



THE STYRENE SHEET TWO

VOL. 51A, No. 5B WWW.SVSM.ORG MAY 2017

A Publication of the SVSM Chapter of International Plastic Modeler's Society, USA



A BONUS for YOU: Mr. JIM LUND's "GO BIG or GO HOME # 1"



Welcome
IN THIS ISSUE –

Building BIG! Picture history of Moffett Field's Lockheed Constitution in 1/72 scale and the USAF Convair C-99 made from Vacformed wooden patterns.
(Feature Article Begins on Page 3)

“ANOTHER NEWSLETTER ?! In Case You Noticed A Slight Difference, Relax, Here's Why ”

Thanks to long time members Rodney Williams and Jim Lund, I have a small reserve of really solid articles of some “length” now in play. From which I am building the recent run of my Fleet for publication, known these days as the Original Styrene Sheet, The AfterMarket Sheet, and close cousin, The Buzz V.1 This “Perfect 36” is a lucky turn of events for this Editor, with Jim Lund’s “filler” (his framing, not mine) giving Burton impetus to try out a sketchy concept.

If you aren't already aware, Contests, Events, Displays, Magazines and yes of course, Newsletters, need Modelers as contributors to exist or function well or at all. Societies and Clubs, same holds true in my estimate, and I don't feel particularly in minority. Whether or not one wants to argue the counterpoint, I would not bet on Modelers *needing* any or all of the preceding as being a provable truism. Point being, the Editor (like Contest Directors, Event Hosts, Display Promoters, etc.) has to compete with an ever increasing number of venues where Modelers can choose (or not) to share their works, knowledge, passion, joys with the world. That is why this Editor is always pleased when others choose to put their great contributions into my hands in trust that we'll all enjoy the results.

Making this “special issue” was the perfect answer to how best to respect the material Jim sent me, provide the readers a best experience, and find out my premise a landscape layout would actually be useful or warranted for Styrene Sheet purposes. We have had in past this layout but for a “two page per” version. Now I know

For the second portion to round out this issue that you ought to consider “ Bonus TAMS in new format” , I was again inspired by prior Editors, here's two I owe :

From April 1978 Newsletter, Editor Jay Sherlock

COMMENT

The summer approacheth. For IPMS members and other modelers this indicates the onset of the formal competition season, otherwise known as entering contests. Locally, there will be the annual contest at Monterey, plus the possibility of another large contest of our own later in the year. The IPMS National Convention is, of course, in Atlanta this year and hence out of reasonable distance for most members. With contests in mind, I'd like to repeat a few admonitions from past issues, not only for the newer members but for the benefit of all.

Law of Multitudes- No one has twenty "best" models all at once, and this is what contests should be for. Enter your best efforts and be content with that.

Law of Greed- a corollary of the first Law above. Entering three models in every category will greatly increase your chances of winning a trophy, if that's the only reason for entering. If your thing is looking like a fink to everyone else this is the way to go.

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Law of Happy Modeling- Building plastic models is, supposedly, an exercise of creativity and enjoyment. If you're pounced upon by a clod who is bent on destroying that enjoyment, turn him off as fast as you can. Its the least you can do for all of us.

From December 1987 Newsletter, Editor Alan Wolcott

I also want to take a moment here to personally thank this club. That may seem strange since I am the one whose time is tied up building paper airplanes each month (this newsletter), but it is how I feel. I do not write this newsletter because I am a frustrated Hemingway or because I am building a portfolio to try and get a job writing at Car & Driver. I write because this club is so consistently complimentary and appreciative. I never feel my efforts are taken for granted. I doubt a month goes by that I do not get 2 or 3 compliments on the last newsletter. Despite the hassles of deadlines, it is still fun for me to produce something I feel is necessary for a club I strongly support, and have it be enjoyed and useful to so many good people. This club has all good people and some of the nicest I have ever met and they are too rare commodities in this valley.

Want to see more evidence why the scale model hobby is thriving ? Read on inside !
The “SST” here is again, a lark. Some real fun for an Editor finding ways to make serious work of the “paper airplanes” as Alan put it. Stay tuned though , as Summer opens, more to come. For one, Jim and Rodney independently, really do justice to Airliner modelling
- Mick Burton, Editor at will – DENS25403@mypacks.net

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- 1) **TELLING HOW YOU GET A MODEL MADE WHEN YOU REALLY NEED TO COMPLETE A COLLECTION** by W J Lund
- 3) **CONSIDERABLE EFFORT PRODUCES CONSIDERABLE RESULTS: Proof is in the Constitution, As Jim Lund proves** (runs to 18)
- 19) **“EASIEST CONVERSION, EVER ”: Jim Lund’s followup part two of Chapter One “Go Big or Go Home”, B-36 into C-99** (runs to 28)
- 29) **EDITOR REVEALS SHOCKING TRUTH: CLUB NEWSLETTER IS OVER 40 YEARS OLD !! Proof shown and brickbats thrown!**

MIKE HERRILL AND THE ORIGINS OF THE LOCKHEED XR60-1 CONSTITUTION 1/72 model and THE CONVAIR C-99 CONVERSION KIT

Text & Photos: W.J. Lund

It all starts here.



Retired aeronautical engineer Michael Herrill loves to carve basswood patterns and suck hot .060 styrene sheets over them in a vacuum chamber.

Imagine befriending someone with skill and enthusiasm, in a field that piques your interest (wanting to build every interesting aircraft in the world in 1/72 scale). Wonders never cease.

You are looking at the guy.

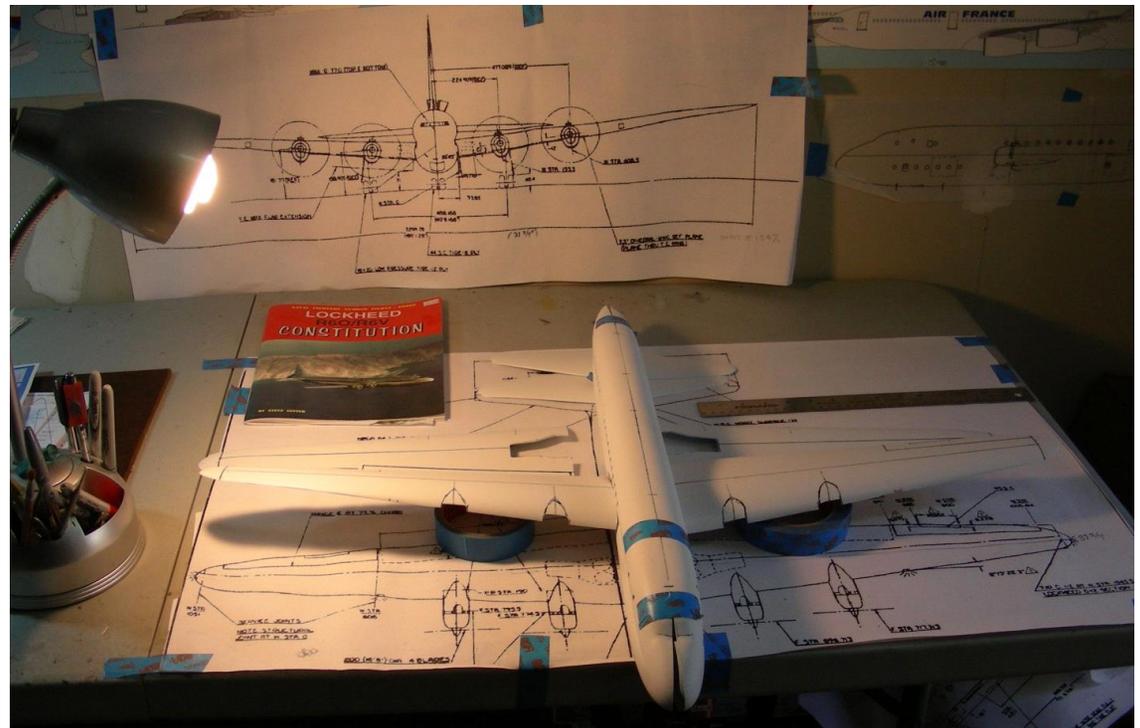
Created his own model company (**Execuform “Nostalgia on Wings”**) located at [Mission Hills, San Diego, CA](#). As early as 1974, Mike was in cahoots with other Southern Californians of similar backgrounds: Steve Mason, Mike Scott and Lloyd Jones. They collaborated to create the **Victor Sixty-Six** vacformed 1/72 kit of a Martin 404 with TWA decals. Jones continued on with aviation books, drawings and model decals. Herrill was obliged to move around Southern California, working for many different aircraft manufacturers that needed his skills. He still continues to produce new kits. He has moved his giant vacuform chamber from in this sequence;

1. Mission Hills, CA.
2. The wild and crazy Redondo Beach, CA in 1979.
3. Lompoc, CA (Vandenberg Air Force Base) 1980-86.
4. Lake Arrow Head, CA (first retirement locale) 1987-2007.
5. Apple Valley, CA 2007-2016.
6. He now works out of Glendale, CA, with his lovely wife Maureen (of whom has put up with all of this for, lo, all these years) now right next door to Griffith Park.

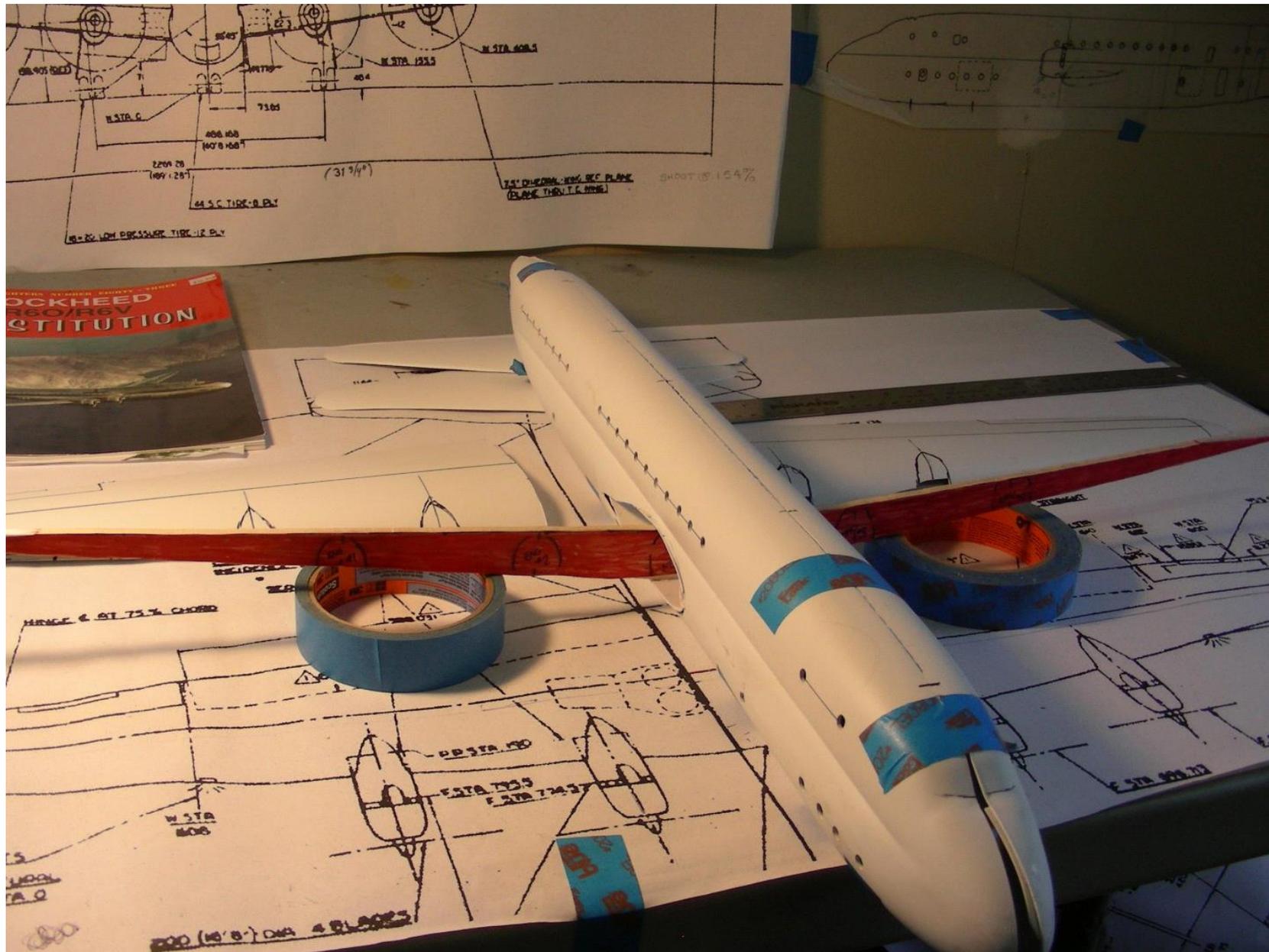
And now, thanks to Mike, we (Jim) begin the XR60-1 project

Part One : Basic Construction

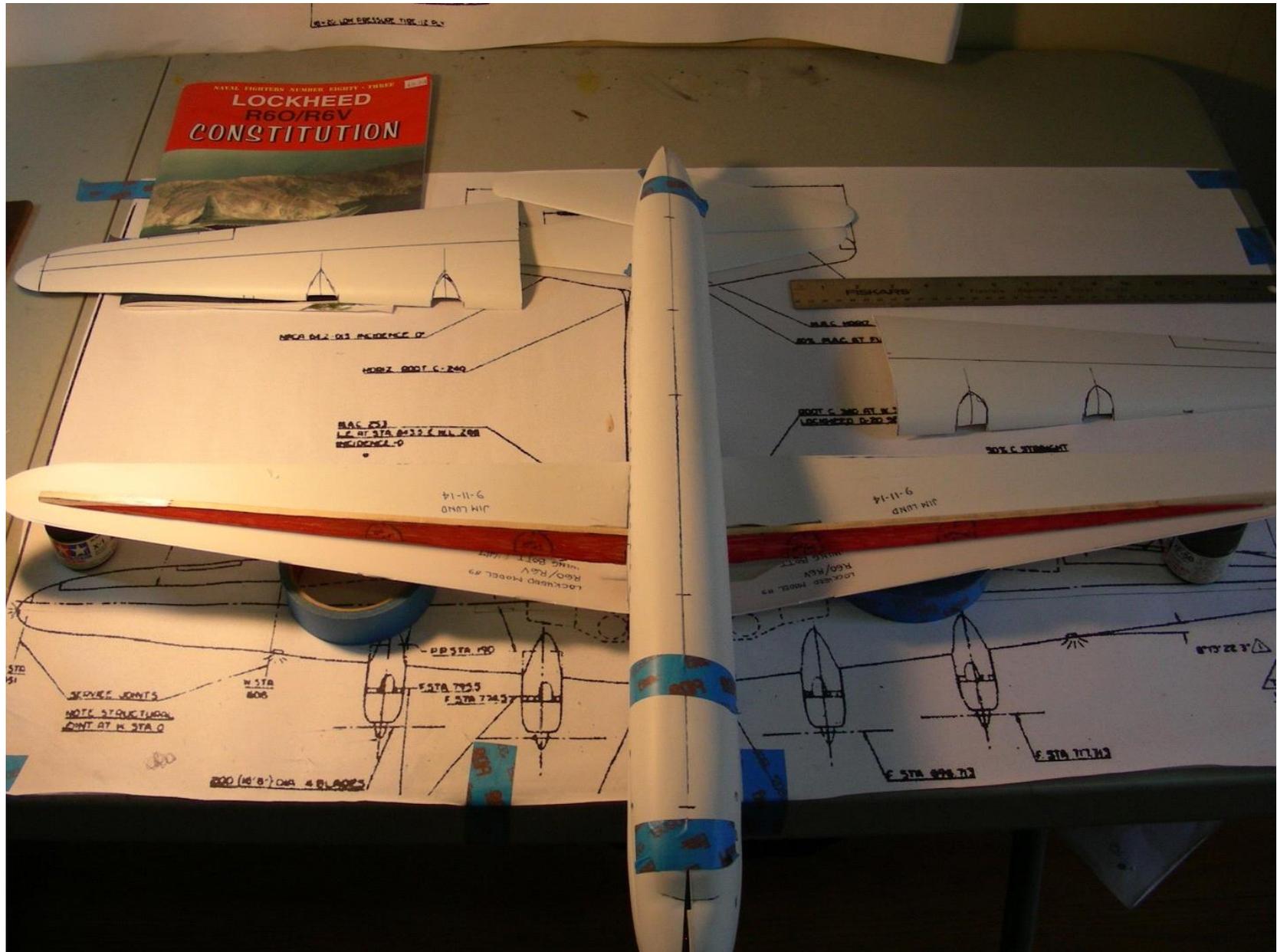
A must! Dry fitting prepared vacform parts using 1/72 scale drawings photo copied at the San Jose Blueprint Company.



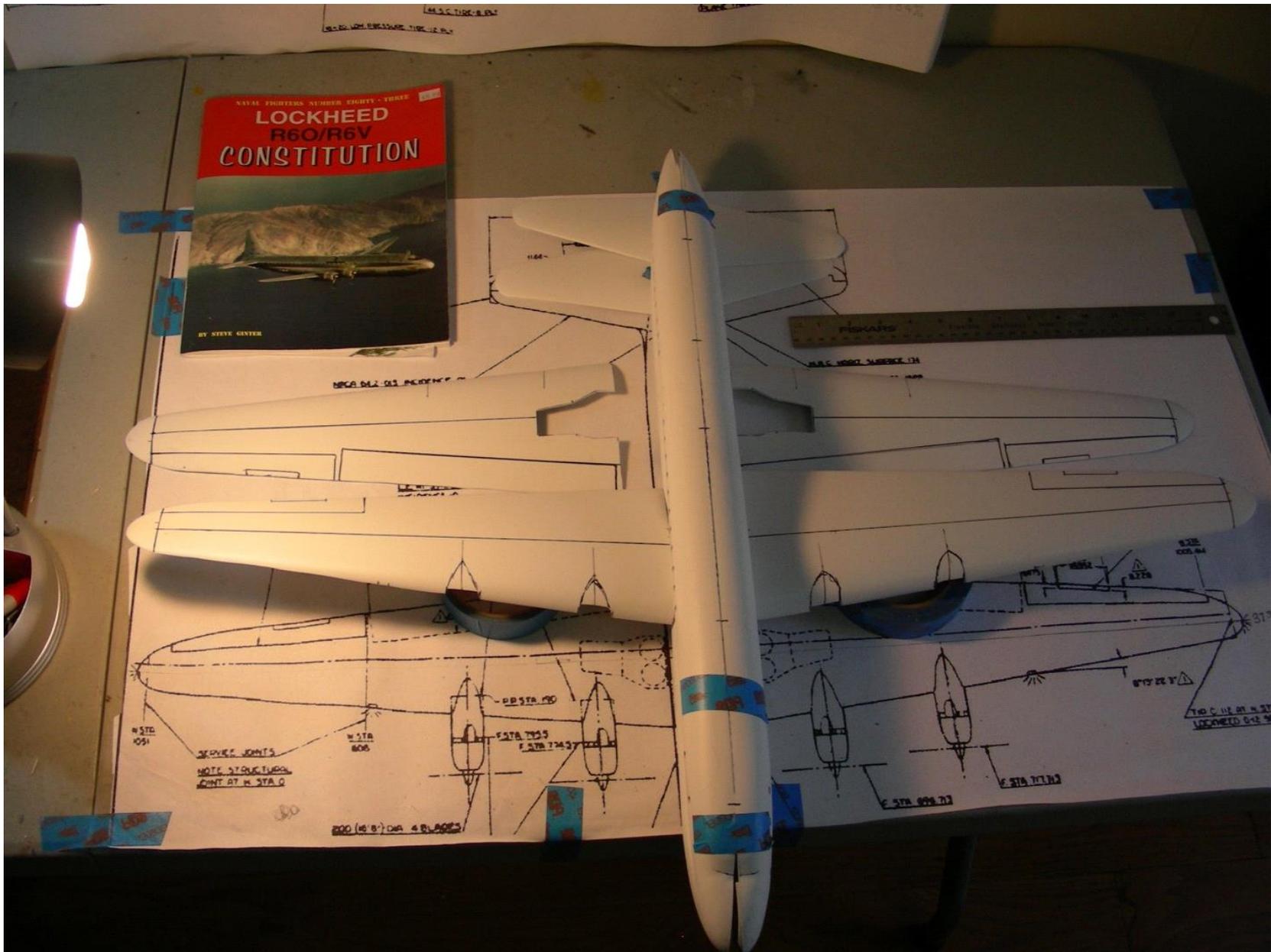
Main spar of quarter inch hardwood cut out on a jigsaw. Note: the fuselage bottom below the wing is still intact



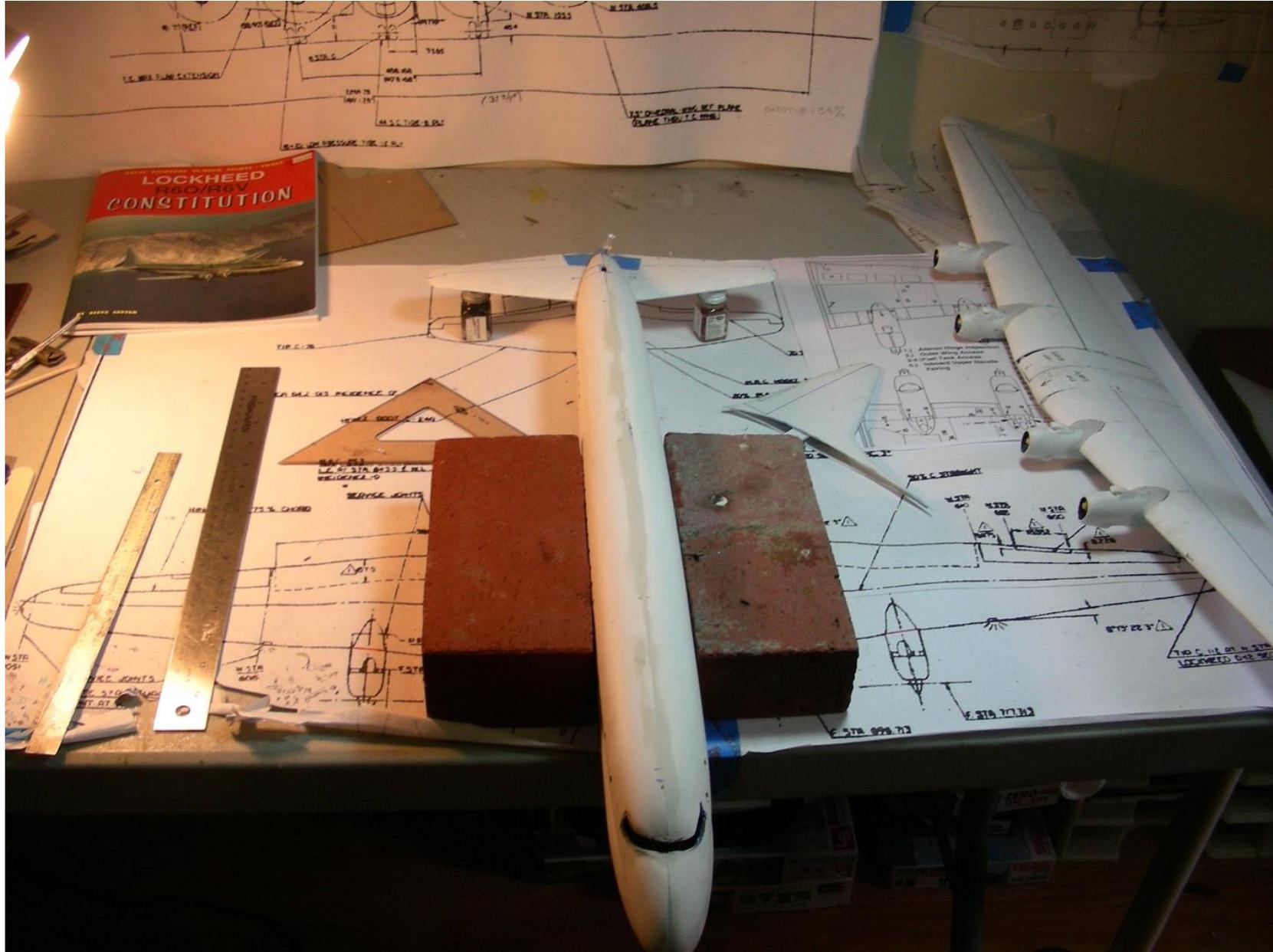
The main spar and wing parts check out in good order.



Top and bottom wing halves, fuselage and upper and lower horizontal stabilizers parts. This is to ensure correct fit before gluing.
Note the ailerons and flaps have been marked out, the wheel wells are cut out at this point.



Bricked square and bottled out for empennage gluing.
Note: fully assembled wing with nacelles and the tail fin and rudder, seen on the top right.



Another look at the serious alignment technique.

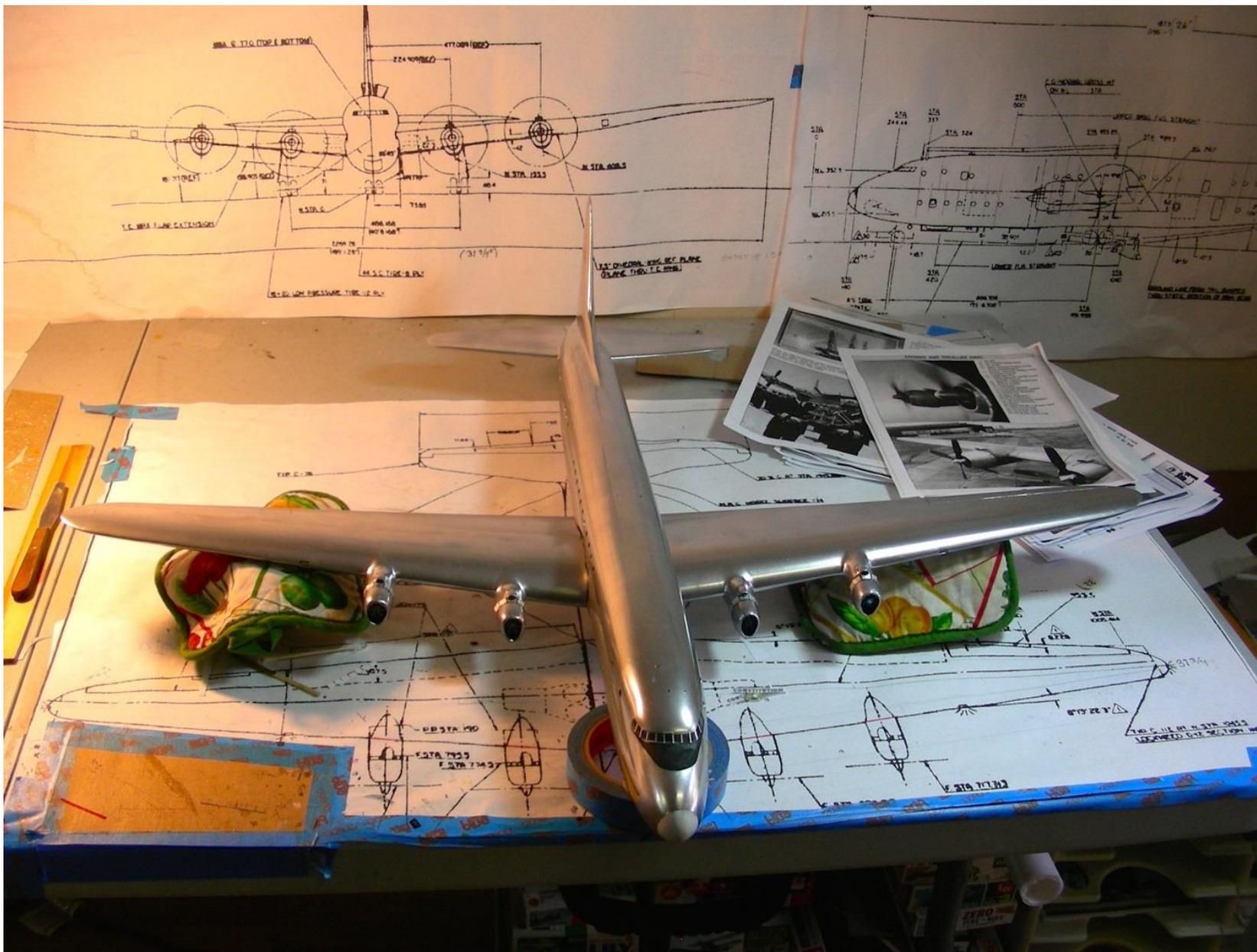


End of part one.

XR60-1 PART TWO: THE HARD PART

ASSEMBLING TWO COMPLETED UNITS, SMOOTHLY BLENDED, PAINTED AND DECALED

The fuselage placed over the wing (with the fuselage bottom attached) checked out for aligning



The technique for proper fitting, wing to fuselage: A sheet of “cling wrap” (LDPE or PVC poly plastic film) is to be pulled tight over the wing center. The rough cut on the fuselage will be masked off. “ Magic Sculpt ” 2 part resin putty will be worked into the gap between the wing and the fuselage

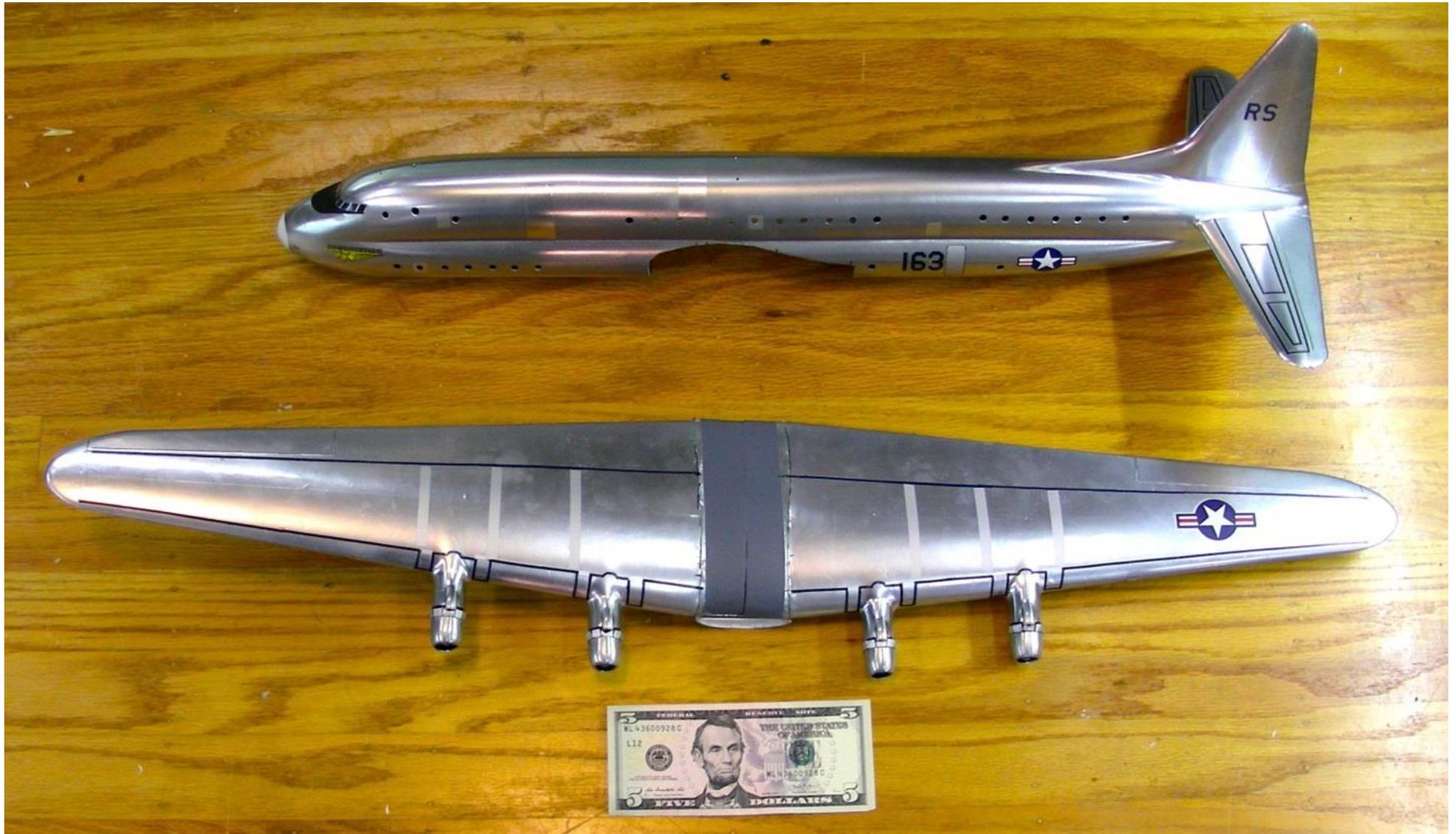


After smoothing and curing (overnight) the joint, the fuselage will be lifted off the wing. The “cling wrap” trimmed away, the wing and the fuselage now get the final coat of spray can chrome. Chrome finish and decal details will be forthcoming at the end of Part Two, Editor assures readers ...



Nose study

Completed fuselage, tail and wing units, with \$ 5 note for size comparison, not worth.



Coming up next, as promised by the Editor, crucial details of what sort of “ spray can chrome ” that our Mr. Jim Lund used here is in fact.
Also where those splendid decals which adorn his “ Constitution “ originated from, plus best reference to learn where to apply them

At the end of Part Two, “The Hard Part”

Here now Jim lets us know how he gets that fine finish and “magic” behind those “rare bird” markings

An 11 ounce RUST-OLEUM # 7718 CHROME SPRAY (Can from Orchard Supply Hardware)

This works on vacuum formed styrene.

After spraying, let dry for 5 days. A HARD Chrome finish that will take decals of other shades of aluminum, and markings.

It is tough stuff. Do NOT use on injected styrene, because it will crackle.



The 1/72nd scale custom Constitution decal, created by Jim Lund

All US Navy stars and bars are from Microscale decal sheet

As Jim states clearly and also made clear in his photography, THE single best reference to have on hand for your own “Constitution” is Steve Ginter’s “Naval Fighters Number 83”, his soft cover volume on the giant Lockheed R6O/R6V.

OKAY – Don’t go away, the THIRD and FINAL PART of the XR60-1 Tale is coming. Whereupon Jim provides us all there with a memorable take on catchphrase about Good Deeds & Punishment

XR6O-1 PART THREE: “Shoot the Works” (photograph your model in different positions) and ...No Good Deed Goes Unpunished *



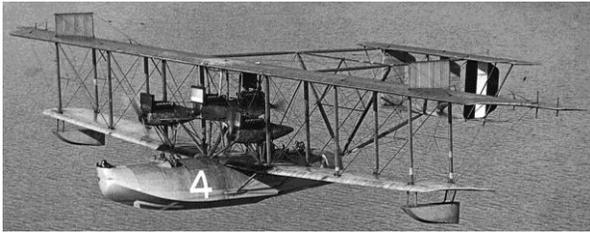
The Lockheed R6V was Moffett Field's big deal in 1949. In the nose wheel well, an aluminum ladder could be pulled down that allowed passengers and crew to enter and exit to the lower deck.

* **The meaning of “*No good deed goes unpunished*”**: Jim Lund had a problem: he became an octogenarian with a personal museum of around 1,400 1/72 model airplanes. No museum known felt that they had the resources or desire to accept this delicate load. It had to be broken down into manageable units. SFO Aviation Museum was interested in the commercial types (airliners and record flights). That took care of a couple of hundred. Another 150 or so US Navy types could go to the Moffett Field Museum .

For years I had worked with the Moffett Field Museum, and had made a big display of the “Macon Zeppelin era” that was a very effective, popular display. The Museum had gone through a lot of problems with the Navy and NASA, and survived with the help of many dedicated members. After being booted out of Hangar One, because it became an orphan when the Navy moved out. NASA inherited the old relic, and they were a forward looking outfit that had plenty of their own problems with funding and such. The Moffett Field Museum people worked a deal to get a lease on a building adjacent to the Historic Hangar One. They lacked a dynamic leader to move on and make a viable operation. A savior arrived in the form of a man named Herb Parsons. He managed to put things in order. That in itself was a major achievement. He then continued to acquire the goods and the people to make the Moffett Field Museum grow and prosper.

I wanted to donate and display all of my US Navy aircraft models, complete with display cases. Well, Herb said, “where is the R6V ?” Now I understood what made him such an effective leader - He knew what was important for the museum.

There was no 1/72 kit on the market. I called my pattern maker, Mike Herrill, and he said “I’ve been cooking that one up for years. Send me 400 bucks, and I’ll have the makings on your doorstep in less than a month”. Side note: Shortly after photos of my R6V hit the Internet, Anigrand of Hong Kong released a 1/72 version of their 1/144 kit of same. It seems that every time I scratch build a model, a few months later, a kit comes on the market.



(No Good Deed... continued)

I have always felt that the Curtiss NC-4, that made the first Trans-Atlantic flight in 1919 was a must have. For the past 50 years I have resisted scratch building it.

I might go to my grave before a kit is released, but I'm sticking to my guns. I'm not gonna scratch build it. Any other nation on earth would have produced a kit of this truly historic aircraft (the real thing is preserved at the U.S. Navy Museum, Pensacola, FL) However this is the U.S.A., the most historically dumbed down nation on earth. After all, they elected a clown for their president. – WJL



The world's most under-powered monster viewed up close and personal. The four Pratt & Whitney R-4360-22W 28 cylinder aircooled Wasp Major engines, producing 3250 HP weren't up to the task. To get this thing up in the air with a payload, it needed a boost. With full take-off power, six JATO bottles were fired just long enough to get the wheels retracted. With their drag eliminated, the R6V managed to climb above tall buildings.



View under the wing of one big sucker !

(Not heavy enough to bulge the tires, because no fuel or crew were aboard)



Depicted here, the R6V Constitution BuNo 85163 of VR-5, Moffett Field.

XR6O-1 Part Three – *WJL fini*

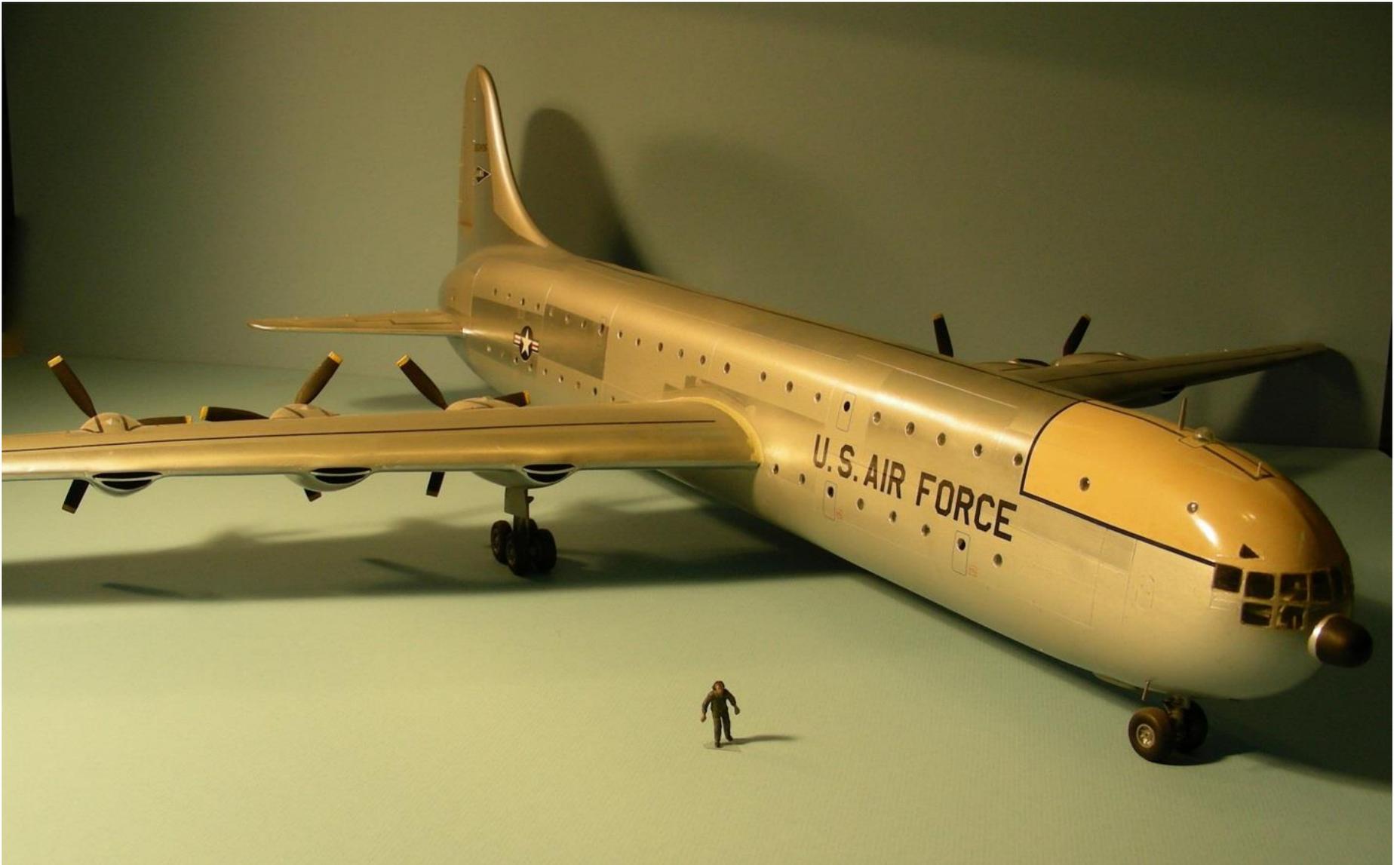
Well, I am hopeful that you, dear reader, have enjoyed our unique look at making a very historic and yet lesser known, appreciated American Aviation Pioneer with more than one local connection Don't go away. While we're done with the first, there's still the other half of " Building Big , # 1 "

-The Editor

THE HUMONGOUS CONVAIR C-99, A conversion of the Monogram B-36

Text & Photos: W.J. Lund

With an opening line photo caption that is pure Jim Lund ...



A vacuum formed fuselage, plus a Monogram B-36 and we've got a C-99. *This is the easiest conversion ever !*



1. Slice off the front third of the Monogram B-36 kit fuselage and insert it into the vacuum formed C-99 kit fuselage.
 2. Bond both sides of the fuselage with the cockpit interior, front wheel well, and get nose weights in place.
 3. Insert and bond the B-36 horizontal stabilizers.
 4. Insert the assembled B-36 wings into the interior B-36 fuselage
 5. Seal and bond the wings to the fuselage
 6. Add the vertical fin and rudder of the B-36.
 7. After sealing, filling and sanding smooth, spray the entire unit with an OSH aluminum paint*. Go to bed
- * *Rust-Oleum #7718 Chrome Spray*



8. In the morning, mask off areas with different shades of aluminum alloys to achieve a natural metal finish.
9. Mask off and spray paint the top front, white.
10. Apply the decals.
11. Install the B-36 landing gear and props.
12. Attach the nose radome and gear doors.
13. Glaze the cockpit windows with .010 clear styrene sheet, cut to match openings. Glaze the rest of the windows with Micro Kristal Klear.

Photograph your C-99, then place on your shelf. Another weekend build is done.*

** Fiddly details, of course, have to be added*

Note: Execuform and Gene Hooker offer C-99 fuselages. Hooker even had thick injected ones, too. Now probably very rare. I believe for this model, I used the Gene Hooker ,060 styrene vac. Currently, only the Execuform (Nostalgia On Wings) is in stock.



We now begin to compare post war military transports of the newly formed USAF
and

the firmly established US Navy

Where else, but here in “our model world”, could one do that “easily” with an R6V & C-99 ?
(courtesy of Jim Lund, Historian & Modeller)



Here they sit, side by side.

These two aircraft never really met. Only in the 1/72nd scale world is that possible. But look ! The dynamic duo. American tax payers get banged for their buck. Both Lockheed and Boeing ran these babies by Juan Trippe of Pan American World Airlines.

He absolutely loved their great size, that would dazzle their elite clientele. The fact that they could barely get off the ground with a payload, and their operating costs running a 100 to one compared to a Douglas DC-6B that could fly circles around them, he had to tell them that they were beyond the pale of Pan Am.



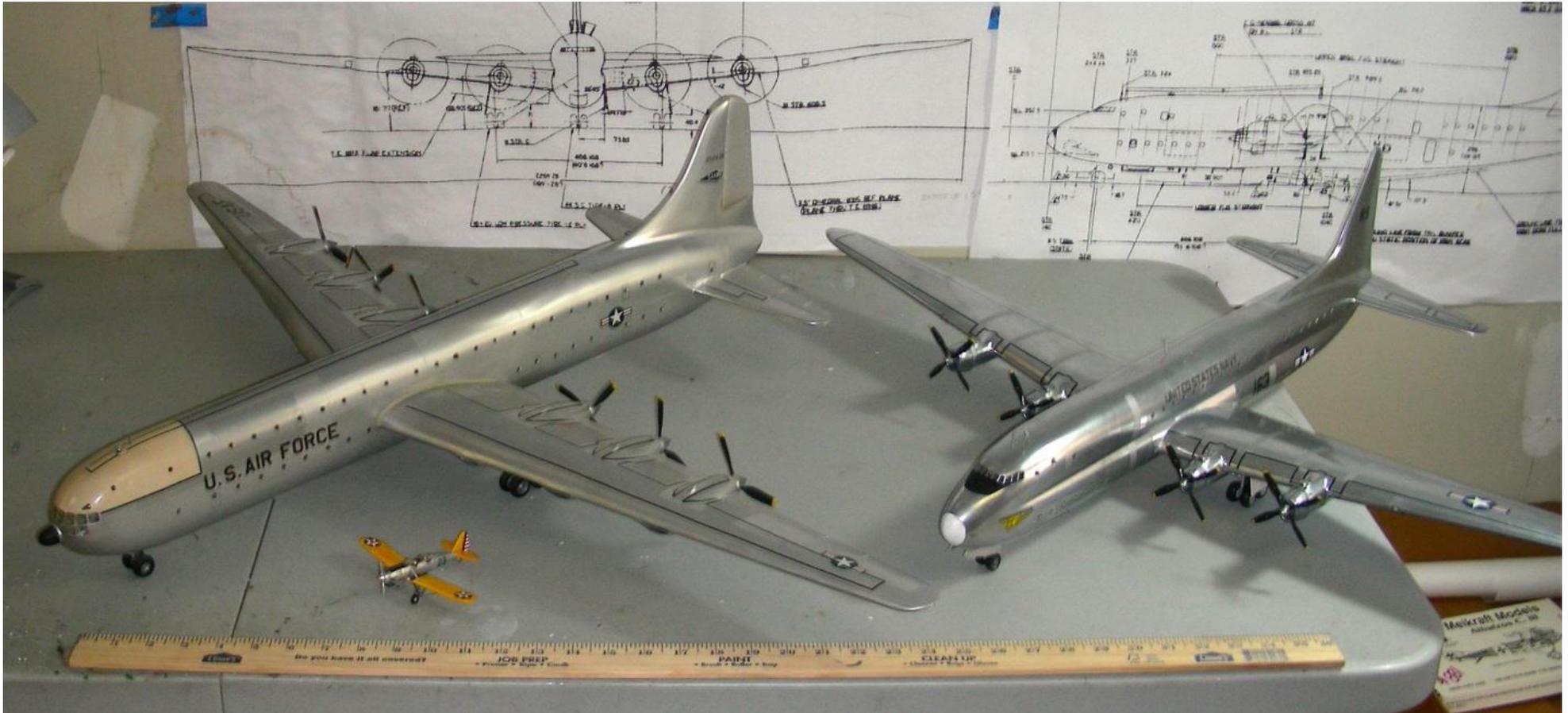
Yes, its great size is shown here.

The Ryan PT- 22 of Harrison Ford looks like a toy !

This scene could only happen in 1/72nd .

But,wait, THERE's MORE !

The Grand Finale: Feast Your Eyes On the Magic of 1/72nd Scale



Convair C-99 – Ryan PT-22 – Lockheed Constitution photographed with a yardstick !

An awesome sight to anyone afflicted with model mania.

Two monsters, long gone, cut to pieces and made into pots & pans.

But here in 1/72nd land, they live on, History in 3 dimensions.

This is as good as it gets.





From any angle, they stupefy !

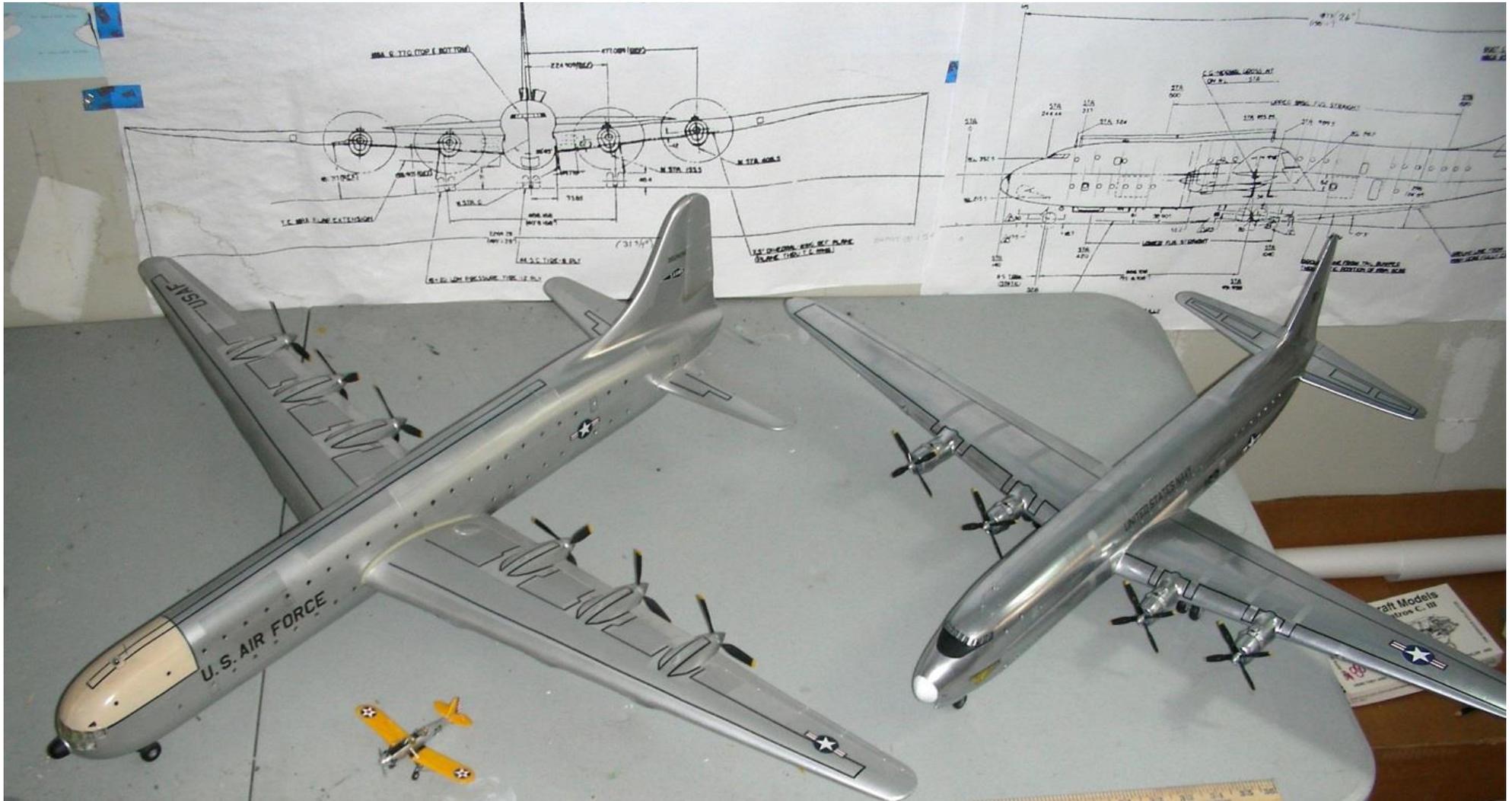


An interesting scene. The USAF and the US Navy, show their tails to WW-2 experimental aircraft and glorious Italian war birds.

Ah, more magic.

It is time to stop all of this madness.

One last look.



This chapter of BUILDING BIG is finished. – WJL fini

Well, I'm hopeful that Mr Jim Lund will allow this Editor again pleasure of outputting another issue of his model challenge to "Go Big or Go Home" . Already have a treasured stockpile of model treats from him, that inspired this new Sheet for my fleet.

-The Editor

Believe It or Not , NEWSLETTER Now Over 40 Years Young !

A QUICK & DIRTY RETROSPECT by One of the Many Editors (only one of two to repeat this, must be form of madness)

AMAZING but true, the current Editor of the SBC/SJC/SJSM/SVSM Newsletter program *almost missed this important milestone here* Oh, and did I mention that the “official publication” began in later portion of 1976, for odd reason seems something went on that year...?

Well, as this new wrinkle in the Sheets takes its bow, in seeking an appropriate accompaniment to Jim Lund’s excellent history & model Article, suddenly dawned when musing “why not just show a sampling of Sheets through the years, now that this Editor has them all...”

After having spent some time in the recent past years, good number of nights and days scanning years of photocopied/mailed editions of past club newsletters from own collection, plus plenty of time hunting down, securing or borrowing “missing or before my time” issues as a prologue...for many more nights making best effort to convert these into useful bits to capture in MS Word then “archive as PDF”

Resulting in a nice and nearly perfectly complete utilitarian archive of these items for various uses such as “Wayback Machine” writings or data mining for when was the first NNL West, or AVG Desert Classic, or when did we finally bury practice of endless pointless rants, er, I meant discussions on “display cases”... Nearly perfect, in that occasionally I open one to find something awry, so need to repair.

SO– Here we go, a begin (and we’ll see if we make it to end in one issue) to look at 40 plus, SVSM news style:

THALASSA!

Number 1
-- AUGUST, 1976 --

Jay Sherlock, Chief Jefe

THE IPMS-SAN JOSE NEWSLETTER

INTRODUCTION

You are now holding, if the Postal Service has not mangled it beyond recognition, the first monthly issue of THALASSA, our new monthly newsletter for IPMS-San Jose members and anyone else who is interested. All San Jose Chapter members will receive a copy automatically each month. Our July meeting provided the incentive that I've been needing to begin this thing, which I've been putting off for months.

The purpose of this little newsletter is nothing more than to: 1) breathe a little mention of IPMS and modeling into your life between meetings; 2) provide a resume and forecast for those members who (for shame) missed the last meeting; and 3) pass along all those tips and other bits of information that always strike us just as we get home from the last meeting. Just remember that this is not the NEW YORK TIMES, and that everything you read will be colored by my own preferences and prejudices - on second thought, that probably makes me just as objective as the TIMES.

If anyone has any news, tips, scoops on new kits, or other earth-shaking information, feel free to call me at home any evening (my number is in your new membership roster) and if its between the meeting night and my estimated publishing date (about the first week of each month) I'll stick it in here somewhere.

Please note that our heart-felt treasury money is not being touched to pay for this, but is being personally financed by yours truly. This is not to say that contributions to the cause are unwelcome. Any contribution for 10¢ and up will be greeted by a sunny smile at the next meeting instead of my usual nasty sneer.

Now, finish reading those pages (or crumple them up, as you wish), then get back to the work table and start building models for next month!

-JAY-

NEXT MEETING

will be August 20, 1976. Provided our illustrious Secretary and Vice-President are not totally drowned in their own models its scheduled to be a Chapter Contest night, so bring those goodies you've finished but have been hiding until the next contest. In honor of the event, our usual drawing for one kit will be expanded into a drawing for TWO WHOLE KITS. WOW!

THIS IS IT, HONEST AND TRUE – The VERY FIRST ONE, Editor – Jay Sherlock

Please note, the August, 1976 publishing date makes it possible for this Editor to be credibly claiming today (May 2017) that it's 40 plus...cause it won't be 41 for 3 more months, no?

My own deep appreciation is being put forth here, for one, as I knew already of the legendary “Thalassa” newsletter which I just missed getting when I became a New Guy in the club, by a few months. Tim Curtis, Doug Stuart, Bill Magnie plus in nice irony, “Trucker” Cliff Kranz, all had extolled this publication. “...and kid, you really missed it, maybe someone has some extra to share...” was Tim’s final close on it.

Well, upon taking helm as Editor/Secretary/Treasurer so that aforesaid one Doug Stuart could feel it was okay for him to cease being all those, and apparently go into the ether, for none of us saw him again (he resurfaced last year to pass on a bunch of things to Jim Priete, as I no longer had room to take anything!) Lucky me back then treats like a pretty complete set of Thalassa was in amongst the “officer stuff you get from me” items from Doug back then. Years later, Cliff Kranz lent me his complete 1976-96 personal club related files, thus here is # 1, archived today !

THALASSA!

THE IPMS-SAN JOSE NEWSLETTER

no. 9

Apr, 1977

MONOGRAM F-80



THALASSA!

THE IPMS-SAN JOSE NEWSLETTER

No. 21

Apr, 1978

COMMENT

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THALASSA!

IPMS SAN JOSE

No. 33

Apr, 1979

Comment

You will notice that this is a rather short issue, being two pages short of the accustomed six pages. This is frankly an economy measure for this month, since we have a really monster issue coming up next month, featuring a special article by our favorite prolific author/artist. You might be warned ahead of time to attend the May meeting, since the next issue will be far too heavy to go out through the mail as usual, and will have to be picked up at the meeting, as was done with the special S-3 issue in 1977. This does not apply to the out-of-town people, of course.

We would also like to leave you with a brief word on our usual tonic to introduce this time of the year. There are several modeling contests next month, as well as a few more throughout the rest of the year. We heartily encourage you to:

- a. achieve your normal level of top-notch modeling;
- b. build the models you like, don't build just to win;
- c. ignore the nasty comments - if you can't say anything good, don't say it; appreciate the efforts of those doing the work;
- d. don't indulge in hindsight - its the least useful of all intellectual accomplishments.

Just remember the one cardinal rule of modeling: After all the cutting, sanding, cementing, painting, strapping, and cursing, its still supposed to be FUN.

JAY

Monogram Me 262 - gary hethcoat

Among the latest releases from Monogram is a superb kit of the Me 262. This is by far the best 262 kit ever produced, even surpassing the Hasegawa kit in 1/32 scale.

The kit's detail is the quality and accuracy we have come to expect from Monogram. A full complement of beautifully detailed MG 108 cannons are provided for the nose. The cockpit is very well done, with one unfortunate exception. The seat is molded in, with molded-on seat belts, making it very difficult to scrape off the molded belts and fashion your own. The insides of all hatches and landing

As you may begin to see, newsletter covers varied over time, I'm using mostly April issues as we go, the 1977 through 1979 above, '80-82 below

THALASSA!

IPMS SAN JOSE

No. 46

May, 1980

Comment

There will be several contests and general displays coming up in the next few months, and of course there will be our regular Fall Invitational coming up in October or November. With this in mind, I'd like to reprint a comment section that appeared in issue No. 21, April 1978. Though a few of you may remember this, there has been quite a turnover of new members, and I think it bears repeating for the benefit of all. Give it a little thought, before you enter that next contest - - -

- Law of Multitudes**- No one has twenty "best" models all at once, and this is what contests should be for. Enter your best efforts and be content with that.
- Law of Greed**- A corollary of the first Law above. Entering three models in every category will greatly increase your chances of winning a trophy, if that's the only reason for entering. If your thing is looking like a flink to everyone else, this is the way to go.
- Law of Superiority**- Why play one-up-manship with the next guy? Even if your Light Gull Gray is more accurate, its even odds that his joints are sealed better. Or something. Most people who play this game require a crowbar to remove pedal extremity from oral cavity.
- Law of Popularity**- Sure, its fine to spend months on a model that everyone else thinks is great, but who are you building for? Build to please yourself, and the heck with everyone else.
- Law of Judging**- Just remember, no judge or system of judging is perfect, and the essence of both winning and losing is sportsmanship. Unless you see the judge leave the room with a white cane and guide dog, keep your mouth shut (at least in public) about the results.
- Law of Happy Modeling**- Building plastic models is, supposedly, an exercise of creativity and enjoyment. If you're pummed upon by a clod who is bent on destroying that enjoyment, turn him off as fast as you can. Its the least you can do for all of us.

Find an empty spot above your workbench and tack the above rules dead center. Refer to it often while building for that next contest. If you take it all to



INTERNATIONAL PLASTIC MODELERS' SOCIETY - U. S. A. ®

San Jose Chapter

AUGUST 1981

NEXT MEETING

will be held at the Mercury Savings building in Cupertino on August 21. The gathering begins at 7:30p.m. and the formal meeting starts at 8:00.

An important topic of discussion for the night will be the possible change of our meeting night. Mercury Savings has told us that we can have the larger downstairs room if we change our meeting night from the 3rd Friday to the 2nd Friday. The only disadvantage of this new night would be to those members who attend Fremont IPMS meetings which are also held on the 2nd Friday. All members who wish to have a say in this possible change should attend the August meeting because the change will be decided that night.

On a lighter note, our 3rd quarter contest will be held. The 'Paul Olive's Special' category will be Russian Military Hardware.

SAN ANTONIO'S SHOPPING CENTER DISPLAY will be this Saturday, August 15. All members who would like to participate should bring one or more store adjacent to San Antonio's Hobby store. The display will set-up at 9 a.m. and continue until the late afternoon.

LAST MEETING

was held on July 17, with 26 members attending. The body of the meeting consisted of a talk by Ted Kaufman who spoke about his experiences at the New York IPMS convention. He came home with a 3rd place in the scratchbuilt division for his Hurricane. An added bonus for Ted when he was asked to write an article with photos for a new American modeling magazine.

For those who were wondering how we did at our Swap/Auction, the figures are below. The event went off very well and those of you who went saw some exciting bidding. Chances are good for another event in the future.

124 items sold for \$105.75
Club fees - 10.58
Donation sales - 39.05
Club profit \$ 90.53



April 1982 IPMS/San Jose 1

LAST MEETING

19 March 82
The meeting was called to order with 44 members and guests in attendance.

Tom Harrison plugged the Swapmeet. (You are going, aren't you?)

Jay Sherlock redistributed our display plaques to Chuck Foster and Bruce Snyder, who will be responsible for putting them in appropriate hobby shops to attract interested parties.

Bill Magnie read a communication concerning trophy packages for the next National Convention, and asked the membership to think about whether we want to contribute, and if so, how much.

Bill next introduced the guest speaker, an old friend of his, Duerr "Hank" Shuh. Mr. Shuh was a P-51 ace with the 487th FS in Europe. He delivered an interesting and well-received presentation on training, combat, and aircraft of that era.

After the break the usual drawing was held, with Pres Bill Magnie having the winning ticket.

Hank Shuh then ran his gun camera films, which showed Bf 109s getting shot down and locomotives getting shot up. Mr. Shuh was then presented with a 1/72 scale model of his P-51D, "Duchessa". Bob Skvor built the model, and Stuart Shepherd made the personalized decals.

NEXT MEETING

As mentioned in the report of the March meeting, we will discuss what our commitment to the National will be, monetary and otherwise.

Also, the team that produced the presentation model for Hank Shuh will describe their efforts: Bob Skvor will talk about natural metal finishes, and Stuart Shepherd will mumble on the subject of homemade decals.

CALENDAR

- | MONTH | DATE | EVENT |
|-------|-------|---|
| APRIL | 16 | Meeting |
| | 24 | Redding contest |
| MAY | 9 | Monterey contest. (not the 16th, as one erroneous flyer reported) |
| | 15-16 | Wesley Field open house |
| | 21 | Meeting, Quarterly contest. Special category: Soviet aircraft |
| JUNE | 5 | Regional convention, Sacto |
| | 18 | Meeting |
| | 19 | Swapmeet & Auction |

WANTED: Aircraft profiles associated with WWI aircraft. Contact Tom Harrison at the April meeting.

NEW MEMBERS

Juniors
DANIEL AARLDI
JOHN SOMAN
GREG WITTER

Seniors
DON LONG
DAVID NEWMAN

SAN JOSE

April 1983

1

APRIL MEETING FEATURES SPEAKER

by Larry Taylor

SPEAKER THIS MEETING! Jeff Ditch has arranged for Mr. Bob Locks to share his experiences as a pilot with the 28th AF, F-80 test pilot, and much more. Mr. Locks flew from both China and Two Jims, and qualified on more than eight aircraft.

Bring your B-29s, accounts and opponents, and let's have a good time. (Don't forget: one doorprize ticket for each model displayed!) Tom Harrison may also have a surprise guest this month.

I'm trying to round up '83 model catalogues to put in a chapter binder of current catalogues, paint charts, and commentaries on kits. Don Hobbles in San Carlos has given us the '83 Tamiya and Hasegawa catalogues, and is trying to get a complete Humbrol paint chart. Any additions would be welcome.

Bring something so that we can see what you are working on currently. See you at the April meeting.

NEW MEMBERS

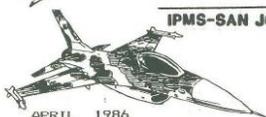
Narc Goodwin
Tim Stanford
Bob Miller
Wick Gorsy

NEXT MEETING: Mercury Savings, 19376 Stevens Creek Blvd, Cupertino. (Near corner of Stevens Creek and Wolfe Rd.)

FRIDAY, 15 APRIL 1983
CONVERSATION: 7:30PM; MEETING: 8:00PM

SAN JOSE SCALE MODELERS

IPMS-SAN JOSE



APRIL 1983

Next Meeting: April 18, Friday
Time: 7:30 - Juniors Workshop
8:00 - Business !!
At: Mercury Savings
19376 Stevens Creek Blvd
Cupertino



THE "DO NOT FORGETS"

- 1) Check your mailing label. If it is not your correct address, please let me know at the meeting or by dropping me a note.
- 2) The first Juniors Workshop went very well and had good attendance. Lets make it better by bringing more Juniors, and the ones that came before. Do not forget either, that it is 7:30 PM for Juniors, us big guys have to wait until 8:00 PM.
- 3) Again the mailing label. Check the expiration date on it at the top-right corner. This is your dues expiration. If you want to keep the association of your modeling friends and the information via this newsletter arriving (stopped by neither rain, nor sleet, nor snow, but IRS time made this a last minute "minutes") keep your dues current and pay Dave Cooper accordingly (he is the tallest one at the front table).
- 4) Attend this meeting! A number of important issues will be discussed that will affect the club during the coming year and even longer!!



April 1984 San Jose Scale Modelers

MARCH MEETING

Mercury Savings, Cupertino. 16 March 1984

The meeting was called to order at 8:05. There were 47 members and guests present.

OLD BUSINESS
The featured speaker, C. R. Gordon, was unable to come to the meeting, but President Barry Bauer announced that Mr. Gordon would be available for the next meeting.

Discussion was held about adopting a new name. Greg Kolbo suggested that the name should denote a region - like Santa Clara Valley - rather than a specific city. Bill Magpie countered that everyone refers to us as "San Jose" and that San Jose should remain in the name because of its recognition value. Cliff Kraus agreed for something more in a commemorative vein, like a name with "Moffett" in it. In the end, "San Jose Plastic Modelers" was selected.

NEW BUSINESS
It was decided to send a \$15 sponsorship to IPMS/Aeriana for the national Convention. The vote was 23 to 1.

Tom Harrison reminded members that the annual Swap Meet and Auction was coming up June 23.

Break at 8:38
Reconvene at 8:48

The door prize drawing was held. The winners being:
Paul Ward - TRN book
Andy Oremus - TRN book
Rodney Williams - Doll kit

The Quarterly Contest winners were announced. See the list elsewhere in this newsletter.

The meeting was adjourned at 9:00.

NEXT MEETING: Mercury Savings, 19376 Stevens Creek Blvd, Cupertino. (Near corner of Stevens Creek and Wolfe Rd.)

FRIDAY, 20 APRIL 1984
CONVERSATION: 7:30PM; MEETING: 8:00PM

QUARTERLY CONTEST RESULTS

MISCELLANEOUS
1st: 150/9 Helftrac Brian Karas
2nd: Pilot figure Eric McClure
3rd: Athos Eric McClure

CIVIL VEHICLES
1st: H-D Cycle Andy Otaoahuk
2nd: 53 Panel Truck Andy Otaoahuk
3rd: Ferrari J08 Robert Layton

AIRCRAFT
1st: Do 26 Bob Miller
2nd: QPW Cougar Doug Summers
3rd: BD-5J Rod Broyles

In order to streamline the club meetings, the following policy will be tried out at the April meeting: the business meeting will be limited to twenty minutes - no matter how much there is to discuss. Anything that hasn't been taken care of, even if it is still in the middle of debate, will be delayed until the next meeting. After the proper motion to postpone, of course.

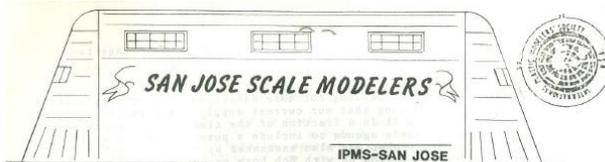
We are doing this to try to save the major part of the meeting time for conversation about models, demos, and just plain talking around.

CONTEST RULES

Enclosed in this issue of the newsletter is a copy of proposed chapter contest rules, to be voted on at this coming meeting. They are straightforward; nothing out of the ordinary, with the possible exception of charging entry fees at the Quarterly contests. They allow for a kind of judging system or non-judges to be used. Look 'em over and voice your opinion on Friday.

GUEST SPEAKER

Mr. C. R. Gordon, former Lockheed test pilot, will be the featured speaker at the April meeting.



San Jose Scale Modelers April/May 1985 page one

NEXT MEETING: MERCURY SAVINGS, 19376 Stevens Creek Blvd, Cupertino (near corner of Wolfe Rd & Stevens Creek Blvd)

FRIDAY JUNE 21 1985 note: QUARTERLY CONTEST!

Among items for the June Meeting of San Jose Scale Modelers is the 2nd 1985 Quarterly contest, actually two contests in one. For those who wish to compete with only those entries which fit within a "theme" category, there is "Race Cars" for the June "theme" Quarterly. "Open" (no theme) Quarterly for those entrants who want to compete but not necessarily within a certain theme will be held also at the June meeting. With the options presented, it seems we should have no trouble finding eager entrants (even judges!) so be there and share in the fun. (a.b.)

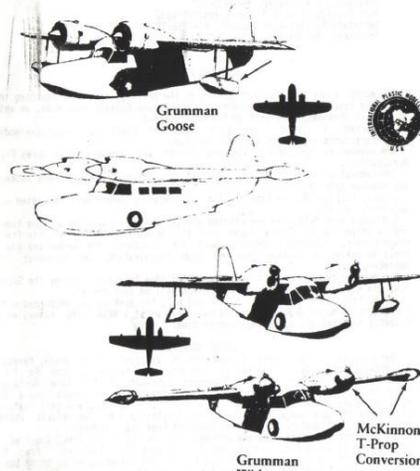
HIGHLIGHTS OF THE APRIL/MAY MEETINGS

In the April meeting, San Jose Scale Modelers voted "no interest" in the matter of our sponsoring a 1985 IPMS Nat'l trophy package, after a lively & brief discussion of the matter. The big voice of the evening was to settle the question of our new Chapter Contest site, the result being a unanimous vote to select the Castro Middle School in Campbell. As well, the proposal of having the October 1985 Chapter Contest there was put forward and discussed. Reasoning behind the proposal: since we voted earlier this year to move our contest to the month of February there weren't any plans to have an October Leiningner Contest in 1985. To do so would drain a large part of the treasury funds with low likelihood of of making enough back to fund the first February 1986 Chapter contest. Castro school site, on the other hand, would cost approximately half as much Leiningner and if we held our contest in October this year, the new site could be tried out without cutting into February '86 funding. This would give club contest officers a chance to get the initial experience to break us in at Castro site. That would be helpful for when we select next years officers in December, who will be responsible for holding February '86 contest set up by 1985 contest officers. Voting on having "two contests for the price of one" was nearly unanimously "aye".

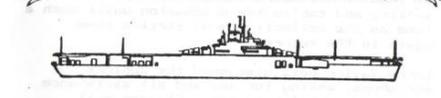
The upcoming Moffett show was discussed to get those members interested in participating for the first time an idea what transpires at the show and so have time to decide whether or not they might sign up at the May Meeting to be in our booth and help share in the public relations work.

SAN JOSE SCALE MODELERS

P.O. Box 1052
Cupertino, CA 95015



SAN JOSE SCALE MODELERS



San Jose Chapter IPMS

APRIL 1987

Next Meeting: Friday, April 17, 1987
Time: 7:30 PM for Best Parking
8:00 PM "Formal" Business
8:05 PM "Informal" Business
8:40 PM Guest Speaker, or Video, or Both or Neither

Location: Mercury Savings Meeting Room
19376 Stevens Creek Blvd.
Cupertino, CA/USA - No. Hemisphere

1/50 hr's FROM MARCH MEETING

As usual, the plastic vultures circled in just after 7:00 to pick the kit bones of the vendors who were fool enough to bring kits in and then stand still for at least 5 seconds. These same vultures used their usual ploy of scarfing up valuable kit nutrition, mostly Frogs, and then repaying their host with small, green portraits of past presidents that they claim are extremely rare and valuable.

The meeting starting promptly late at 8:10 with a modest crowd of 50 people (including vultures who resisted requests to perch).

Out-going, in both senses of the word, VP Rodney Williams was first to start off, going over Reg. Coordinator, Jim Ireland's proposals for future regional contests. Despite Jim's

IPMS-San Jose
APRIL 1988
Next Meeting: April 15, 1988; Friday
Meeting Time: 7:30 PM - Sab, Shop,
8:00 PM - Business
8:40 PM - Demonstration
Location: Mercury Savings Meeting Room
19376 Stevens Creek Blvd, Cupertino

AMT's XB-35 Flying Wing is a dandy

By Dave Hansen
Often described as visionary, radical, or inspired, the Northrop B-35 is a classic example of the right airplane at the wrong time. Hampered by wartime priorities, aerodynamic difficulties, and finally torpedoed by harbored politics, the Northrop Flying Wings earned a permanent place in the hearts and minds of aviation enthusiasts everywhere.

In the past, there have been two vacuumformed kits of this remarkable airplane, which could only be described as prob-

lematic at best. If someone had told me five years ago that a major kit manufacturer would mass produce a kit of an unsuccessful prototype bomber, I would have nodded politely, excused myself, and burst out laughing at the earliest possible opportunity. My, how times have changed.

The new ERTL/AMT B-35 is not only an improvement over a vacuumform kit, but it is a shining example of kit making technology at its best. No small credit should be given to ERTL/AMT for taking what has to be a major roll of the financial dice. Fortunately for us, it seems that they gave this project the attention it deserves.

Molded in the now familiar and much maligned grayish Rubbermaid plastic, the kit contains about 120 parts. Surface detail is comprised of mostly recessed lines, very delicate like on the KC-135 and the not hum-fisted variety found on their B-57. The wing is broken down into three major subassemblies: a highly detailed center section, including cockpit, wheel wells, and intakes/engine mounts, and the two outboard wing panels. The break is strategic, located outboard of the engine nacelles, and the intakes are cast as

separate leading edge sections. This can only mean that the powered B-49 version is sure to follow.

Fortunately, the key components are molded of considerable thickness and there are some stub spars to facilitate attachment of the outer wing panels, so the assembled model should be of sufficient strength.

The kit is not only impressive in size (28 1/2" wingspan), but in set of well-molded instrument panels, control columns, seats, control

soles, and the flight engineer's station complete with bulkheads and engine control panel. The entire center fuselage section is also provided, with a seat, sight, and armor plate. It is a pity that most of this detail will be invisible once the upper and lower halves of the center section are assembled.

The undercarriage is also very well done, with detailed wheel wells and flattened tires! Even the intricate transition section of the main gear struts is replicated. However, the wheel well doors are surprisingly plain and devoid of detail except for some annoying ejector pin marks. Fortunately, these can be removed with some careful sanding.

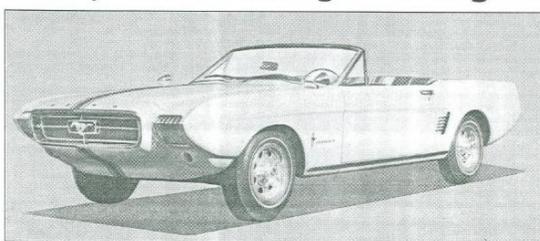
Somewhat curiously, only part of the nose wheel well is included, with no panel lines delineating the hinged section that covers the nose wheel itself. This can be fixed easily with a scuffing tool.

The power packages are equally impressive. Each gearbox housing has finely molded recessed panel line detail and oval access plates. As the kit allows the modeler to build either the board of the engine nacelles, and the intakes are cast as

Continued on page 6

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Dreamy deuces: Mustang II and Cougar II



The sharp lines of the Ford Mustang II concept car, in a slot taken from a 1965 P.R. brochure. Note the "finger-style" headlight covers.

By Mike Burton
Part 3 in a series

The Ford Mustang II of 1963 was a real working prototype, and this car's lines were very evident in the production Mustangs which came only a little later. In fact, it's too bad that Ford never put this model out later, say about 1971, when the '63 Mustang really began to "fill out," as if she'd been hitting the feed bag a bit too often. I apologize if that was your year, but everything "hot" about the original pony seemed to have left by then, and it needed those 429-horsepower V-8s to shove it along.

A long time ago, I got a public relations sheet from Ford on this sweet car, and I was hoping to find an IMC (remember them?) "master's kit" to build up using it as a reference. Alas, I already was classed as collector's piece. Others warned me later it was a dog.

Well, boy-WOW! That fine old American kit maker Lindberg has made my day with their late-1995 re-issue of the 1963 "II." Nearly everything about the molds tells you it didn't originate with Lindberg (my first clue: no rubber band ejector seats or build-it-yourself realistic noise motor). My meager model references indicate only IMC released this kit (another author wrote that AMT did it, but his kit list disagrees with his text). Well, either way, it's here.

Continued on page 6

1963 Ford Mustang II, by Lindberg, reissue 1995; original IMC kit ca. 1965

This kit was made for detail modeling, with operating parts that include working doors and steering wheel. Comparing the kit parts to photos, the body and interior pieces are crisp, accurate renditions of the prototype, as are the most of the small parts.

The headlights are a large exception to this, but they won't be easy to change for the better. These are molded like decorative grills, but are supposed to be fingers over the lamp area, and there should be five fingers instead of four per lamp as included in the kit. I'll pass on that modification, thank you.

The kit wheels include the original slotted chrome type as well as "custom" mags, but the instructions fail to make it clear that the knock-off hubs belong on the original wheels by IMC. The supplied short hard top is a factory prototype option from the real car. It looks nice on the model, but to me this Mustang is most sporty open-top in the real colors.

Well, either way, it's here.

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Italian Lightning: Hasegawa's 1:48 Folgore

By Ben Pada
The outbreak of the second world war found Italy's Regia Aeronautica in the midst of a renewal and build-up program that it very optimistically hoped to complete around 1943. This build-up program was desperately needed, as its units were burdened with an absurd variety of aircraft types, many of which were obsolete and suitable only for training duties.

Because of a lack of new, more powerful engines, fighters were still forced to rely on the 840 hp Fiat A.74 radial, which powered the Fiat CR.42 and G.50 and Aeronautica Macchi's MC.200.

Macchi's chief designer, Dr.

itself well flying for both the Axis and the Allies.

Hasegawa has released an MC.202 in 1:48 in two editions (including a "Cavallino Rampante" edition) as well as the very similar MC.205 *Veltro*. To go along with these kits, *Legion* has issued a set of resin details mastered by Roy Sutherland of Cooper Details. There is also a photo-etched brass set from Eduard and a resin set from True Details. I chose the *Legion* set.

Besides the super-detailed interior, you also get exhaust stacks and wheelwell details.

For reference material, Squadron Publications has issued a



Mario Castoldi, was adamant that the MC.200, already an effective aircraft, would never reach its full potential unless an inline engine could be acquired. The first Daimler-Benz DB 601 inline engine arrived from Germany just as Macchi was proceeding out of its own initiative to complete the MC.201.

Essentially an MC.200 with outboard engines, the MC.202 was humped and powered by the new Fiat A.76 which was much larger, in 1943). Upon arrival of the engine, Castoldi installed it in a stub fuselage MC.200 air frame, and his

expectations were realized: top speed jumped from the MC.200's 312 to 370 for the new MC.202 prototype. The new plane was given the name *Folgore* ("Lightning") and acquired

including Macchi MC.202 In Action, Italian Aircraft of World War II, and two-volume Regia Aeronautica. Some of these books are out of print and are hard to find. The second of four books on Italian aircraft by Ali D'Amico was released this year and focuses on the MC.202; it is very good and worth the \$18 cover price. Finally, there is the Aero-Data book on the M.C. 200, MC.202 and MC.205, a very good book but expensive at \$24.95.

Very few modifications were introduced throughout the MC.202's career. The initial stub fuselage was placed midway on

the fuselage back was replaced by a larger and taller mast directly behind the canopy, and filters on the engine intake

Continued on page 6



Italian groundcrews service an MC.202 in the North African desert in 1942.

Continued on page 6

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The Luftwaffe's wide-eyed owl: the Fw 189

By Bradley D. Chun and Lou Orselli

The Fw 189 was the result of a 1937 Reichluftwaffenministerium specification for a short-range reconnaissance aircraft that would offer good all-around visibility to its crew. Arado, Hamburger Flugzeugbau and

Focke-Wulf responded to the specification with designs, but it was the Focke-Wulf's twin-boom design that was accepted by the Luftwaffe.

The Fw 189 "Uhu" was a distinctive, twin-boom design, with an extensively glazed fuselage that provided its crew a 360-degree view in almost every plane. It was an all-metal stressed skin airframe, making it rather advanced for its era, and it could carry three crewmen. The plane was powered by two 465-horsepower Argus As 410A-1 engines, which gave the Fw 189 a rather impressive top speed of 208 mph.

The instruction sheets are broken down into two 11"x14" sheets depicting the parts layout, an exploded assembly drawing, several detailed assembly diagrams, and a color and markings section that includes two black and white photographs. There are five aircraft depicted, with their markings, although there are no decals included in this kit. (Another excellent reference guide I highly recommend is *Fw 189 In Action*, by Squadron/Signal Publications.)

One of the sheets also includes highly detailed drawings of the interior of the center nose section and tail cone area. Not only are the drawings highly detailed, but the names of each item, purpose, and the colors each item needs to be painted are also included.

The glass portions of the fuselage come on two sheets of clear vacuumformed plastic, so the clear parts include the vast green engine section and tail cone gunner's section. The canopy glass housing section, which includes the canopy framing detail molded crisply. A little bit of polishing will then crystal clear. A spare sheet of clear

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Dragon Wagon: super-heavy tank retriever

By Bradley D. Chun

The 12-ton M26 Dragon Wagon was the heaviest and most impressive wheeled support vehicle used by the U.S. during World War II. The M26 was designed in response to a 1941 request for a vehicle specifically designed to recover and transport light and medium tanks in combat conditions.

The Dragon Wagon has its roots in the Bay Area. Knuckey Truck Co. of San Francisco, a small firm that specialized in building custom-made off-road quarry and mining trucks, adapted one of their truck designs to meet this requirement. This new design, which featured a patented center-pivot, chain driven rear bogie, eliminated many of the shortcomings of the drawings of the T13, which the army had been testing, and was accepted for production in 1943 as the Truck Tractor, M26, 6x6, armored cab.

Knuckey was too small to produce the M26 in sufficient quantity, so the contract was transferred by railroad car maker Pacific Car and Foundry Works of Renton, Washington, which described the tractor as the Model T7R, and on August 25, 1943, the first M26 was produced from 1943 to 1945, and

they saw service in both European and Pacific Theaters, retrieving tanks and hauling heavy equipment. This cargo included landing craft used in the crossing of the Rhine, and later, captured German heavy armor. M26s were transferred to friendly countries at the end of the war.

When coupled to the M15, M15A1, or M15A2 trailers, the M26 became known as the M15, Truck-Tractor, 40-ton Tank Recovery system.

The Freshman Trailer Co. built the M15 trailer. However, the M26 was used alone quite often to tow damaged or bogged-down vehicles using its drawbar or the lifting device known as the Whizz Tow. Its front wheel also had a 35,000-pound capacity, and each of its tandem rear winches had a capacity of 60,000 lbs. These winches' cables were usually crossed and attached to opposite ends of its tandem rear winches.

The M26 was a very large, very complex machine. It weighed in at 42,000 lbs. and was 5 ft. 11 in. high, 10 ft. 10 in. wide, and 11 ft. 5 in. long. It was built on a 137 1/2" wheelbase.

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Continued on page 25

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Porsche's dominator: the 917 in 1:43

By Kent McClure

Porsche has been involved in sports car racing since day one of the company, and it has produced a long line of famous sports and endurance racers—the 356, 550, 904, 906, 908, the eternal 911, the all conquering 917, 935, 936, 956, and the 962.

They have countless international and national championships to their credit, and have been driven by many heroes of the sport—Derek Bell, Pedro Rodriguez, Al Holbert Jr., Jo Bonnier, Jo Siffert, Jacky Ickx, Bob Wollek, and Mark Donohue to name a few. Porsche has been a favorite for countless independent race teams, and spawned numerous home grown variations, some even better than the factory cars.

My favorite Porsche is the 917. In my mind, this is Porsche's greatest race car, a car that eventually dominated endurance and Can-Am/Interseries racing in an era which I consider to be the golden age of sports car racing.

The 917 itself had humble beginnings. Its genesis was in the late 1960s, the era of the epic big block battles of Ford versus Ferrari. The international governing body of racing, the F.I.A., had decreed in 1968 that the era of unrestricted engine size for endurance racing was going to come to an end after the 1969 season and the engines would have a 5-liter maximum capacity beginning in 1970. Porsche realized that its current endurance model, the 908, was not going to make a very big impact on the Ferrari/Ford wars, so they decided to get a head start on the 1970 season by fielding a prototype car powered by their new air-cooled 5-liter engine.

The car debuted at the 1969 Spa 1000-kilometer race. It was driven by Jo Siffert, but he found the car's handling to be absolutely wicked and opted for the tried and true 908. The car was turned over to Gerhard Mitter, but went out early

after over-revving the engine on the very first lap. The next race was at Nurburg, where the privateer team of Frank Gardner and David Piper drove cautiously to finish 8th. Then at the 24 Hours of Mans (the 24 Hours of LeMans), the long-tailed cars made up the factory team and the short-tailed car was entrusted to the privateer team of Woolfe and Lange. Again, the car's handling was absolutely dreadful. Siffert struck on the very first lap when John Woolfe fatally crashed

the short-tailed car at the White House corner. Ironically, this was to be the only time that the 917 failed in its entire racing career.

Even though two weeks had passed, Mitter started for the 917, his car would go on to absolutely dominate the 1970 and 1971 seasons in its new redesigned short-tailed body (the 917K). Even the new long-tailed design proved competitive on the high-speed circuits leading to rack up

points for the eventual championships.

At the same time engineers were working on the endurance car, Porsche management was eyeing the lucrative Can-Am series in North America as a means to get the Porsche name into the buying market. Although the series was only in its fourth season in 1969, it had already established itself as the premier North American sports car racing series. With the time corporate sponsorship from Johnson's Wax and Reynolds Aluminum, it was the cutting edge series for modern racing in the U.S. (Ironically, in Europe there was an equivalent series called the Interseries that ran on the same formula as the Can-Am. Unfortunately, it never got the recognition or status the Can-Am series received and, in many ways, never progressed beyond a "glorified national" series.)

Porsche's challenger was the 917PA (PA = Project America), although I have seen other sources stating that PA stood for car was turned over to Gerhard Mitter, but went out early

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Converting Academy's Hunter to a Suez vet

By Robin Powell

The Hunter is without doubt one of the most beautiful aeroplanes ever to take flight. It was also one of the most successful, serving with dozens of air forces for five decades. Given these facts it is surprising that it has not been better served by the model companies.

In 1972, Airfix, Frog and Matchbox kidded it with varying degrees of accuracy, all of the offerings benefiting from help from the small scale manufacturers with correction and detail sets. In 1988, only a very toylike and inaccurate kit from Miniatures was to be found. Aerechub released a superb range of multimedia kits in the late eighties, at last allowing the average modeller to add a good Hunter to their shelves.

Finally, Academy invested in a modern injection moulding tool to bring 1/48 Hunters into mainstream modelling. Unfortunately this kit is not without its flaws, but again Aerechub has stepped into the breach with parts to correct the kit inaccuracies and these together offer the modeller the materials to make up a modern model of this timeless classic.

The Academy Hunter is basically a very fine kit. The mouldings in generic grey styrene are blessed with superb surface detail of amazing delicacy and wonderful scale effect. The decals are of good quality and well printed, if not quite right in the rounded proportions. Most of the parts are accurate enough, but a few key areas need attention and this is where the Aerechub set comes in. The areas for attention fall into three key areas. The jet pipe on the kit is not the right diameter for any of the Hunter

variants, being too big for the marks 1 through 5 and too small for any of the later marks. The kit wheels are too small and the undercarriage legs too long. The cockpit interior seems to be a 1/72 scaled section and needs replacement, along with the canopy.

Armed with the Academy F6 kit and an Aerechub correction set I cast about for a subject to model. Anyone doing this is spoilt for choice. I settled on an F5 of 34 Squadron in Suez markings. The Aerechub parts include the right tail pipe for an F5, meaning that the conversion work is limited to the outer wing leading edges as the F5 was without the dogtooth extensions. I also came across a replacement cockpit detail set from Cutting Edge which corrects the interior while adding more detail than the corresponding Aerechub parts.

The working came first. This was a simple cutting job followed by the required reshaping of the leading edge and wing tip. I found this left the majority of the lovely surface detail intact, with only the wing tip panels needing re-scribing.

The new resin cockpit parts came next. I sprayed the parts with a base colour of dark grey, picked out the details with yellow, silver and blue and finished it off with a black wash. The cast-in detail showed up well under this treatment and, along with the well-cast Martin-Baker Mk. 2 seat, a really delightful cockpit resulted for a quite modest amount of work.

I followed the kit instructions for a while and did not find any



A Hunter F.5 shows its clean lines to a camera plane. The F.5 variant served with distinction in two squadrons of the 2nd Tactical Air Force.

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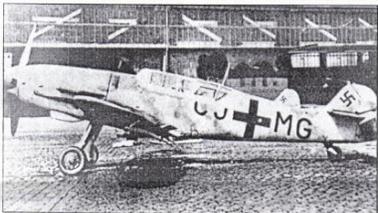
Bf 109 built for two: converting a G-12

By Mike Burton

For an aircraft whose production numbers certainly rank it among the greats in aeronautical history, it is amazing that no two-seat trainer ever came of the Bf 109 production line. This is indicative of the short-term thinking that dictated Germany's industrial planning in the first few years of the war.

By 1942, though, the Luftwaffe felt the need to create "two-seat" trainers. The result was the Bf 109G, projecting perhaps a total of 900 of them being required to help accelerate the training of prospective fighter pilots. None were purpose-built aircraft, instead being converted from somewhat worn examples of the Bf 109G-2, G-4 and G-6. While the program was not wildly successful, with some less than 100 being actually rebuilt into G-12s, they did manage to see service outside the Luftwaffe and beyond World War II. Units in the RS (Italian) Air Forces had some, and at least one was serving in the Yugoslavian Air Force in 1950.

Perhaps the G-12 was an inspiration for the Czechs, whose Avia S-199 development of the Bf 109 had a CS-199 two-seater version. Why wasn't the G-12 adopted in larger numbers? I don't know, but a quote from one student provides some food for thought. The G-12 design placed the student pilot in the same place within the fuselage that the would occupy in a Bf 109G-2 or G-14, right over the wing. The instructor got the rear seat with its distinctive bulged canopy. In *Bf 109 In Action Part 2*, Fieger Officer Herman Leopoldt said, "When taking off the G-12—I tell you I was scared shitless—I sweat just to think about it."



A Bf 109G-12 converted from a G-6/Trop airframe. The still-unpainted canopy frames indicate that this is a very recent conversion.

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While it was no harrier as a trainer, the G-12 appeals to me in the same way that the various war weary modelers do. It is a very familiar and oft-modelled shape, but with some differences. Also, like the Mustangs, no two-G-12s were exactly the same because they had been rebuilt from

frames. This provides the chance to add "character" to any one you choose to model. The subject of one photo begs to be made: an ex-G-6 Trop recently rebuilt, its canopy frames still unpainted and the CJ + MG radio cockpit missing upper half of the CJ where fuselage had been cut. Do another G-12, I may try that with a Hobbycraft

G-6 Trop. Since I now have another copy of the Falcon conversion kit thanks to a very gracious editor in England, I'm a bit of a fan. Falcon's vacuumformed conversion kits are underappreciated gems in the rough. This one (#10) offers modeler a pair of two seats (190 and 109), and a Bf 109G-14, plus wing slats for the leading edge of Bf 109s. As noted by the instructions, these slats were open when aircraft was parked. Having been given a second copy of this kit while at the 2001 UK Nationals, I felt I no longer had any excuse not to try this conversion (you can miss with complete set of backup parts, right?). I picked up a 1/72 Hobbycraft release of the Bf 109G-12 (apparently a rebworking of an eastern European kit) to assist in choosing a final paint scheme and for a little extra inspiration.

The Falcon instructions recommend converting some of the kits available at the time the conversion came out, namely the Retell G-10, the Fujimi G or K, and the Oishi G-6. With the Hobbycraft series, you can expand the possible starting points. When I first got the conversion at a swap table, I also bought an Oishi G-6 kit, so that was my choice for my conversion.

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A colorful FSD Nighthawk: Tamiya's F-117 in 1/48

By John Heck

When I was a kid, my friend Troy got the first airbrush I had ever seen. It was a Faische H. But I digress.

The reason I had been working on had been painting it's way to completion for over two years. It sat there, painted and decal, waiting for me to scratch build some landing gear, but I didn't. It would wink at me as I walked by as if to remind me of what a sissy I am. I would look at the floor as I passed, not wanting to make eye contact and let it know how ashamed I was, but it knew.

To redeem myself I turned to Tamiya and their super easy to build kits. The Tamiya 1/48 F-117 comes in a big box and since price is at a premium, it was a prime target for my next project.

While the F-117 is an interesting subject, it's paint scheme leaves a little to be desired. That's a whole lot of black. The canopy seemed like a good way to keep my F-117 from looking like a big chunk of obsidian on sticks. When Cutting Edge came out with their mask and decal set for this paint scheme, I also noticed this set included painting instructions for grey versions of the same aircraft while wearing the red, white and blue belly. What better way to add a black plane than painting it grey? I bought the decal set.

The famous flag clad F-117 is FSD-3 with production number 79-782. Ship 782 made its first flight on December 18, 1981 and was used for acoustics and navigation system testing. Seven-eight two was painted with the flag pattern for a brief fly-by for the official unveiling of the instrument cluster. Early on I decided not to do this because it would be really, really hard. Validation came

ing an F-117 test force change of command ceremony at Greer Lake.

With all the excitement about the grey F-117, how did my model end up black? After doing a little poking around, I was unable to find any evidence that this airframe was ever grey. In addition to no evidence, it just doesn't make sense to me that they would paint the bottom of a grey airplane with a temporary paint job, repaint and stretch the top half black, only to go back and re-paint the bottom black after one short flight. Meteor Productions states in the flag mask and decal set that they have photos proving that the plane was grey while the underside was red, white and blue. Maybe they do, but they aren't making them right now. I'll believe it when I see it.

Because I like to use resin cockpits to compensate for my lack of scratch building skills, I ordered the Tamiya cockpit set in black. The Tamiya cockpit is ok and the black got a little dressing up, but that would have been work and good that I am particularly bad at. For me, a really well detailed cockpit is the highlight of any airplane model and shelling out fifteen or twenty bucks to have some else do the hard work for me is a cinch. When I compared it to my references, Black Box got the detail right.

The only problem with Black Box getting all that detail right is that the Black Box set represents the production cockpit with all the latest upgrades. The FSD ships had conventional analog instruments and to be completely accurate, I would need to scratch build the instrument cluster. Early on I decided not to do this because it would be really, really hard. Validation came



How do you keep an all black aircraft from looking all black? Easy. Don't paint it black. John used several shades of dark grey to add interest to the color scheme of his 1/48 Tamiya F-117.

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Turning Italeri's B-25B into a Doolittle Raider

By Randy Ray

I counted myself lucky to be one of the guys picked to build a 1/72 scale B-25 for the Doolittle Raid exhibit that Bill Ferrante organized. I've wanted to do a B-25 of any mark since seeing a restored one take flight at the Chino Airport

Accurate Miniatures B-25 kit as reference, given the massive amount of research they did for that kit.

2. Glass areas and windows
The instructions have several notes for the two versions, referring to them as "A" and "B." But they don't really identify the RA/Bird as "A"—they leave it to you to figure out from the order they appear in for the painting guides. For the Doolittle ("B") version, you will have to cut out some extra window glass just over the trailing edge of each wing (one per side) and use a different glass piece for the window just aft of the main cockpit. But the cockpit glass itself isn't quite right for an



At top, a B-25B shows off its classic lines. At bottom, one of Doolittle's Raiders gets airborne from the U.S.S. Hornet for the raid on Tokyo. Only 120 B-25Bs were built.

right for the B-25B on the left-hand side of the early Mitchell. This piece is correct for the later Mitchell, not the glass ones. At the start of the curve, there is a glass pane that is only half glass, with a large structural section below it. And the curved area for the left-hand side is divided vertically by a structural line. Meanwhile, the co-pilot's side is one Scale volume on the B-25, by Bert Kinzey. I also used an

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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 C-130 (General Operational Requirement) issued on February 2, 1951. Five months later Lockheed was awarded the contract to develop two WC-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 demonstration aircraft to Alaska Airlines on a 30 day lease. The lease was a success and Alaska went on to contract to purchase more than 100 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 fleet.

Nugget Freighter N9267R 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 Macoma, Ecuador in the latter part of 1967. The plane landed at Macoma 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 aircraft: N9263R, N9267R, N9227R, N9268R, N9269R, N9270R, N9271R, N9272R, N9273R, N9274R, N9275R, N9276R, N9277R, N9278R, N9279R, N9280R, N9281R, N9282R, N9283R, N9284R, N9285R, N9286R, N9287R, N9288R, N9289R, N9290R, N9291R, N9292R, N9293R, N9294R, N9295R, N9296R, N9297R, N9298R, N9299R, N9300R, N9301R, N9302R, N9303R, N9304R, N9305R, N9306R, N9307R, N9308R, N9309R, N9310R, N9311R, N9312R, N9313R, N9314R, N9315R, N9316R, N9317R, N9318R, N9319R, N9320R, N9321R, N9322R, N9323R, N9324R, N9325R, N9326R, N9327R, N9328R, N9329R, N9330R, N9331R, N9332R, N9333R, N9334R, N9335R, N9336R, N9337R, N9338R, N9339R, N9340R, N9341R, N9342R, N9343R, N9344R, N9345R, N9346R, N9347R, N9348R, N9349R, N9350R, N9351R, N9352R, N9353R, N9354R, N9355R, N9356R, N9357R, N9358R, N9359R, N9360R, N9361R, N9362R, N9363R, N9364R, N9365R, N9366R, N9367R, N9368R, N9369R, N9370R, N9371R, N9372R, N9373R, N9374R, N9375R, N9376R, N9377R, N9378R, N9379R, N9380R, N9381R, 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Everybody Get An Award Issue

In This issue I was not able to get all the award winners. So I thought I'd give out Editor awards. Throughout this issue you will find several awards I'm making up.



Above: This TBF Avenger was one of my favorites. A lot of time went into crating this under construction look. I don't think I won any awards so I'll give it one. We'll call it the "Rolie The Riveter Award"

Above and Below: This young modeler walked away with this at least two first place awards for models.

The Styrene Sheet is a monthly publication of the Silicon Valley Chapter of the International Plastic Modelers Society (IPMS). Articles and comments should be submitted to Jared Bishop, Editor, P.O. Box 361644, Milpitas, CA 95036, or by E-mail at editor@svsm.org. Excerpts may be published only with written permission of the editor.
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THE STYRENE SHEET

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All in all, a Civil Hound:



Making Peace with KP's Mi-4 in 1/72

By Mick Burton

While Mi-4 may LOOK like a Soviet Sikorsky S-55 (H-19) to many Westerners, Mikhail Leontovich Mil might have wished you berth in his homeland for saying so! Despite the resemblance, Mr Mil had in fact continued to expand on his extremely successful Mi-1 design layout. Hailing from Siberia, like his rival in Russian rotary circles Nikolai Kamov, Mil created a sound basic helicopter philosophy - (continued on page 3)

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CHASING COMET LANDS ME IN DOGHOUSE



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

By Mick Burton

While not nearly as well known as its nearest US contemporary the AGM-77A "Hound Dog", the Russian stand off missile KS-1 "Kometa" may have proved better return on investment in comparison. Original design coming from Design Bureau No. 1 (KB-1) was first tested on Tu-4 "Bull" (aka "Soviet Superfortress") in early 1950s. It first achieved service status in the late 1950s mounted underwing as a pair on Tu-16 "Badger B" jet bombers of the Soviet Naval Aviation, gaining its first NATO code name "Kennel AS-1". In that employment it was a high explosive non nuclear warhead missile for use against enemy shipping. Radar guided by the launching Tu-16 to the target area, then terminal guidance to target was provided aboard "Kennel" by radar under the nose radome. In this role it was also exported for use to the Indonesian and United Arab Republic Air Forces, serving into the 1970s, although I have not found any combat usage confirmed. KS-1 was the air launched anti ship version, the same design saw service as the KS-7 with Soviet Ground Forces with capacity for Nuclear, Chemical or High Explosive warhead fit. Shipboard outfit KSS (NATO "Strela SS-1") and a coastal defense S-2 ("Samlet SS-2") also were employed and some exported, including to Cuba prior to the infamous 1962 crisis. Finally the design saw end of service in the Soviet Union as a widely used target drone the KRM-1. Learning of that bit me hard!

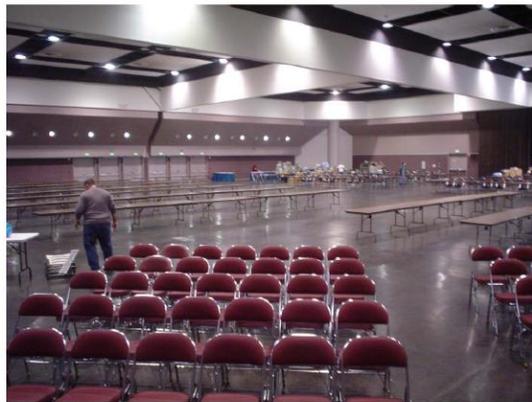
SVSM's February 2009 club contest was "It's Red". Then having just gotten a copy of this Amodel kit Monday of contest week, whereupon I learned of this last usage, set me afire! There are ELEVEN parts if you only build as missile itself, seems like piece of cake even with two jobs I contend with. No canopy, no cockpit, no landing gear with associated bays, simple single engine axial flow turbojet without even any markings to fiddle with, an overall ALL RED scheme. Practically screamed "BUILD ME NOW!" Oh yes. Sure (continued on page 3)

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Santa Clara Show has AMAZING attendance !



The lone entrant (with back to us, so hard to identify) seems at loss where to place his entry on table...

KOC 2010 turnout slightly smaller than past years, however was well received.
 By Mick Burton

Thanks first off to everyone who showed up and made sure we hosted another Kickoff Classic with satisfying responses, no matter what presented itself for an obstacle. We challenged ourselves again and won, handily.

Thanks even more to the wizards who created photo editing software, so that the true dimensions of reduced attendance (shown in unretouched picture, above) were cleverly masked in subsequent photos found inside.

Wandering from this tiny tome to the internet to visit club website, one could even gain the impression by the number of pictures there that some large number of eager attendees made it to the Santa Clara Convention Hall A. Viewers might be seduced into sense that all those folks exist in real life, and had a great old time there too. Luckily, this freelancer (or is it freebooter? Can't recall) caught the show in pic, above. (continued on page 3)

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G-58 BARECAT HUSTLES TO FIRST PLACE



"CATFIGHT 2011"

Grumman Fighter themed SJVSM Tomcats Invitational 2011 very rewarding for all, awards many for showing
 By: Mick Burton

Sunday April 10th, Stockton Fairgrounds, drew modelers from all over the West for quite a fine show. One intrepid soul even flew back from the Seattle IPMS Spring Classic held Saturday April 9th, just to enter and take home an award or two. A very well hosted and run event, held simultaneously with a full size custom car show and swap meet on the grounds PLUS a Stockton Model Car Club Contest next to IPMS/SJVSM contest. If you couldn't find something to look at, shoot pictures of, buy, sell, get excited over or get into a heated talk about when you were there, I don't know how to help you. Theme turnout was very vigorous, although yes I am taking some liberties with above Grumman G-58 reference. That Hustler did take first place in 1/48 ME Jet tho. Many SVSMers and Fremont Hornets made the trip, entered and came back with those nice trophies as well as some great traffic prizes. My thanks to the San Joaquin Valley Scale Modelers for putting on such a well run event, and making it so much fun! I hope that some of the show photos that many were taking get posted soon on websites so that others can see what they missed! My meager supply doesn't do show justice (continued page 3)

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WINS BIG & SMALL, KickOff 2012 Had It All



With Wild Westeners: Welding Works, Way War Made for a Revolutionary SVSM KOC 2012 Event
 Text: Mick Burton Photos: Dave Anderson and Mick Burton (cover shot all courtesy of Dave Anderson ©)

This year's Kickoff Classic had a nice broad theme with a clear hope to generate some increased traffic for us. "Viva La Revolucion!" provided a definite tasty rebellion, all the way to the eventual winner of the Contest Theme Award of same name. That trophy went to a Figure model, nice change, and it was a First place tender of Ernesto "Che" Guevara, truly an epitome of that revolutionary phrase. We had figures and floating flying items all tied into that theme showing up, so it was competitive in itself. I was very busy so had to enjoy it (and did) as a Contest Director more than as Entrant #1. Thanks to the 112 other entrants with total 450 entries, made my day entirely worth it. Read on for a very light idea of what turned out very engaging for our club. (continued page 3)



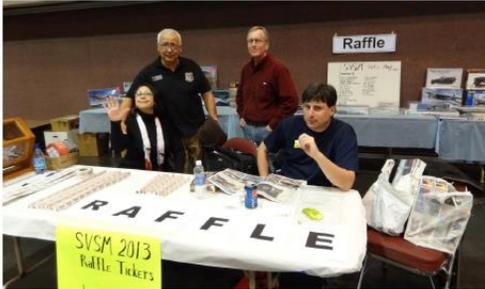
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AS ALWAYS, OUR PEOPLE MAKE THE SHOW



Happy for decent turnout, chance to have fun for one more time at SCCC Hall - Text and Photos By: Mick Burton (continued page 3)



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AND ... A GOOD DEAL TURNOUT ... BY ALL



THE OFFICIAL MINUTES of March

by Chris Bucholtz



Start on 3



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... and Jim Lund said: Let there be Models !



Official MINUTES of SVSM March 2015 Meet, by Chris Bucholtz



Text: Chris Bucholtz Photos: Mick Burton Models: everyone from everywhere

At the March meeting ... Contest director Mike Woolson says we could use help with the raffle for the Silicon Valley Classic, as always, so any quality modeling items you could donate would be much appreciated. He also says that there's going to be a special award in honor of Steve and Anita Travis, which he showed in part at the meeting. Volunteers for setting up the show should be at Napredak Hall at 7:30 a.m. on April 11. (Continues on 2)



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Woman Puts Out Models, Men Drawn to Flame



SAM's SVSM Meeting, As It Happened & What Followed

Photos: Mick Burton Text: Mick Burton



Scant Structured NON MINUTES for SVSM JUNE

As it were, when President Greg and I arrived, we found meeting area entry nearly impassible. As "Office Table" helmed by Sam, seen here @ right. Very nice last, (Continued on 3)



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As Time Marches On, So Did Our " Lucky " Meet



SVSM 2017 3rd Meet: Editor's Club Contest, Pics & Nary a Note!

Photos: Mick Burton Text: Mick Burton Keeping Throgn Running Along: Greg Plummer

When March Meeting came, we had a full two weeks pass since SV Classic Number 4 "On The Hook" was held. For the Editor, that brought a sense of relief, although he'd already had to produce the Official Results to post at michburton.com two days after, just to be sure they were available quickly. Followed by Fremont Hornets News #62 to catch up schedule so day before the meeting, the OSS could be published. Happily, St Paddy's Day arrived with an evening turnout to cheer any Editor's heart, as you will see (Continued on 2)



Boo Ya 40+ Original Sheet Covers

Just managed to fit them all in under the wire (my PDF size limit). Hats off to All these Editors, we owe you here:

Jay Sherlock, Tony Blankenship, Doug Stuart, Mike Burton, Rodney Williams, Alan Wolcott, Barry Bauer, William Ferrante, Dave Sampson, Chris Bucholtz, John Heck, Jared Bishop and now, back again, W. Ferrante & M. Burton ☺
fini-mb