



THE STYRENE SHEET

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July 1993

Where to look for Dino-sources

By Mike Burton

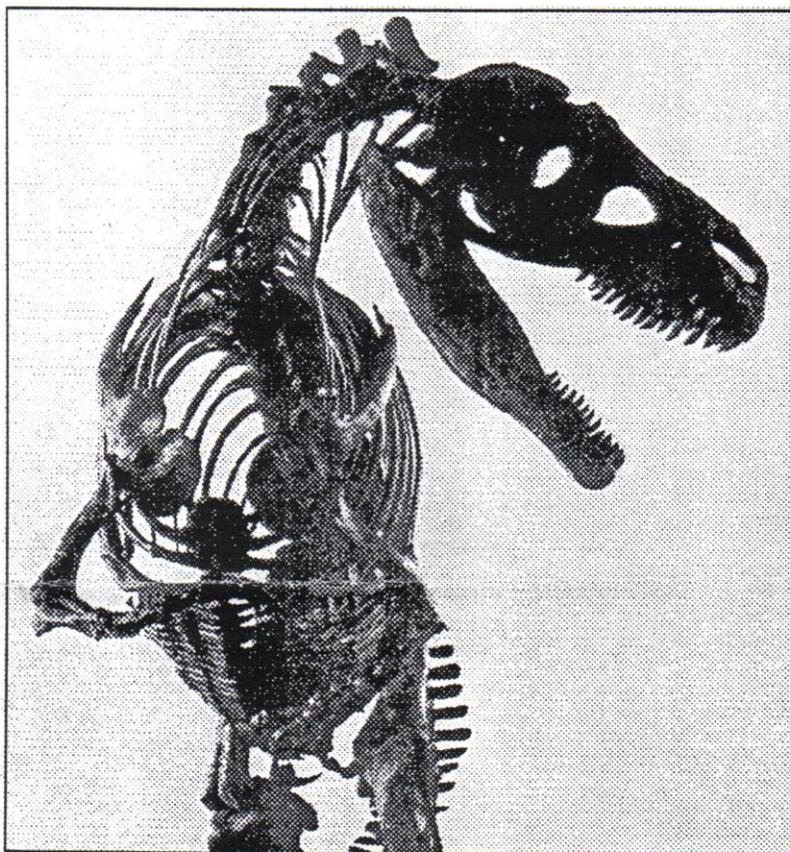
Dinosaurs live again... and in places other than our gas tanks! At least this is one set of animals we can't have been responsible for helping toward extinction. I hope some of you have seen *Jurassic Park*, and I definitely recommend reading the original novel, for it offers a lot the movie could not. Which leads me to my contribution to your dinosaur education—these reviews of some books which will help you make better critics.

•The Audobon Society Pocket Guide Series volume *Familiar Dinosaurs*, 1993

This excellent value (only \$4.95 retail, less at Crown Books) is full of vivid interpretations by many artists, all of which would aid anyone as a creative stimulus. There are 78 color paintings, illustrating a wide range of familiar dinosaurs and many not so well known animals. There are kits of a few dinosaurs covered here, and you could gain some ideas for posing them from the scenes in this book. The paintings provide a consistently high artistic value in each rendering without sticking to a single style for all 78 paintings, yet all are kept to the latest scientific facts for each animal. The range of color schemes is though provoking, to say the least. A great single reference for anyone, and affordable for those on a budget.

•The Macmillan Illustrated Encyclopedia of Dinosaurs & Prehistoric Animals, 1988, numerous consulting editors and artists

A much more expensive but worthwhile guide to the (al-



most) latest science with superb color illustrations and strong, tight and factual text. Recommended.

•*Dinosaurs Past and Present, Volume 1* by S. Czerkas & E. Olson, 1987

Part of a great two-volume set which captures in book form what was a travelling exhibition that illustrated how much our view of dinosaurs has changed over the past 20 years (and this was written in 1987!).

I heartily recommend to modelers the chapters "Models, Paintings and the Dinosaurs of North America" by Dale Russell and "The Scientific Approach and the Art of Bringing Dinosaurs to Life" by Mark Hallett. Russell provides a fine insight into how valuable models are today (and have been in the past,

without being so noted) in bringing to life the extinct critters as interpreted by various folks to see if their theories hold up. Russell is an artist and museum curator himself. Hallett is an artist who specializes in dinosaur art and works with many of the top people in the field today. His chapter covers how an artist faces many challenges when attempting to recreate extinct life in a scientifically faithful model. He relates his insights in working with dinosaur experts and how often the teamwork developed is key to their success.

The whole book has many fabulous drawings, paintings and chapters. One editor, Sylvia Czerkas, is quite an artist herself, and her husband made the fine sculpted 1-to-1 models of the three *Deinonychus* now on display at the California Academy of Sciences in Golden Gate Park.

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The Styrene Sheet is a monthly publication of the San Jose Chapter of the International Plastic Model Society (IPMS). Articles and comments should be submitted to Chris Bucholtz, Editor, P.O. Box 360793, Milpitas, CA 95036. Excerpts may be published only with the written permission of the editor. © 1993 San Jose Scale Modelers.

SJSM BOOKSHELF

By Mike Burton

Military Aircraft of Eastern Europe (1) Fighters and Interceptors

Military Aircraft of Eastern Europe (2) Bombers and Attack Aircraft

Piotr Butowski

1992, Concord Publications

\$7.95 Paperbound

Both these little jewels offer clear photographs of many Soviet aircraft in both detail shots and overall views. Need color ideas for doing the cockpit of an Su-15 Flagon, a Yak-38 Forger or a MiG-25 Foxbat? There is a clear color shot here of each in volume 1, Fighters and Interceptors. Nice color shots of both service and airshow aircraft, along with detail shots of less well known aircraft in black and white, plus modern armaments like rocket pods, gun packs, etc.

In the companion volume, there are cockpit details for the Tu-95 Bear like I've never thought would be seen, plus some looks into the Tu-160 Blackjack, the Su-17 Fitter and Su-24 Fencer cockpits, even a Yak-28 cockpit (sure, that's an old bird, but the *Contrail*

vacuum kit is available for it).

Color camouflage shots of a Yak-28 make it almost easy to imagine building one. The author again scores with a range of historically significant but poorly documented (at least in the west) Warsaw Pact aircraft.

For the money, these two really are a fine value for the subject matter involved.

U.S. Army Aircraft Since 1947, An Illustrated Directory

Stephen Harding

1990, Specialty Press & Wholesale Publishers Inc.

\$29.95 Hardbound

I enjoyed this compendium even if it does have no color pictures among the 170 offered. There are 110 types covered, and the author is very thorough and includes several vehicles you may have never seen or heard of before.

I was originally out to obtain history behind the U.S. Army's use of the Italian Fiat G.91 light strike jet, and this book has an excellent complete history, with serial numbers, details and everything else I could hope for except color.

The real find here, though, was the U.S. Army N156F (Northrop F-5), the Cessna T-137, and even a Douglas A4D-1 with two-tire per main gear landing legs, an adaptation that was to allow the *Skyhawk* to land on unprepared landing strips.

If you thought the Avro VZ-9 (a real flying saucer) never

flew, there is an excellent in-flight shot here to shake you up. I have only found one other good reference for this two-seat army experiment, and it was in an English publication. Come to think of it, this book was originally a U.K. publication as well. Throughout this tome are other neat surprises, like a Curtiss-Wright *Aerocar* which looks a lot like a Rambler sedan escapee from a B-movie, and the last home of the Sikorsky HR2S-1W.

What's that? Well, it was the U.S. Navy's early warning radar-equipped version of the largest piston-engine helicopter ever put into service, known to the army as the CH-37 *Mojave*. You have to see this "ultimate *Mojave*" to believe it, looking more hilariously ugly than ever in army red/white test markings with that overswollen radome still mounted on the bird.

There are great pieces on all sorts of VTOLs that you can't find easily in any one book. The Piaseki VZ-8 (a *Glencoe* kit) is one of the more normal. T-28, P-51, C-54, C-121... these were all U.S. Army birds at one time or another!

Naturally, this is a premier reference work for all the nifty general aviation craft the army has employed (the Beechcrafts, Ryans, Cessnas, Pipers, etc.) and I recom-



Yak-28
Firebar

mend it highly for this too. And if you even needed to know the "official" name "officially" assigned to a type, it's here. The army practice of assigning Native American tribal names to its types for the most part is not compiled in as thorough a manner in other popular works as it is here.

This book is truly a treasure to obtain for the sheer range of coverage with equal respect paid to the most obscure types only evaluated and never deployed as to the "well-known" types like the U-1A *Otter* or the OH-6 *Cayuse*. A modeler's inspiration and an aviation historian's must-have.

X-Fighters: USAF Experimental & Prototype Fighters, XP-59 to YF-23

Steve Pace

1991, Motorbooks International

\$19.95 Paperbound

They say all good things come to those who wait. I have been gathering (along with a good number of you) bits and pieces of information on the not-so-well-known subtypes or variants of better-known aircraft for a long time. Author Steve Pace has, through his prolific contributions to such magazines as *Airpower*, *Wings* and *Air Progress*, made quite a reputation for himself in this area. This book is a wonderful single expression of this man's craft at the art of aeronautical

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JUNE MINUTES

June's meeting was low on business and high on models. Bert McDowell gave a walk-through of four new *Airwaves* destroyer escort kits: the Japanese *Heie* and *Ukuru* and the American *Cannon* and *Buckley*. Both sets include neat extras in the form of airplanes and opposition submarines. Rich Johnson sailed in with a *Matchbox* kit of H.M.S. *Exeter*, built mostly straight from the box. David Balderrama brought in his *Dimetrodon* and a *Space 1999 Eagle*. Kristina John displayed a balsa wood locomotive and car and a *Corythasaurus*. The man known only as Patrick L-G delivered a container ship in 1:700, peacefully kitbashed from its belligerent cousins. Kent McClure showed off three much-more-detailed-than-most locomotives and some interesting space gladiators. Mike Meek's *Hasegawa* Ferrari 642 racer rolled out of the garage, resplendent with its new seat belts. Mike Burton surfaced with a DML U.S.S. *Los Angeles* and *Alpha*-class Soviet sub, and he also brought in a truly weird "Freddy Flameout" kit of '60s vintage. Mike also parked a *Voodoo* and a *Starfighter* on the SJSM tarmac. Milt Polous brought in his vastly improved *Tamiya* M1A1. Gray Creager brought in armor of a different era, namely a Stg. IV, a PzKpf IV and a Puma armored car. Bill Ferrante displayed a model of a plane few aspired to fly—the manned V-1 by Fieschler—as well as a nimble-looking *Aviation Usk* I-152. Chris Hughes showed off an unusual piece of hardware from a modeling standpoint, a simple but very well detailed Soviet 120mm mortar. Rodney Williams' in-progress

1:24 *Mustangs* checked in once again. Tony Portaro's *Triceratops* proved that snap-together doesn't mean crude or undetailed. The prolific Randy Rothaar brought a *Velociraptor* and a *Dilophosaurus* to the table, as well as more recent subjects in an A-1 *Skyraider* of *Monogram* extraction, an LVT and a spaceship conversion project. Brian McCarthy showed a fancy for *Star Wars* stuff, with his big Walker and Imperial Star Destroyer (I'd hate to see how big the Star Battleship would be) and he showed neat 1:48 German vehicles—a *Kubelwagen* and a BMW motorcycle. Brian's *T. Rex* was kept on a separate table from Richard Pedro's *Stegosaurus*, and for good reason. Richard also brought in his award-winning Venom vinyl figure and S-3A *Viking* folded-wing ASW plane. Dan Isdell's big SST showed no evidence of its time on the road; it was built largely in hotel rooms around the country as Dan travelled! Chris Bucholtz brought in the well-documented F/A-18C *Hornet* from last issue and a *Heller* Me-163-B1 *Komet* rocket fighter. Larry Roberts showed that his productivity lags behind no one, even though his latest models are a LaGG-5 and a LaGG-7. And the MODEL OF THE MONTH goes to... Ralph Patino and his scratch built, Tonka-tire scale HEMTT Recovery Vehicle. This olive drab wonder is yet another of Ralph's ambitious start-with-next-to-nothing projects, and it shows more detail than many kit-build soft-skin AFVs show. Kudos to Ralph and everyone else at the meeting!

SJSM BOOKSHELF

Continued from page 3

history.

If you need one reference to save lots of time searching for rare data on U.S. "F" types, like I did when trying to confirm whether or not the YF-94 prototype was painted late in its life (It wasn't) or needed closeup views of the undercarriage of the XP-97B to finish that KR Models vacuform, this is it.

This is a memorable and enlightening read just for the fun of it, and I dare say you should at least look through a copy before saying, "Naahhh, don't need it."

Flying the Frontiers: NACA and NASA Experimental Aircraft

Arthur Percy

1993, Naval Institute Press

\$34.95 Hardbound

I have only skimmed through this book so far (found enough to want it the first skim), but let's see. Hmmm, sure, you know knew what the NASA F-106 Delta Dart looked like so no big deal. Well, what about its chase plane, the NASA #617, an F-102A Delta Dagger?

A plain silver lacquer finish with plain black markings, true, but a modeler who wants to have a "different" NASA aircraft display could do worse. There are shots of a pair of Curtiss Helldivers which I doubt anyone at Ames today has ever heard of, since these were used there when it was an NACA facility. The color shots scattered through the book show some nice variety too, and should at least surprise some

as it did me. The historical coverage is very good, and if anyone wants to get a substantial start on a comprehensive collection of NASA/NACA birds in model form, getting hold of this book could be the keystone. Definitely recommended, even after a "skim" look.

A History of U.S. Coast Guard Aviation

Arthur Percy

1989, Naval Institute Press

\$29.95 Hardbound

When returning some of these volumes from review to my library, I spied a familiar-seeming name. Arthur Percy, who penned the NACA/NASA book I covered earlier, wrote this story of another under-documented aviation branch.

I read this book a while back, but if you have interest in either the history of the many USCG stations with aeronautical ties, knew of a family member who served near one, or just want to satisfy your curiosity for USCG use of a surprising variety of aircraft, get this book. Mr. Percy has written it in a different manner than many other aviation historians I have read, mixing people, places and planes in equal measure to advance chronologically. The effect is to entwine them so that a real fell of history and context comes out. It is engaging even if researching a particular aircraft or locale becomes more complicated because of it.

More than an aircraft history by far, this volume truly will educate anyone on the full breadth of the Coast Guard's mission in peace and wartime while giving it to you in the form of a good recreational read.

Where to dig for dinosaur data

Continued from page 1

• **The Illustrated Encyclopedia of Dinosaurs** by Dr. David Norman, 1985

This is another richly illustrated and fairly up to date text, and David Norman and collaborating artist John Sibbick provide a visual feast. This is great reference material for doing a model skeleton, since there are many photos of museum mounts in both color and black-and-white and there are closeups as well as shots of entire skeletons. There are so many colorful paintings that this would be a great single book if one were to be so unfortunate as to be forced to choose a single reference. The artist uses "in action" themes for displaying his subjects, and his bloody-mouthed *T. Rex* waving a chunk of dino flesh in his teeth as his *Albertosaurus* buddy tears off a bit for himself before *Daspletosaurus* (in the background) arrives in lunch is a classic. The skeletal drawings are abundant and include many singled-out details, making it seem possible some brave soul may actually scratch-build a couple of models of them someday. Well... I can hope, can't I?

• **Prehistoric Monsters**, by Alfred Leutscher, 1979

Not really a super science reference, I included this mainly because its main illustration media is models! Not kits by any stretch, since the subjects covered go far beyond the range of kits available. Many of the illustrated models are quite good, if simplified or less than up-to-date looking. This book covers all forms of prehistoric life, with models of early sea life (fish, bugs, plants/animals/what have you which I have seen otherwise only modeled in Japanese model magazines or in museums) and early mammals. The models are often placed within a contextual background or within a diorama, and the photography is well enough done. I determined it to be targeted at young people because of the larger typeface, although the text is not simple. I'd recommend a look at it for the model work.

• **Predatory Dinosaurs of the World—a Complete Illustrated Guide**, by Gregory S. Paul, 1988

Gregory Paul has been very prolific for a freelance artist and writer on the subject of dinosaurs, and I grabbed this book up after reading his preface.

It was an explanation that I could appreciate immensely as a modeler and historical researcher. He tells of how it seemed odd that one could expect to find any one of a number of good books on, say, Allied Aircraft of World War II or North American Water Fowl, but nothing about specific subgroupings of dinosaurs. He also related how many books on dinosaurs were written that manage to make the subject boring, even to enthusiasts.

It was his intent (and I say his achievement) to make this as his first book a success in subject treatment and specialization.

The many drawings make his hungry subjects very lively, and his text is written in a lively and friendly style that does not detract from the scientific updates he's giving you. If you want to get real data for the *Velociraptor*, *Dilophosaurus* or *T. Rex* kits by Lindberg, gel ahold of this book.

One other note: Paul is a progressive thinker who worked

for many years in study with Dr. Robert Bakker, who represents the most radical force in today's paleontology. Paul's work and writings will give you a real feel for how differently people can interpret extinct animals using the same fossils depending on whether they subscribe to the ideas of Bakker or Dr. John Horner. This science is very young yet, and changing much like aerospace or electronics did in their growth years, as camps formed around schools of thought while the exploration of new ideas continued unhindered.

• **The Complete T. Rex**, by John R. Horner and Don Lessem, 1993.

This could be considered the *Tyrannosaurus Rex—In Action* volume for dinosaur enthusiasts, whether they're modelers or historians.

The most up-to-date popular work on dinosaurs I have yet seen, Horner shows why he is a major force in modern paleontology. He was an advisor to Steven Spielberg during the production of *Jurassic Park*, and one big reason was the subject of this book. The movie has the most accurate models yet of *T. Rex* in scientific terms, thanks in part to both Horner and Bakker, whom Horner makes very clear is more radical in his interpretations.

Although everyone is familiar with *T. Rex* from childhood or the popular press, there are only 11 total skeletons available to study in the world. Two of these were found in the last three years, with one, the most complete specimen, now where scientists can't study it.

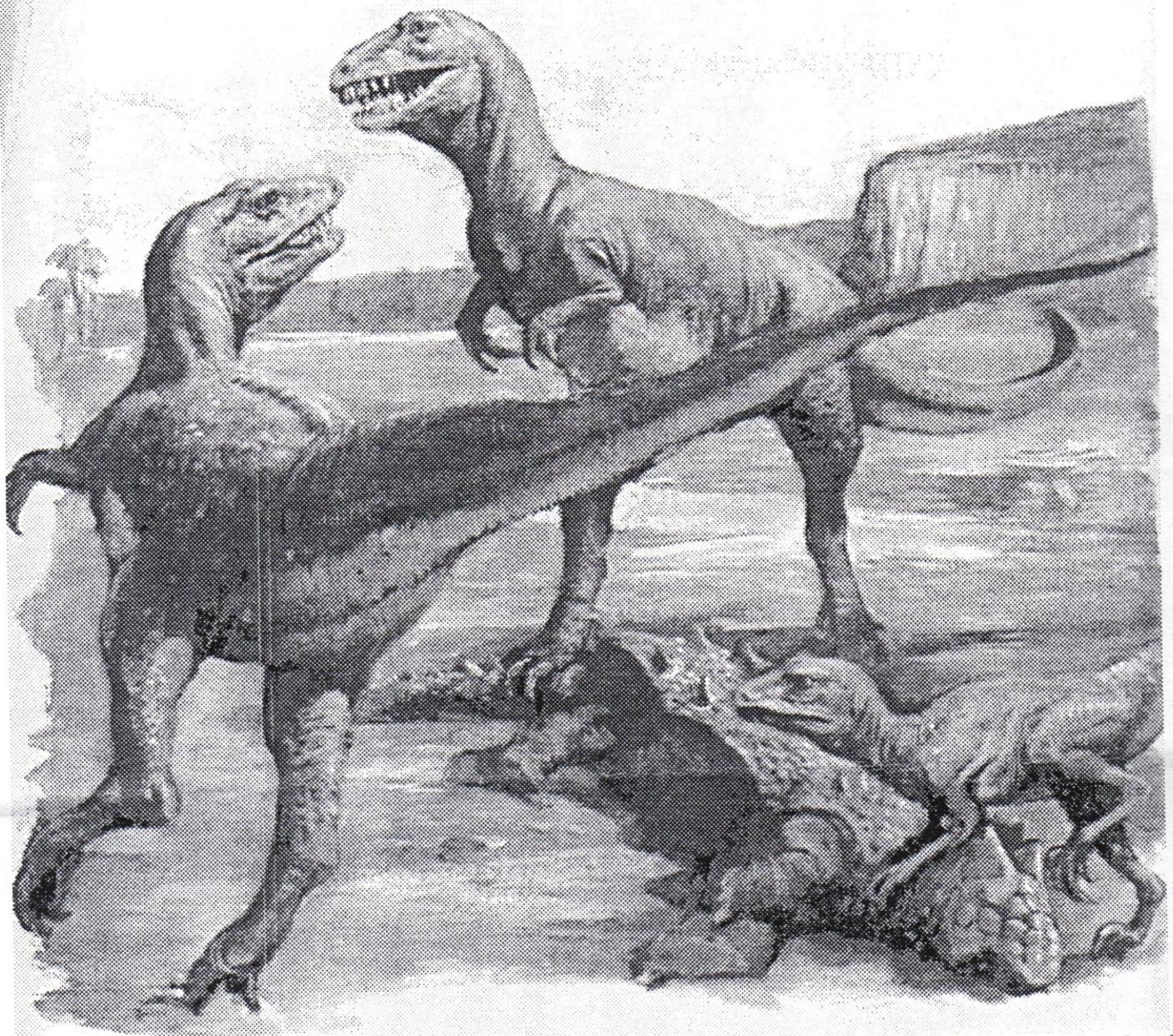
Horner's book is fascinating, covering the *T. Rex* completely, from the way each new skeleton has ended science's assumptions about the creature to the method in which models are helping in the scientific effort. The science behind the models and the scientific results gained only through the model-building ability of the adults who are unabashedly in love with pre-historic life add to the appreciation of Horner's writings.

Horner and his team recovered one of the two brand-new and extremely complete skeletons (90%, vs. the 60% of the past). The other skeleton, nicknamed "Sue" for the fossil hunter who first discovered it, is currently being held in federal custody after seizure from the Black Hills Institute. Horner's book is up-to-date and informative as to why it is such a tragedy that such a discovery is held captive. Definitely a good read.

• **The Dinosaur Heresies**, by Robert Bakker, 1986

Subtitled "New Theories Unlocking the Mystery of the Dinosaurs and their Extinction," this is a must read for dinosaur modeler/enthusiasts. Written and illustrated by the good doctor, this is radical stuff with the most conservative being his support being his scientific support for hot-blooded dinosaurs.

In the movie *Jurassic Park*, the little nephew makes an innocent reference to the Sam Neill character about having read his book and then relating how he noticed that "Bakker's book" was on disagreement on several points. This dialogue



While two *Tarbosaurs* wrangle over a freshly-killed *Euoplocephalus*, a *Velociraptor* tries to get a free lunch.

framed the debate between Bakker and Horner perfectly. I could see how Spielberg and Michael Crichton were obliquely referring to this book as opposed to Horner's earlier work on discovering nests of baby dinosaurs in Montana. Having read both, the differences between the two men and their philosophies could not have been better illustrated—the serious conservative versus the playful radical, both from the same generation. The writing is provocative!

• **Digging Dinosaurs**, by John Horner, 1988

This is Dr. Horner's full account of the exciting discovery of a massive "herd" of dinosaurs in Montana. The remains of over 10,000 individuals were found, including two new species, and much new science on the whole range of individual behavior was gleaned from the find, resulting in a rethought of dinosaur behavior. There's even a model included in the photos, showing an "egg" with a "dinosaur embryo" in it.

The scientific need for a model is best understood when you

read how a CAT scan was done to obtain the reference material. It is awfully difficult to view the inside of a stone egg and study the remains.

This book is good reading, and gives current insights on how much we don't really know about the old extinct beasts. It will also give you a good idea why Horner was one of the great influences on Crichton for writing *Jurassic Park*, especially if you read some of Bakker's material to see what part it has played.

• **Dinosaurs Rediscovered** (originally published as *Kings of Creation*), by Don Lessem, 1992

Not much for a dinosaur modeling reference, but an excellent coverage of a number of active people in today's paleontology world. Covers the whole breadth, brings to focus conservative and radical viewpoints, gives a new middle ground without slighting anyone. A must for dinosaur enthusiasts.

EDITOR'S BRIEF

If you didn't attend the Castle Air Force Base Chapter's contest on July 10, you really missed out. Not only was the museum a real treat, but the contest organizers outdid themselves, running the smoothest ship since the advent of the teardrop submarine hull. In all, there were 206 models on the tables, and SJSM members claimed a large amount of the award hardware at the end of the day. Jim Lewis, Brian Sakai, Randy Rothaar, Richard Pedro, Mike Burton, Bill Ferrante, Rodney Williams, Mike Meeks and Dave Balderrama all have neat plaques to hang on their walls, rewards for jobs well done. I may have inadvertently left someone out of the winner's list—there were so darn many of them from San Jose—but I'm planning on listing all the winners in the next issue anyway.

Meanwhile, your humble editor went 0-for-Castle, but I certainly didn't feel bad about the contest—or any other contest I don't win in. Why? Well, I take a lot of pride in getting to simply compete with the level of modelers who make the rounds of northern California shows. If my work is good enough in my eyes to be placed on the same tables as some of these models, then I feel more than satisfied. Also, my fun comes from building the models, not from getting trophies. If I was doing this to accumulate awards, I'd be specializing in 1:1 scale model plaques. When I win an award, I'm happy, but when I don't win, I've still enjoyed myself, and that's what the hobby's about. Of course, if I'd brought my 1:72 SH-2F *Seasprite* and entered it in the rotorcraft category, which had only two

entrants... ahhh, never mind!

The *Styrene Sheet* search for diversity continues with this issue, as our president's cockamamie *Jurassic Park* contest has spawned a flurry of saurian scribbling. Even if you have no interest in the upcoming dinosaur derby, consider building something out of your ordinary. I learned more from building the *Ankylosaurus* than I have from building my last three planes—techniques I might have never stumbled across had I not ventured off my beaten path. Also, Mike Burton's dinosaur sources article will make a great gift-guide come Christmas, when your small children, nephews, nieces and whatnot, bitten by the dinosaur bug, start asking for dinosaur stuff they haven't got yet. These books will give them knowledge they can carry around for the rest of their days, and maybe inspire the next Bakker or Horner.

Still, the search for diversity goes on... We need more articles on all topics, and especially ships and armor (armored dinosaurs not included) to keep the level of the newsletter up. It was only Mike's late submissions that kept this issue from being a four-page, one-man operation, and I know most of us wouldn't want that. The submissions may be of any length—a 20-page newsletter isn't out of the question—and any photographs or other graphics you can include would help. The caliber of the modelers in this club is exceedingly high—and our newsletter should reflect that. Submit stuff now!

Well, enough from me. I gotta go snap together a dinosaur.

—Chris Bucholtz

AIRSHOW DATES AND DATA

Local shows:

July 17-18:

Tracy Warbird Invasion
Tracy, CA

July 23-24

Livermore, CA

August 20-22

Madera Warbird Fly-In
Madera, CA

October 2-3

Salinas Airshow
Salinas, CA

(Performances by the Red Arrows)

November 7

Half Moon Bay, CA

Blue Angels California

performances:

August 14-15 NAS Miramar, CA

October 9: San Francisco, CA

October 10: NWC China Lake, CA

October 24: NAS Point Mugu, CA

Thunderbirds California

performances:

October 2-3: Travis AFB, CA

October 23: Edwards AFB, CA

October 24: Castle AFB, CA

October 30-31: March AFB, CA

Putting acrylic paints to the test

By Rodney Williams

•part 3•

Now let's back up for the test results, which I conducted in June of 1987. The products, equipment and weather conditions were as follows:

1. Injected mold plastic wings from a second Revell Corsair kit.
2. One 6" X 10" sheet of white styrene.
3. Testors gloss white and red enamels.
4. Testors flat white and red enamels.
5. Tamiya gloss white, red and black acrylics.
6. Tamiya flat white and red acrylics.
7. Tamiya clear gloss acrylics.
8. Johnson's Future floor wax
9. Denatured alcohol.
10. Mineral spirits/paint thinner.
11. Thomas compressor.
12. Badger #200 airbrush with the XF needle/head assembly.
13. Weather was sunny and

above 90 degrees with very little humidity and a gentle breeze.

TEST ONE

The wing of the Corsair was super-glued together, wet-sanded with #600 grit and washed with denatured alcohol. Tamiya gloss white was applied, misting on several light coats within an eight-hour period. Paint/alcohol mixture was on a 1-to-1 ratio.

The frisket film was applied 3-4 days later, and I misted on several light coats of Tamiya gloss red, within a 2-hour period and promptly removed the frisket film. Three to four days later I attached some masking tape to the wing where the red and white paints met and airbrushed a thin black line using X-1 gloss black. Next, I airbrushed on several light coats of Tamiya X-22 clear gloss over a 3-day period. Today, over eight months later, there are no paint fractures in this experiment.

Conclusion: The Corsair model has several fractures in its finish and did not have enough drying time. The experimental wing has no fractures in its finish and had ample drying time.

TEST TWO

The wing was wet-sanded with #600 grit and washed with denatured alcohol. I applied the gloss and flat colors in rapid sessions, misting on 3-4 coats within a 6-hour period. Later, in the same day, I airbrushed on the X-22 clear gloss.

Conclusion: There are numerous fractures in the finish of XF-2 and XF-7 white and red gloss colors. There are no fractures in the finish of XF-2 and XF-7 flat colors. The flat Tamiya Acrylic paints must dry much faster than the gloss paints. So, if you are in a hurry and do not have ample time to

let the gloss paints dry, then try airbrushing on the flat colors and then add your clear gloss.

TEST THREE

Using Testors white and red gloss paints, Testors white and red flat paints and Testors clear gloss paint, I followed the same procedures as before, but did not airbrush on the black paint, nor add any black decal stripes in this test. I permitted ample drying time for all the colors.

Conclusion: As of this date, there are no fractures in the finish.

TEST FOUR

In this test I used Testors white, red and clear gloss paints, Testors white and red flat paints, Tamiya X-2 (white) and X-7 (red) gloss paints, Tamiya XF-2 (white) and XF-7 (red) flat paints, Tamiya X-22 clear gloss paint, Future floor wax and a 6" X 11" piece of white sheet styrene.

I wet-sanded the styrene with #600 grit sandpaper. I misted on two light-to-medium coats of the above paints within a 6-hour period. The airbrushing was conducted outdoors, in

bright sunlight, and the temperature was over 90 degrees. I divided the test into three sections. On the first section, I applied Testors clear gloss. On the second, I used Tamiya X-22 clear gloss. On the third, I used the Future floor wax.

Conclusion: There are no fractures in the first and second sections where I applied the Testors and Tamiya clear gloss paints. I have fractures in the third section, where I applied the Future floor wax on top of Tamiya X-22 and X-7 white and red gloss paints.

To satisfy myself and eliminate these drastic problems, I plan to do the following:

1: Never try to meet a contest deadline.

2. Give models plenty of drying time in between coats of paint, and definitely between each color.

3. Start using flat colors if the desired color is available and then airbrush on the clear gloss coats, waiting several days between coats before the next clear coat is applied.

4. Make a new test in the near future, keeping accurate records of paints, mix-ratios, weather conditions and drying times.

If Tamiya has not changed their chemical formula, then the fractures are the direct result of the modeler who applies the paint to the model.

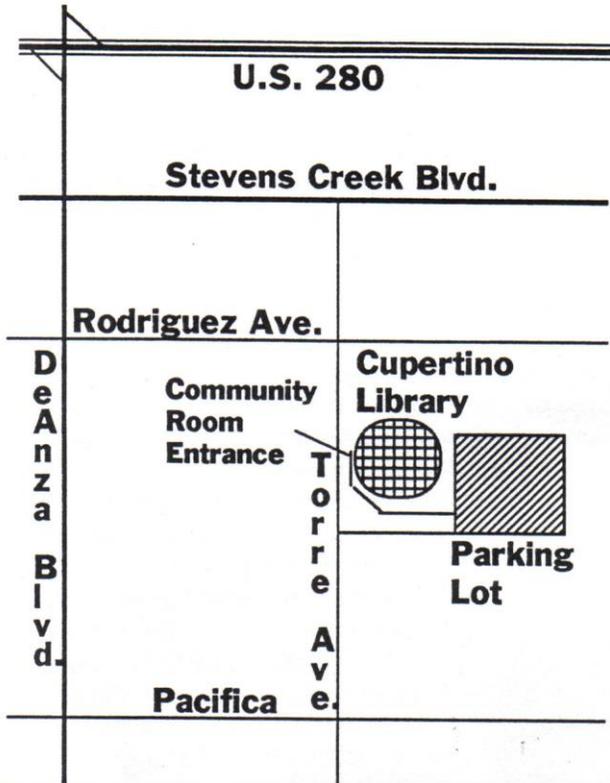
I won't discontinue using Tamiya acrylic paints just because two of my models developed fractures. It's always hard to blame one's self when something goes wrong. So, we tend to blame the retailer, the wholesaler, the salesman for misrepresentation. And let's not forget to blame the manufacturer. So, when something goes wrong, do a little investigation and try some experiments. They will pay off in the long run.



Don't forget—Jurassic Park contest next meeting

Next meeting:
**7:30 p.m.,
Friday, July 16**
at the **Cupertino
Public Library,**
**10400 Torre Ave.,
Cupertino**

For more information, call the
editor at **(408) 946-4037**



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12/31/92

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