. The Jet Provost first flew in 1954 and was designed to retain at least 70 percent of the structure of the earlier piston engine Provost design. This even included the same wing and tail structure.

The BAC Strikemaster was subsequently developed from the Jet Provost airframe to provide a light attack capability. The Strikemaster first flew in 1967 and the last ones were manufactured in 1984. The Strikemaster design added a pressurized cockpit, up-graded engine, and tip tanks. Eight hard points were added in addition to a pair of .303 FN machine guns near the wing root, each with 525 rounds of ammunition. It could carry an external load of 3,000 pounds, including bombs, rockets, or Napalm.

The maximum range is 1,382 miles and the top speed is 518

mph. Among other changes from the Jet provost included a redesign in the contours of the fuselage of the Strikemaster.

The closest contemporary American aircraft to the British Strikemaster in configuration and role would probably be the A-37 Dragonfly, which was developed from the T-37 Tweety Bird. Coincidentally, The Royal New Zealand Air Force Strikemasters included a Vietnam-style camouflage similar to the

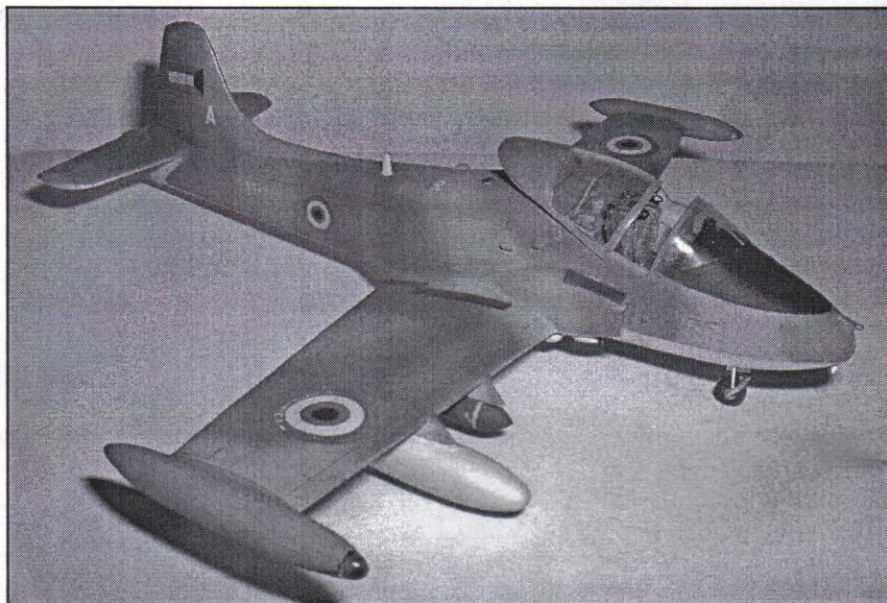
Dragonfly. The flightless kiwi bird insignia adorned these flying machines, which RN-ZAF pilots dubbed "Blunty." About 250 (146) Strikemasters were produced and there were many small air forces which used the Strikemaster.

This aircraft formed the main attack capability for a few small countries. The roles could be advanced trainer, COIN, or recon. Wing fatigue cracks were a problem, which occurred in many Ecuadorian and New Zealand aircraft after about 10 years of operation.

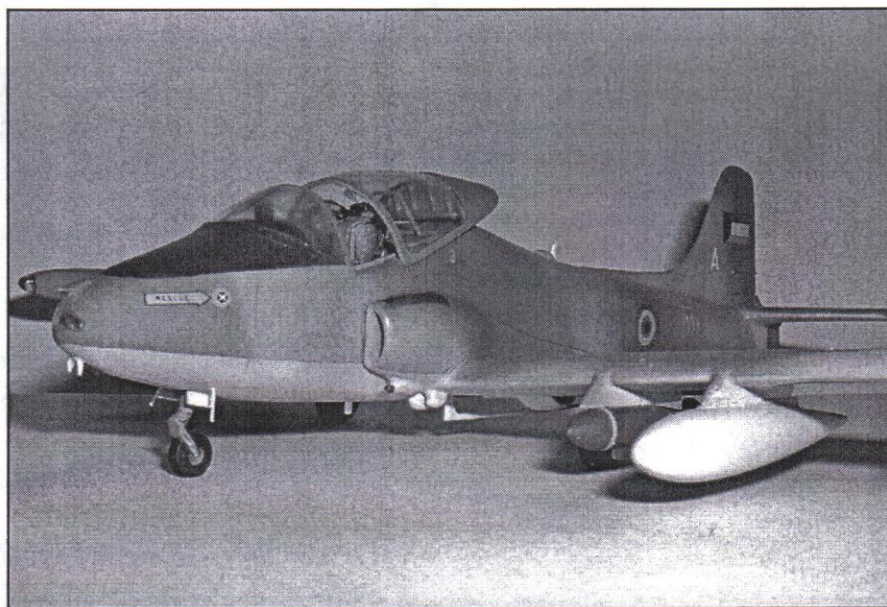
This model project is the 1/72 scale Airfix kit that I purchased from the first production batch released back in the early 1970s. I was in high school at the time, and worked at Atlanta's largest hobby store (Hobbytown, Decatur Speedway). Everyone knew the owner as "Uncle Charlie" (the best guy I ever worked for).

I was in charge of the plastic model department, and I got this Airfix kit fresh

from the first box that arrived. This was a dream job, partly because I was ordering the latest kits from Sentai Distributor for inventory, and learning how to build models from IPMS Atlanta. I still have unbuilt kits from when I had the 10 percent employee discount. This "mom and pop" store used to be a large theater, so IPMS met upstairs in a large loft, above where



Frank built Airfix's 1:72 scale Strikemaster using a kit that he purchased in the 1970's while working at his "dream job" at Hobbytown, Decatur Speedway.



Inspired by the Crosford specimen in Saudi markings, Frank decided to repaint his old model. Some major surgery was required to open the fuselage and insert the Obscureco cockpit.

the screen used to be. This loft had a wide interior window overlooking the entire store. My first airbrushed model was a Matchbox Strikemaster, which I built in New Zealand markings and entered it in a contest at the loft (known as Uncle Charlie's Attic).

I originally painted this Airfix Strikemaster with Kenya air force camouflage and markings, back in the early 1980s. The national insignia roundels were made by overlaying decal layers of progressively smaller concentric circles. This proved to be too thick, because the Kenya roundel requires five different concentric rings of colors. I discovered that the cockpit required detailing and references which I did not have at the time. I then put the incomplete model in a box and let it age like a fine wine.

Over the years, I collected references and finally photographed the real thing at the Cosford museum in Britain when I traveled to attend the Telford show in 2000. The museum example was in Saudi markings and I decided to repaint the Strikemaster in the striking desert camouflage of this example. Also, I finally had an incentive to finish the model when Obscureco produced a resin cockpit detail set about two years ago.

The fuselage was already glued together so I sawed the top



Frank photographed the Cosford museum's Strikemaster while he was attending the Telford model show in 2000.

front section of the fuselage with a jeweler's saw so that the resin cowling would fit into the fuselage. The preexisting paint and decals were removed after the main components of the resin cockpit were installed. The decals were removed using a high-tack tape, and the enamel pactra paint was removed with thinner on a paper towel. The faring for the guns were difficult to prepare using scrap styrene.

The panel lines were inscribed using Dymotape, and then the model was then repainted in Saudi camouflage using Gunze acrylic paint. I tried using the Saudi insignia from a Matchbox Strikemaster kit, but discovered that the decals were too thick, yellow and translucent. My references showed that the Saudi camouflage is identical to the Kuwait camouflage, so I then switched to the Kuwait markings that I saw in various references.

The Kuwait national insignia came from a multinational decal sheet made by Superscale for an IPMS convention. This Kuwaiti roundel insignia includes the Arabic inscription along the bottom of the outer green band. This inscription was added by Kuwait in the 1960s and is correct for this machine. The Arabic tactical number was hand painted. The canopy was vacuformed and scratchbuild canopy features were added using reference photos. Navigation lights were added using the MV production lenses; the tip tanks include clear plastic lenses tinted red and green.

That's it for now. Next time, I won't take more than 20 years before finishing a model!

Frank Babbit started building models when he was eight years old and he joined SVSM in 1990 enjoys build models of anything with wings but has recently started building armor.



More than 20 years later, Frank's finished Strikemaster poses for photos at a model contest.

The Flying Dump truck of Alaska—Revell's 1:144 C-130

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aircraft: N920NA, N7999S and N9248R. These aircraft were in a basic white top and gray/silver bottom paint layout with company name in block letters forward of the wing. Per references, Alaska operated at least one other L-100 but I'm unable to provide its registration number.

In about 1966, Alaska Airlines began support of the future Trans-Alaska Pipeline project. Alaska began by airlifting a complete drilling operation plus all the support equipment to a then-secret oil exploration site on the North Slope. At this site, Atlantic Richfield Corporation (ARCO) announced the historic discovery of a large petroleum reserve that has had a major impact on the Alaskan economy. Alaska Airlines

was the first commercial operator to have the FAA agree to certify a Herk landing on a frozen lake. Alaska Airlines established the first portable control tower at the Prudhoe Bay airport landing strip in support of the 24-hour oil industry charter flight schedules. Due to Alaska's success on the North Slope, oil companies contracted with the airline to fly drilling rigs and pipeline equipment into the jungles of South America in 1970. One of the photographs provided to me by Alaska Airlines even shows the Herk on the flightline in South Vietnam. Checking the Internet I found that the Alaska Airlines Herk N2227R had serial number 4208. After doing a little more research I found that serial number 4208 flew for Alaska Air International, Transamerica, and Southern Air Transport after the Alaska Airlines service. I did find an incident report that the aircraft was flying for Transamerica in the early 1980s and collided with a sport parachutist in Southern California. The aircraft



Starting in 1966 Alaska Airlines began support of the future Trans-Alaska Pipeline project.

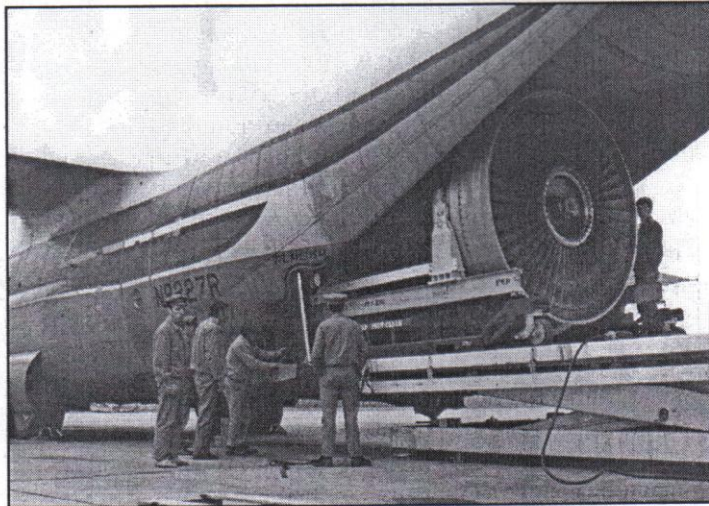
sustained minor damage, but unfortunately the parachutist was killed. The most recent photo I found of Herk 4208 was in April 2004. The plane is in TransAfrik markings which is an African air charter service. I find it pretty amazing that the plane is still flying after all of these years.

Enough of the 1/1 aircraft talk and onto model talk. As I've stated in earlier articles, 1/144 scale is generally my scale of choice. Revell produced their Hercules model quite a while back. I've heard it was originally released as an A model with three bladed props as well as including a tug. I've seen it released as the "Herky Bird" in Vietnam camouflage, a gray color Blue Angels support aircraft, and most recently in U.S. Coast Guard markings.

Welsh models makes a vacuform Hercules as an RAF weather reconnaissance plane and Minicraft has announced future plans for a Hercules. I've always been a Hercules fan and thought building a civil one would be a great idea. I



Due to Alaska's success in Alaska, oil companies contracted the airline to fly pipeline equipment into South America.

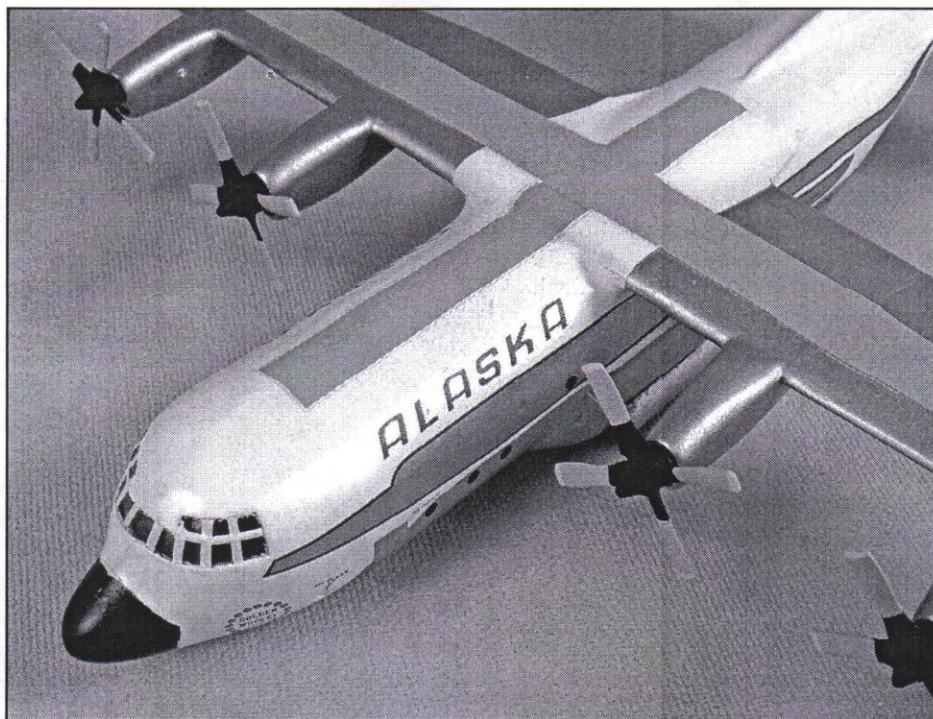


Gold Nugget L-100 N9227R, named "City of Juneau," unloading an engine.

originally planned one in Delta markings (now placed on the back burner). I saw the beautiful Alaska Airlines Golden Nugget scheme decal designed by Tim Bradley whom I had met at the last Airliners International Show in Los Angeles. They are printed by Greg Drawbaugh of Drawdecal who I also know from the Airliners International shows. I've used Drawdecals once before and was very pleased with the results. They are an ALPS type decal printed on a solid carrier film and are a little more fragile than standard silk screen decals.

The Alaska Hercules is my third build of the kit. For this build I chose to build the rear cargo hatches closed instead of the stock where they look OK open but leave large gaps when closed. I backed up the stock doors with strip styrene and filled the gaps with putty. The gaps were pretty large and I ended up having to re-putty some of them after masking tape pulled it off. In hindsight, making new doors probably would have been a better idea. The wing dihedral is a minor item needing attention as the fuselage sides need some slight sanding to keep the wings level. The stock kit does have inaccurate engine nacelles and propellers. The stock ones don't look that bad but for this build I tried out a set of Aeroclub replacement props and nacelle fronts and tops. Adding the nacelle fronts and tops was a little more difficult than I expected, but with a couple of rounds of sanding and putty they ended up looking very nice. The props are a big improvement over the kit ones.

The only visual difference between the military Hercules



Ken primed the entire model in flat white which was good for puttying and filling but ended up causing trouble with the bare metal sections.

and civilian L-100 is that the L-100 does not have the four lower windows per side below the main windscreen. For my model I puttied and sanded those windows over. Assembly was pretty straightforward with the exception of the earlier mentioned rear cargo doors, engines and windows. Painting ended up being interesting to say the least. I primed the entire model in flat white which was good for puttying and filling but ended up causing me trouble with the bare metal sections. The Drawdecal painting instructions are a little simple so I found a good photo on Airliners.net to help out. About half way through my build Drawdecal did add a nice

slide to their Web site that was helpful. A few questions to Tim Bradley led to some e-mail exchanges with James Doman who had flown the Hercules for Alaska Airlines. James also helped me with my painting questions.

After painting the entire model in flat white, I masked off the wing center section as well as a walkway that went down the top of the fuselage from just behind the cockpit to the start of the vertical stabilizer. I painted the wing center section and walkway Camouflage Gray which is a pretty close match to Boeing 707 Gray which was my guess for the gray area. I masked off the gray sections and the soon-to-be painted bare-metal areas. I spray painted Testors Classic White for the white portions. Also in hindsight, I shouldn't have primed the bare-metal areas. To remedy this, I applied many coats of Future over the flat



Ken built his 1:144 scale Revell kit in Alaska Airlines' "Gold Nugget" scheme. The decals are made on an ALPS printer and sold by Drawdecal.

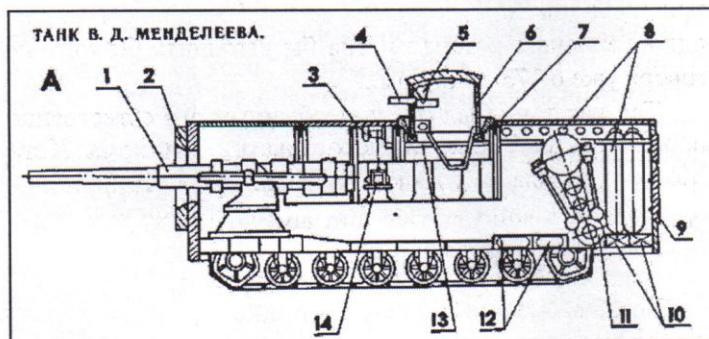
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Танк Менделеева

Владимир Якубов

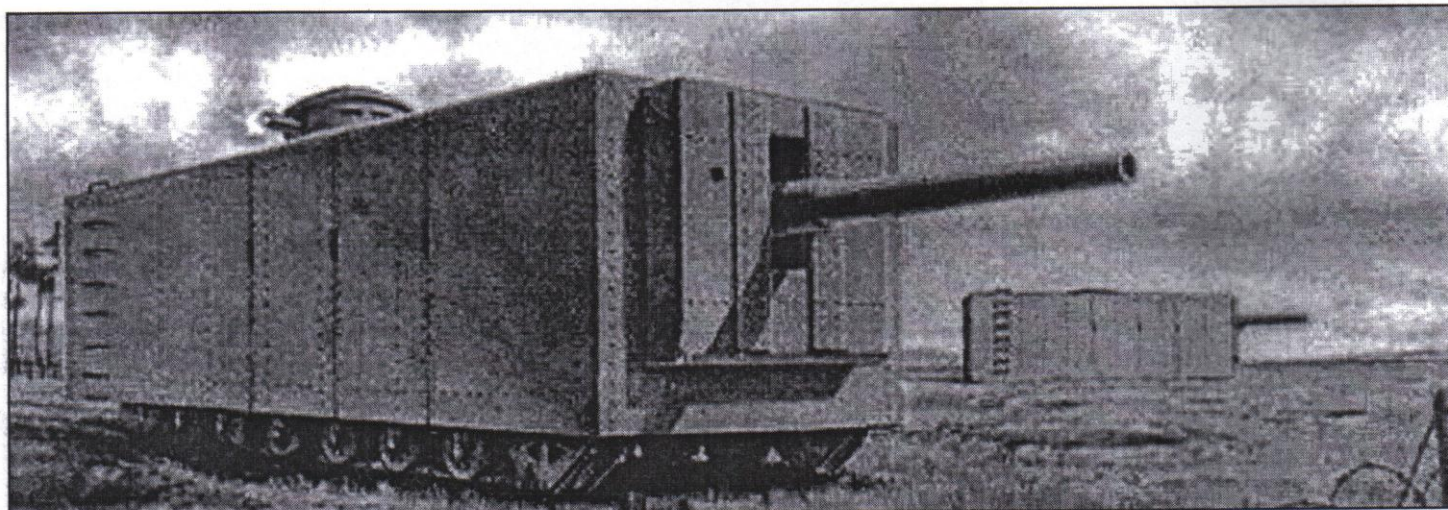
В один прекрасный день в 1911 году, сыну великого Русского профессора Менделеева пришла в голову мысль, а почему бы мне не построить танк которого не выдержит не один мост? Задавшись этой мыслью он начал рисовать. Так как он в это время работал на кораблестроительном заводе то он решил построить его как корабль - он взял броню корабельного масштаба - 150мм, и сделал из неё огромную коробку. В эту коробку он вставил 120мм пушку и дизельный двигатель мощностью в 150 лошадиных сил. Танк у него удался на славу - он весил 173.2 тонны, из которых 86.46 тонн приходилось на броню, 10.65 тонн весила пушка со снарядами. Он был длинной в 13 метров, высотой в 4.45 метров и имел экипаж из восьми человек. По мнению создателя танк мог передвигаться со скоростью 14км/ч. Эта скорость была конечно очень оптимистична, так как у танка соотношение веса к мощности получалось 0.87 л.с. на тонну тогда как английский Mk V имевший соотношение 5 л.с. на тонну мог двигаться со скоростью только 7.5 км/ч. То есть если пропорционально посчитать то максимальная скорость танка Менделеева получалась только 1.3 км/ч. Давление на грунт у танка было 2.5 кг/см², тогда как у Немецкого Тигра оно было только 1.19 кг/см². В общем этот танк далеко бы не уехал...

С другой стороны если посмотреть объективно, то в танке были воплощены многие идеи которые и сейчас используются на новейших танках мира, например снаряды были сложены в специальном погребе, который защищал их от попадания в танк - точно такой-же механизм сейчас стоит на новейших американских танках Абрамс, на танке стояла мощная пушка способная уничтожить любой танк противника (конечно



Вид с боку.

в 1911 году ни у кого небыло танков, но это детали - пушка кототрая стояла на этом танке могла уничтожить любой танк вплоть до 60ых годов), у него была мощнейшая бронезащита лоб которой не смог-бы пробить не один танк до 1941-43 года. В отличии от немецких конструкторов второй мировой войны, Менделеев даже подумал как доставить его детище на поле боя - понимая что ни один обычный мост в России (и во всем остальном мире) не выдержит этот танк, он предусмотрел возможность танка двигаться по железной дороге, так как железнодорожные мосты могли выдержать даже больший вес и были единственной транспортной сетью России. Танк так-же имел гидравлическую подвеску коротрая могла его поднимать и опускать (немного как Шведский S танк). Танк мог полностью ложиться на грунт превращаясь в мощную огневую точку. Скорее всего если бы танк был построен он бы был значительно меньше и нес бы более легкую броню, тем более что такая тяжелая броня была совершенно не нужна в условиях первой мировой войны. Но так как в 1911 году война предусматривалась как серия маневренных операций которые за очень



Таким выглядел бы танк Менделеева в бою.

короткое время уничтожат противника, никто не думал что такое чудовище за чем-то понадобится армии, тем более в России не было никакой инфраструктуры чтобы поддерживать танки такой массы - например когда 60-ти тонный танк Лебеденко застрял на испытаниях, то его пришлось там и бросить так как в России не было не одной машины которая могла бы вытащить 60 тонн не говоря уже о 173-х тонном...

Так как танк был очень необычным его естественно произвели из смолы в Чехословакии. Фирма Koga Models сделала этот танк в 72ом масштабе. В принципе его можно было бы сделать и самому так как более простого корпуса было бы придумать сложно, однако посмотрев на все заклепки которые были сделаны на его корпусе я решил что для сохранения своей психики я решил что лучше потратить \$30 и купить эту модель. Модель очень простая и состоит из 54 частей большинство из которых это ходовая часть. Сам корпус состоит из двух частей, основной части - коробки без дна и самого дна. К корпусу приклеивается маска пушки и сама пушка, а сверху приклеивается пулеметная башенка. В моем наборе был потерян пулемет, но его довольно легко сделать самому. Это в принципе и все, сборка корпуса на этом заканчивается :). Все остальные части в модели идут на подвеску, хотя можно их и не делать так как танк опускался на землю и становился неподвижной огневой точкой. Ходовая часть дана не полностью, а только на столько на сколько надо. Ведущие колеса даны только на 2/3, а ходовые даны на 4/5, гусеница дана только что-бы показать её видимую часть. Собирать ходовую часть довольно легко так как

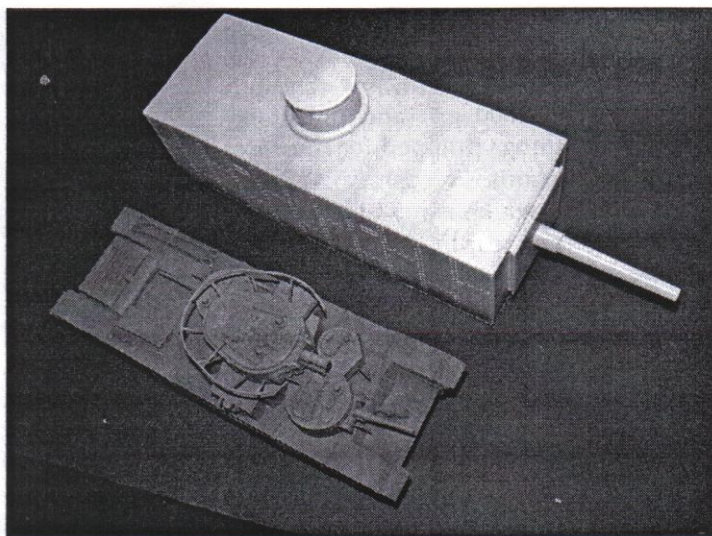


Фото корпуса рядом с Т-35 для масштаба.

части упераются в нижнюю часть коробки и значит их будет легко приклеить и они будут ровно стоять на земле.

Танк никогда не был построен так что многие детали неизвестны, так что моделист может их сам придумать. Например в пулеметной башенке нет смотровых щелей, у водителя нет смотровых перескопов, у двигателя нет выхлопных труб и т.д. Так что моделист может сделать их как хочет, что тоже имеет свою прелесть. Я сделаю свой танк таким как если бы он был принят на вооружение и был в бою где-то году в 1915ом. В общем модель, хотя и простая, но очень необычная и её размер будет очень выделяться на конкурсе. Особенно если её поставить рядом с Танком Лебеденко :)...

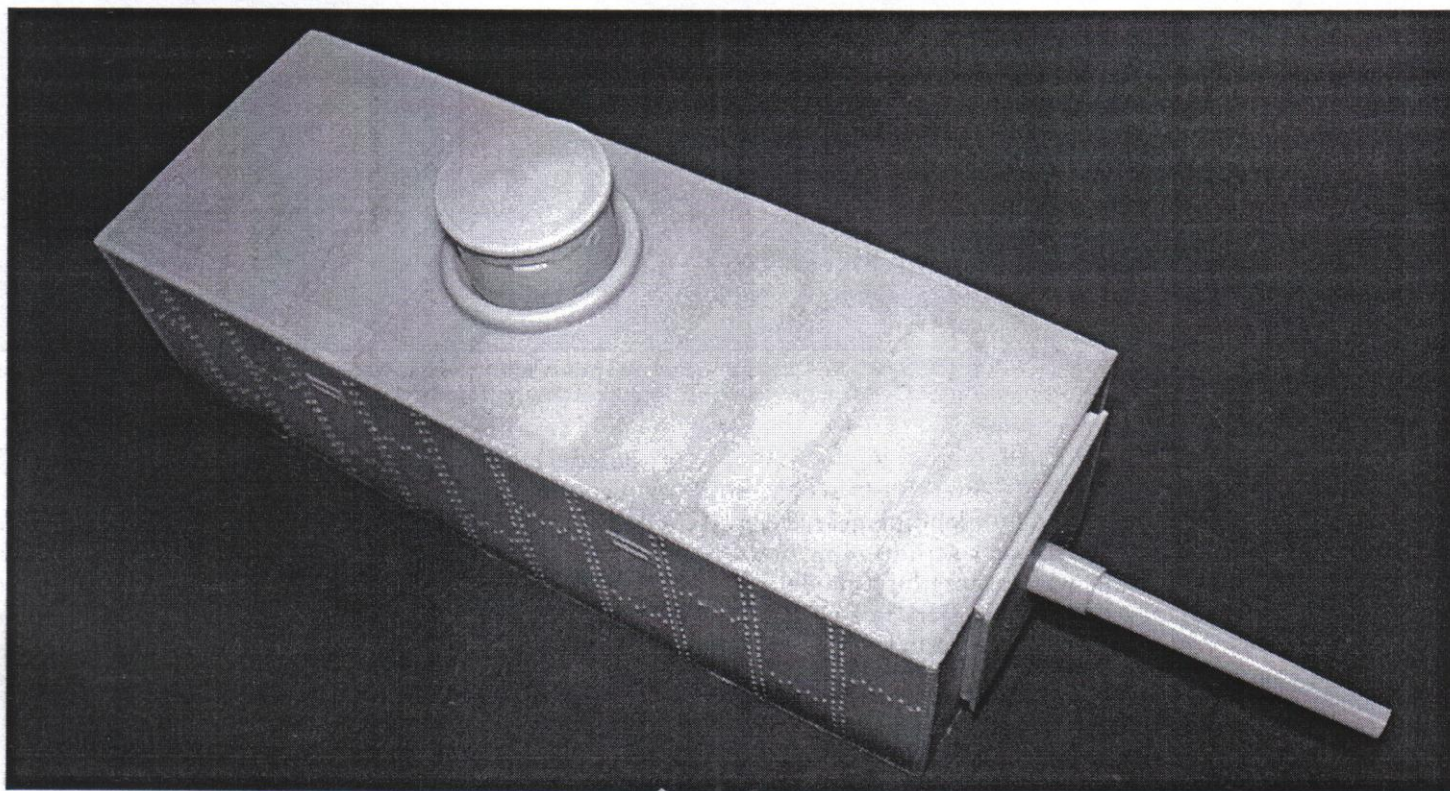


Фото собранного корпуса.

Continued from page 7

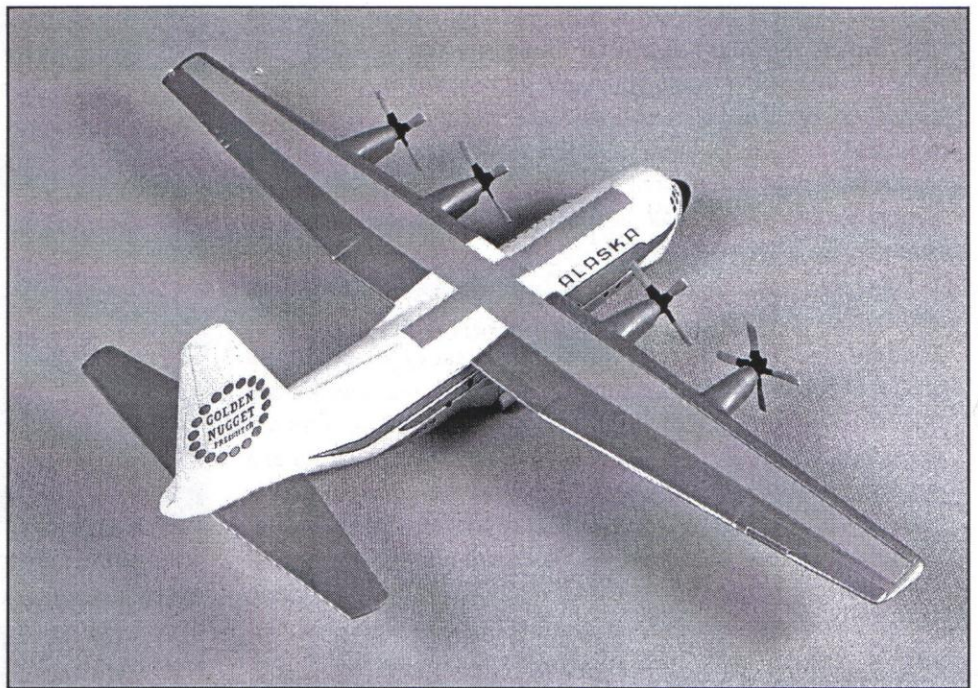
white to get a smooth undersurface for the bare-metal. Quiet a few sanding passes with 1500 grit and polishing cloths got things prepped for the bare metal. I'd planned on using SNJ bare-metal finish which is my old standby. SNJ is getting a little hard to find as most people seem to have switched to Alclad II metal finish. I had an old bottle of SNJ that hadn't been opened that I thought would work out well. On opening the bottle I noted that some of the pigment looked gummy but I thought a good mixing would make things OK. After a couple of passes I realized that the gummy pigment was still an issue.

More passes with polishing cloths prepped things for my plan B. Testors Metallizer is my second stand-by. I added a Future barrier coat and sprayed two coats of Metallizer over the SNJ. The Metallizer promptly bubbled and cracked in some spots. More sanding, more time, more Future, and more Metallizer finally got the bare metal finish completed. Decaling went pretty well.

A long time ago I had a bad experience with Microset decal setting solution turning some gold striping green on a United decal. I didn't want to risk turning the gold in these Alaska decals green so I did not use setting solution. I was in a rush to complete the model for an article for the World Airline Historical Society Captains Log journal as well as for the Kickoff Classic. I took a shortcut of using plain white decal trim film to do the canopy framing. In hindsight, I should have painted decal with the Modelmaster Classic White as the decal white and paint don't quite match.

The model was finished enough to enter in the Kickoff Classic even though the props still need de-icer boots and decals. At the show, a friend mentioned to me my plane had a slight nose high attitude. I looked and sure enough he was right. Not to worry, as sanding wheels can take care of minor landing gear issues. Unfortunately this issue required some serious filing of the wheels and I ended up still with a nose-high model but with big flat spots on the tires. For my Herk this was not a problem as I'd used epoxy to glue the landing gear on.

An advantage of the plane sitting low on the gear is that I was able to disassemble the gear and rotate the flattened wheels so no one can see the flat spots on them. Shortening the nose gear strut eventually solved the nose-high attitude.



After a barrier coat of Future Floor Wax, Ken painted the bare metal areas of the L-100 with Testors' Metallizer.



Microset had caused a bad reaction with gold decals on a previous project so Ken decided not to use any decal setting solution.

The model build and research on the real aircraft were both very rewarding for me. Quite a few people from around the country were helpful in me getting the information I needed to complete the model. Even with my fiasco with the bare-metal painting, I'm very happy with how the model turned out. The Alaska Airlines Hercules certainly has its place in the history of aviation in Alaska as well as worldwide aviation.

Ken Miller started building models as an adult in 1991 and joined SVSM in 1995. Jim's modelling interests are large aircraft in small scale, primarily airliners.

Warped & Wacky Wing-Folds part 47—P-51H Mustang

By Regg Rummple

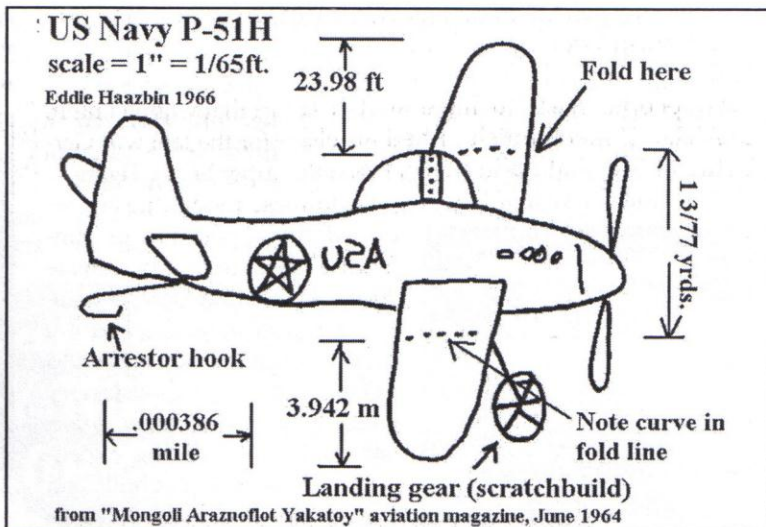
Hi folks! In this part of our continuing series, we're going to do a wing fold on a P-51H. I didn't know P-51Hs had wing folds, but I found a reference yesterday that clearly shows the fold in detail, so we're in luck! I was on my eighth or ninth mai tai when I found this magazine in a bottle that washed up on shore. It's poorly printed on newsprint and it appears to be written in Mongolian, but the drawings look good. Living on an island, I don't have access to things like resin detail sets, model paints, or kits made after 1963, but with a little ingenuity and a few household items, we'll make a great model!

First we'll start with the great Hawk P-51 kit. There's not enough rivets on the surface to make me happy, but it'll do. It's also not an H model, but the Ds and the Hs were identical anyway. Last I heard, Hawk was still in business, so you should be able to find this model (kit No. 12) in their catalog. I get most of my stuff by mail; the service is a little slow here though.

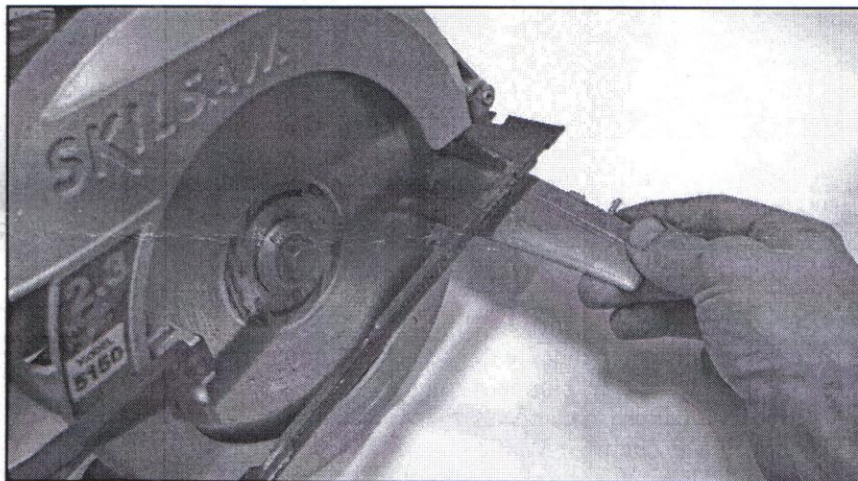
First, let's check our drawings to see where the wing fold goes. I provided the drawings for you, making your work easy. After marking out the lines, I carefully cut the wing halves where the fold goes. Careful! Skillsaws are sharp! Assembly goes straight forward from there. I made the hinges out of coconut fibers and bent paperclips. Those paperclips really add strength to the fold. I painted the fold the correct shade of green, and watch out for the 3rd hydraulic line fitting.

Next I added the arrestor hook just behind the tail wheel. I made this out of a bent paperclip also. Now I'm hooked on this model! Ha Ha! I painted the model using Pactra's sea blue. I'm almost out - better order some more, quick! The markings are of Srgt. William "Bill" Watermaker's Navy P-51 that served aboard the carrier Apollo in 1949 (VF-391). I forgot where I put my reference material on his plane, but I made a sketch of it so I would get the stars facing the right way. I didn't like the landing gear in the kit, so I made a much better set out of bent pipe cleaners and I carved some wheels out of coconut husks (fig 4). Be sure to paint these the right color!

There! A beautiful Navy P-51 with folded wings! I think I'll name her "Sea Mustang" - or how about "Sea Horse" Ha Ha, get it? Next time, we'll fold the wings on a Marine P-39!



Regg's detailed drawings should help you in building your own P-51D/H. You can actually get paid to take the Hawk kits from someone.



Be sure to cut the wings on the proper demarcation line. Putty and Bactine will assure a proper fit.



With the folded parts attached, the model is complete. If they are a little crooked that's okay. These planes were built in the 1940's and things were not so precise back then.

Regg Rummple has been building plastic models since 1903 and was a member of SVSM from Wednesday to Friday at 12:30 p.m. Regg builds mostly aircraft from kits that are grossly inaccurate and missing primary parts. He has most of his fingers.

SVSM PRODUCT REVIEW

By John Heck

Gunze Sangyo Mr. Zimmerit-Waffle Pattern
MSRP - \$16.95

I used to build a lot of armor models. In fact that was all I built. Like most armor builders I had a penchant for the late war German stuff and nothing was cooler than the super heavy Tigers.

I ran into a problem however. To do these models justice required the application of zimmerit. How to faithfully recreate zimmerit has long been a problem for most modelers and my modeling skills at the time would not allow me to get a satisfactory result. I have seen many different methods including expensive resin replacement hulls and turrets, thin appliques to glue to the outside of the model, use of Spackle, Milliput and modeling putty applied with a knife blade, and even soldering irons to burn the pattern into the plastic. All of these methods have their disadvantages.



Finally, I have discovered a system that allows the novice and expert alike to get near perfect results. Gunze Sangyo's Mr. Zimmerit is the product all armor modelers have been waiting for. Now applying zimmerit to your model is as simple as spray painting.

Mr. Zimmerit comes in two flavors. Regular Mr. Zimmerit creates the typical horizontally ridged zimmerit that seems to be the most common. Mr. Zimmerit-Waffle Pattern will create the block shaped pattern that appeared on some tanks.

I applied Mr. Zimmerit-Waffle Pattern to my Tamiya Stug III upper hull. Doing this is a simple three-step process. First thing you want to do is make sure all the surfaces you will be spraying are clean and free from greasy finger prints. Next, I masked the first panel to be painted. Make sure the rest of the model is thoroughly masked. You don't want to splatter Mr. Zimmerit where you don't want it. All rules for painting apply here.

Lastly give the exposed portion of your model a couple of thin coats of Mr. Zimmerit right out of the spray can.

Mr. Zimmerit goes on thick and foamy but dries over the next few hours to a thin hard covering with a zimmerit pattern—in this case a waffle pattern.

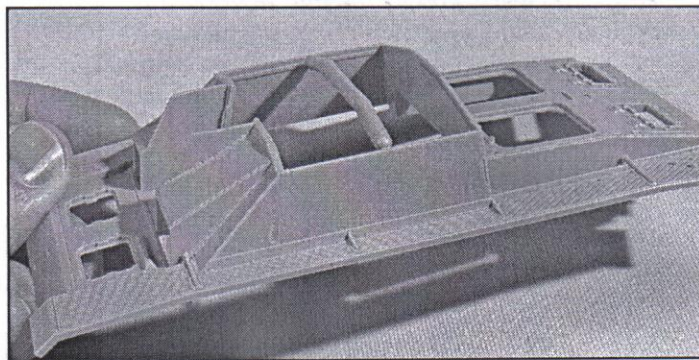
I found it is best to lightly score around the masking tape before pulling it off. This makes sure you get a clean edge. I would wait until the zimmerit pattern is fully formed before pulling of your tape. Also, don't touch Mr. Zimmerit while it's drying. Otherwise you will end up with Mr. Zimmerit-Fingerprint Pattern.

After removing the making tape, you are left with an amazingly simple and amazingly accurate zimmerit pattern. Amazing!

I recommend working slowly and painting one section at a time, allowing it to fully dry before moving on. Let Mr. Zimmerit dry overnight if you can stand the wait. This might take you a few days to finish applying Mr. Zimmerit to your model but the

results are easily worth it.

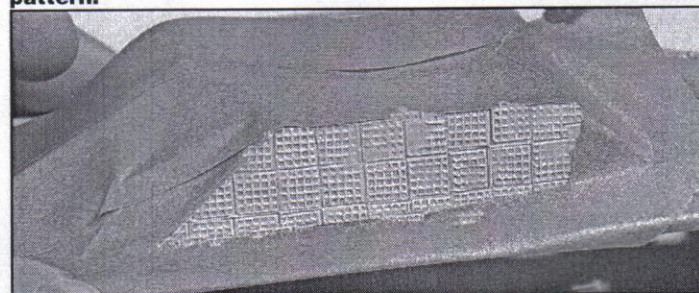
Mr. Zimmerit is a tad expensive but if time is money then it's crazy cheap. If you built German World War II armor, and unless you love a lot of extra work, you would be a complete moron not to get your hands on this product.



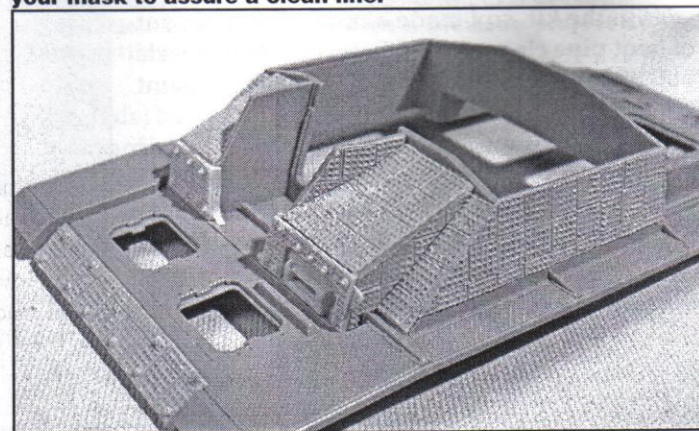
A clean surface is essential for Mr. Zimmerit to adhere to the plastic.



Mr. Zimmerit goes on thick but dries thin and hard. Don't be tempted to test if it's dry for a couple of hours or you'll ruin the pattern.



After Mr. Zimmerit dries, run a sharp knife along the edge of your mask to assure a clean line.



After several applications, the upper hull of this Stug. III Ausf G is almost ready to go.

SVSM BOOK REVIEW

By Chris Bucholtz

U.S. Navy Hornet Units of Operation Iraqi Freedom, Part One

By Tony Holmes

Osprey Combat Aircraft 46

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In volumes on modern aircraft, Osprey's 96-page format benefits considerably from the fact that modern conflicts are not the sprawling, thousands-of-aircraft epic battles of World War II, allowing the authors to spend sufficient time to make these truly comprehensive histories.

Tony Holmes goes one step further, taking what was a medium-sized air war against Iraq (especially compared to the 1991 conflict) and breaking the activities of the F/A-18 into three volumes — this one, a second volume focusing on Navy Hornets flying from the eastern Mediterranean, and a third looking at Marine Corps and Royal Australian Air Force F/A-18s. So, volume one looks at the missions flown by 169 of the 250 F/A-18s in theatre, a bite of history more easily digested than a history of a type during World War II or even Desert Storm.

Holmes capitalizes on that opportunity to write a very good bit of aviation history, assisted by his other ace in the hole: the fact that virtually all of the pilots involved in the war are still alive to be interviewed. The result is at times a great firsthand report on the use of the Hornet at war, fighting in a manner far different that it did in 1991. Instead of the iron bombs carried in the first war with Iraq, the use of JDAM, JSOW and the ability to self-designate targets for laser-guided weapons allowed the Hornet to function as a stand-off bomber for much of the war's most dangerous early missions. Later, as close air support missions became the priority for the aviators, the Hornet's 20mm cannon was actually called upon, meaning the pilots were flying below 5000 feet and straying into the envelope of light AAA and what SAMs remained. The gamble paid off, because the F/A-18s suffered no losses in combat; the only Hornet lost fell to a Patriot missile, killing Lt. Nathan White.

The organization of the book raises a couple of interesting points. The first chapter deals with Operation Southern

Watch, or the enforcement of the southern no-fly zone over southern Iraq. Initially, violations of the no-fly zone policy resulted in tit-for-tat retaliation: AAA or SAMs directed at coalition aircraft would result in the bombing of a SAM site, AAA position or air-defense facility. However, after November 2002, the violations brought responses that focused on radar relay facilities, command and control bunkers, fiber optic repeater vaults and other military targets not directly related to air defense systems. These missions, which are described by Holmes as "prepping the battlefield," represented a war-before-the-war that few Americans were aware of and which demonstrate how intent the administration was on initiating an invasion.

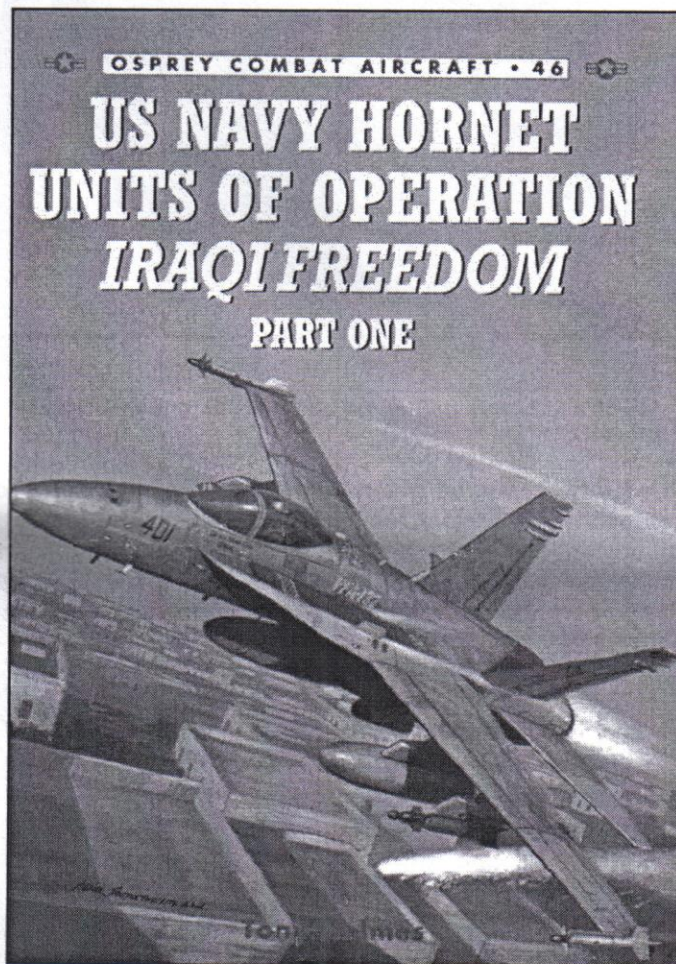
It is telling that this escalation started just as the U.N.'s weapons inspectors were readmitted into Iraq. It's also telling that there was almost no news coverage of this escalation.

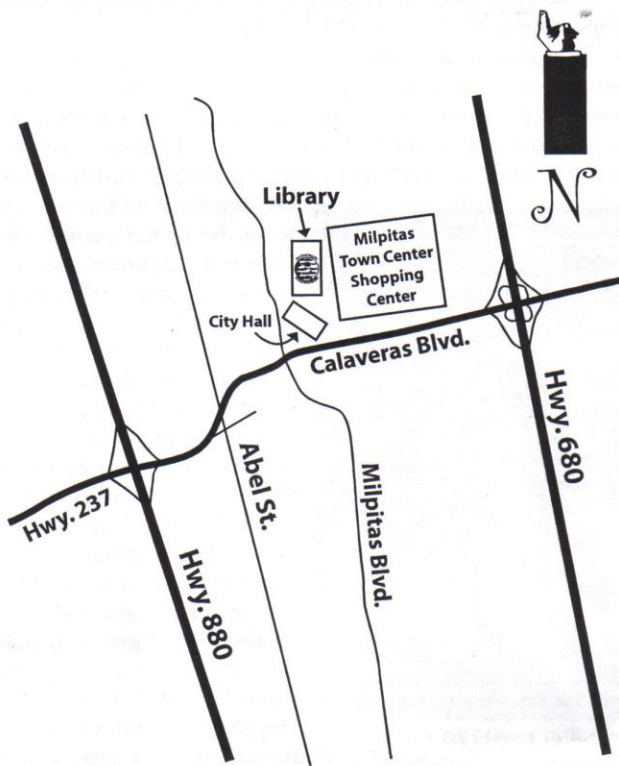
The last chapter covers the use of the F/A-18E and F, the "Super Hornet," which was employed by three squadrons in the Northern Arabian Gulf. The "Super Bug" dropped plenty of weapons, but it also played a crucial role by serving as a tanker, flying many "five wet" missions (four tanks, plus a buddy store). The use of a multi-million dollar strike aircraft as a tanker to supplement the Air Force's tanking capacity and the air wings' organic S-3 tanking capacity highlights the desperate straits naval aviation finds itself; the S-3 squadrons are now down to eight aircraft each and are scheduled to be

phased out entirely within two years. Unfortunately, the proximity to the dates precludes Holmes from being able to articulate this, since few active-duty pilots are likely to jeopardize their careers discussing the failures of those at the top. However, reading between the lines can prove informative.

To get to the real point, however, this is a terrific book for modelers, with plenty of photos (about half in color) and text that's a good, quick read. Fans of modern strike aircraft need to add this volume to their collections.

Chris Bucholtz has been building models since 1973 and has been a member of SVSM since 1986. His interests include 1/72 scale aircraft of all types, but specifically World War II and subjects whose pilots or crew he has met.

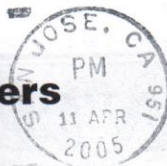




Next meeting:
7:00 p.m.,
Friday,
April 15
at the
Milpitas Public Library
40 N. Milpitas Blvd.
For more information, call the
editor at (408) 307-0672
email: editor@svsm.org



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If your renewal date is in red, it's time to pay your dues!