



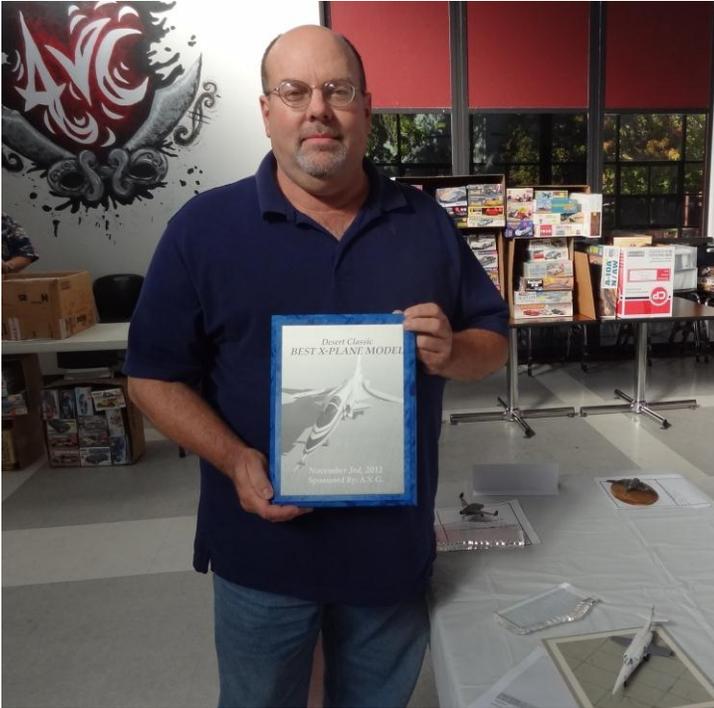
THE STYRENE SHEET

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GO TO LANCASTER, BRING BACK X-PRIZE



A Mach 2 Stiletto “Speed Build” by Jim Priete knives through competition to provide him with a 4th award !

Model : Jim Priete Text & Photos: Mick Burton

Desert Classic 16 hosted by Antelope Valley Group was as ever, fun in the fall sun in the “Home of the X-Planes”. The theme of “Real to Reel” provided for some interesting and surprising competition, but the perennial signature prize to pursue, for some of us, is their “Best X-Plane” award. You may recall from last year’s Styrene Sheet that I lauded and also expressed my jealousy over member Jim Priete’s win of a THIRD time of this special award there. Also that he’d planned to go for another this year. He’d already taken on a complex bit of competition completing that Northrop X-4, but this time he’s really gone scary. He only acquired this Douglas X-3 about 8 weeks beforehand. Having Mach 2 kit myself, do well know it’s hardly “a fast construct”. Where there’s a will there’s a way! Jim completed this 1/72 beast in time to beat handily this 1/72 X-1A competitor, taking back with him the 4th X-Plane award from AVG. Magnifico, JP.



JUST SOME THOUGHTS ABOUT MY HOBBY – A Member’s Editorial (*prodded forth by MB*)

These thoughts have percolated over the years, but I’ve never cared to put them into print.

I belong to a hobby club, IPMS, that originally formed to promote and further the modeling hobby, and also to promote camaraderie, fellowship among modelers. Decades later I’m still looking for these ideals. Yes, some have come but not on a consistent basis. IPMS is world wide and I wonder if this is a chronic condition IPMS-wide?

If we all step back and look at our personal part in this hobby, we will most likely find that outside of the 4 hour monthly meeting or meetings (2); NO ONE in our immediate family cares, or gives a rat’s ass about what we are into. And I dare say, they have given us lots of grief over the years about wasted time, money or “plastic toys”.

In my case, this has been true until very recent times, since I started selling the offending “plastic toys” and showing up with greenbacks.

So, why do we have to continually deal with people that come to the meetings to critique, judge and pontificate about every aspect of the IPMS experience, from only their point of view?

I call these folks “Elitists”. The ones that think IPMS should be a “benevolent dictatorship” or operate as a personality cult.

These folks are so wrapped up into believing their own BS propaganda that they are forgetting the original reasons IPMS was founded, for and about.

I am willing to bet, NO! I’M sure these Elitists have actually driven off and discouraged many would-be IPMS members.

Everyday we deal with perceptions in our daily lives. Once perceptions are formed, it’s a lot of work to change them. We can just go on and ignore them, continue to hope for the best. Or we can confront them head on and improve the situation, whatever it may be.

I myself support the above approach, but that’s me. At one point in my early years, I actually thought about getting a degree in Psychology, through use of the IPMS. It’s a perfect model for such a degree.

I’ve thought about improvements or changes that may help or cause debate, either way. Such as:

- National Standards for contests (ie; a “contest model” for all chapters
- Serious enforcements on Judging Standards, some rules tweaking
- Charter an IPMS Elitists Club or Clubs (chapters) as needed, that allow membership ONLY if you:
 - Have 25 years in, At Least 10 each First, Second and Third Place Awards at the National level AND 20 First Place finishes in the most popular Regional Contest category.
- Possibly have an Elitist Gold lapel pin so the rank & file will know who they are dealing with, and show proper respect.

There are many more, but I think that we should form an Elitist ad hoc committee to sequester. So have them work on this, while the rank & file goes back to modeling and having fun. Once the ad hoc committee comes up with all the improvements, we’ll pass it on to the National group, then world-wide and let them hash it out.

While we rank & file continue to model and have fun.

We all know the routine. Before, during and after the meetings, there are comments made, plus critiques. That’s all well and good. But people need to know, there are others that are smirking and laughing at you. No one is intimidated or awestruck for long. The ones that are, I usually call the Sycophants or Apologists. Because they always seem to appear in person, or even online to defend or explain behavior that is considered out of the ordinary, by the rank & file.

So at the next meeting, quietly look around, see if these Elitists stand out or speak up and identify themselves as they have so often volunteered, wanted or not by the rank & file. In conclusion, for me it’s about the hobby and the club. That’s what every one of us should be focused on. – *fini*. Louis Orselli, SVSM MIG (thanks Louis from mick)

CHRISTOPHER B. ACES DEAN OF A CORSAIR MODEL



Memento of a Marine Ace: Building Dean Caswell's three-kill F4U-1D in 1:72 Scale (first of two parts)
Model & Text : Chris Bucholtz Photos: Mick Burton

Late in World War II, as the balance of air power in the Pacific tilted steeply in favor of the U.S., a final wave of Navy, Marine and Army Air Forces aces was minted. They gained their ace status thanks to a combination of ability, opportunity and luck; Japanese aircraft were less frequently seen, but when they were they were often present in large numbers.

Dean Caswell was among this wave of aces. After joining the Marines in 1943 and completing flight training, Caswell deployed to the Pacific Theatre in early 1945 with VMF-211, flying the Chance Vought F4U-1D Corsair from the USS *Bunker Hill*. Caswell's first aerial victory came over airfields just south of Tokyo in late February, 1945, when he shot down a Japanese four-engine bomber.

A few weeks later, after a strike on the airfields and factories at Korimoto, Caswell's flight of 10 Corsairs encountered 25-30 Japanese fighters, and Caswell alone shot down three in less than five minutes. A total of 12 Japanese planes were destroyed in the engagement.

Caswell had to wait a month to become an ace, but he did it in epic style. On April 26, 1945, Caswell was flying combat air patrol (CAP) protecting the picket destroyers providing early warning of incoming kamikaze attacks. He received a vector toward incoming bandits, but a haze made spotting them difficult. Other pilots pounced on the Japanese first; Caswell spotted flaming aircraft about two miles to his right, and his flight turned to join the fight.

“Suddenly, my stomach tightened and I got an ominous feeling of hostile presence,” Caswell wrote later. “We had run smack into 20 to 25 Jap fighters in the haze.”

The lead Corsair split-S’ed after a Japanese plane, leaving Caswell and wingman Lt. John McManus to battle the balance of the enemy force. “Things happened fast – I was on their tail. Then they were on my tail. Some of the Japs were good pilots.” This was the covering flight for the kamikazes – not the barely-trained volunteers but actual fighter pilots with some experience.

“Round and round, tight high-G turns and milling confusion,” said Caswell. “Amid the melee I steadied on a meatball target and it exploded in orange flames as I pulled the trigger.”

His first victim was a Ki-61; shortly, he sent an A6M5 spinning down in flames. “We began to weave, Mac and I, protecting each other, until I got caught between two fires – a Zeke in front of me and a Tony in back. Faster than you can say it, my six .50s blew the Zeke apart and Mac got the Tony hugging my tail.” As the Japanese formation disintegrated, he found himself on the tail of two more Zeros; he lined them up and pulled the trigger – but he was out of ammunition. He quickly summoned McManus, who set one of them ablaze.

In his short time aboard *Bunker Hill*, Caswell flew over 100 missions, scored seven confirmed aerial victories, destroyed 25-30 planes on the ground and never once received a single bullet hole in his Corsair. But, on the morning on May 11, the *Bunker Hill* was standing by to land a strike when it hit by two kamikazes. Caswell was not aloft; he and McManus were VMF-221’s duty officers for the day and were drinking coffee in the officer’s mess when an A6M7 and a D4Y2, each carrying a 500-pound bomb, slammed into the flight deck. The bombs touched off fires that filled the mess with smoke; the two pilots happened to have their gas masks with them and only this saved their lives. They groped for the door, struggling over the bodies of other crewmen who had been asphyxiated, until they found the ladder up to the next deck – but the hatch at the top had been dogged down. Only after pounding on the door with a battle lantern did another crewman open the hatch, saving the two pilots and two other sailors.

Caswell helped fight fires for several days, and eventually the *Bunker Hill* was saved, returning to Ulithi for repairs and ultimately to the U.S. But this put an end to Caswell’s combat cruise.

His career in the Marines would continue – he completed two tours in Korea in the F3D-1 Skyknight and a tour in Vietnam, and later commanded a Marine Air Group in the U.S. He also was tasked with the role of coordinator of Marine air assets in the filming of the movies “Sands of Iwo Jima” and “Flying Leathernecks,” piloting the AT-6 masquerading as an A6M which was shot down repeatedly by John Wayne in the latter.



A MODEL BEGINNING

The Corsair is a classic plane, and Tamiya’s 1:72 kit is a fantastic starting place. I began the model planning to do a *Bunker Hill* Corsair – but when I discovered

that Caswell would be part of a panel speaking at the Oakland Aviation Museum, located just a few miles from my house, the pilot in question switched from VF-17’s Rog Hedrick to Caswell’s similarly-marked aircraft. As it turns out, the three Corsair squadrons aboard *Bunker Hill* frequently swapped their identically-marked planes, so switching from 167, which Hedrick flew on a three-kill mission, to 183, which Caswell flew on April 26, 1945, was simply a matter of a decal change.

I armed myself with a few aftermarket items to add to the level of detail in the kit: an Eduard photoetched set, and a new R-2800 and a resin Mk. 9 gunsight from Quickboost. These would make a big difference in the finished model.

The cockpit started with the removal of some detail to allow the substitution of the pre-painted photoetched parts. The cockpit captures the “see-through” structure of the real plane’s front office well; the kit provides a rear bulkhead, a front bulkhead that includes a spot to mount the instrument panel, and a console “horseshoe” that fits into the front bulkhead. The rudder pedals, kickboards and control column fit perfectly into holes in the

front bulkhead, and the result is a cockpit where you can see straight through to the bottom of the aircraft. Toward that end, I remembered to add a few bits of styrene strip to the inside of the lower wing before I painted it interior green – these structural members are faintly visible, but add to the business of the cockpit.

With a base coat of interior green applied to the cockpit parts, I started adding photoetched doodads – circuit panels, control wheels, switch boxes, throttle quadrant, map case and so on. The pre-painted pieces look nice, but they're a bit jarring in relation to the other painting in the cockpit – they're too clean and glossy. I discovered that shooting them with dull lacquer blends them in nicely – they don't stand out so much as pre-printed parts so the cockpit looks more unified.

The kit seat is good, but I folded up the Eduard seat and gave it a coat of interior green and gently drybrushed it with Testors metallizer steel to simulate wear, then added the pre-printed seat belts after bending the buckles to their proper positions. I kind of hate Eduard for these belts; they look so good I have a hard time not using them on all my models (and I build a lot of subjects Eduard hasn't gotten to yet!). The frame for the seat was added next, although it was so flimsy it didn't survive the process of mounting the seat to the rear bulkhead.

The instrument panel also came from Eduard; I trimmed it from the sheet, then sprayed it with a layer of thinned Dullcote. My technique for joining the panel to the instruments is to paint the instruments with Future floor polish, the carefully lay the panel on top of them, aligning the bezels and instruments. Then the panel is set aside for 24 hours. When the Future dries, it glues the instruments to the panel and it provides the illusion of clear glass in the instrument faces.

At this stage, all the cockpit parts were added to the fuselage. Take care in doing this; if you get the alignment off just a little, you'll have a bear of a time getting the wings to fit properly – as I discovered shortly.

The fuselage was joined, and I next assembled the wings. The engineering of the model requires the wing to be added to the fuselage intact, and so I glue the upper wings to the lower wing and cleaned up the leading-edge seam. The right inner flap is provided as a separate piece, and it has the boarding step cut out; the F4U-1D had a spring-loaded step, so I filled the hole with styrene rod and CA glue and sanded it flush, and set it aside for the moment

I added the wing to the model – and was surprised to find a gap at the root. After a somewhat less than successful attempt to fill the gap with Aves Apoxie Sculpt, I wrenched the wing off and started again. After another failed attempt, I did it again – and again. Six times, in fact, until the cockpit parts also broke loose. Remember what I said about aligning those parts in the cockpit? Well, when I re-installed them I must have gotten it right, because the wing went on with little fuss. The right flap went on next and had a bit of a seam, but Apoxie Sculpt applied with a wet finger filled it quickly.

Next came the horizontal tail, which went on painlessly. Aligning it against the wing was easy. My trick for this is to use a perpendicular feature of the room – a door frame, a window or the wall/ceiling line – to establish that the wing is straight by sighting the wingtips against that line and checking to make sure the vertical tail's at a 90-degree angle. Then, get the horizontal surfaces lined up by looking from the tail to the wing, then rocking the model down and seeing when the horizontal stabilizers "touch" the wing. If the two stabilizers touch at the same time, you're lined up properly.

CONTINUED NEXT ISSUE



EDITOR TANKFUL FOR THOSE WHO BELLIED UP TO COMPETE



Reviewing results for last SVSM club contest of year, November’s “Tanksgiving”
Above, you can espy the “Late Field of Battle” as it stood. Earlier in the evening, two more were in the play.



THESE TWO. As Editor had to leave early with only his emptied wallet for his part in this contest, did not get recorded who did the 2 the “paper tigers” above. Still, glad those showed up. On right, this civilian Guardian arrived on field late but in time. Below, a better look at three distinctly well qualified and crafted competitors.



TURNOUT TANKED? NOT HARDLY. (continued from page 8)



Cliff Kranz's Drei Teutonic Mice in 1/35 glory were welcome contenders.

Even menacing from this angle...eh?



Closer looks at Steve Travis's Belly Tank Racers in Red, Grey doesn't do them the proper justice, I'm sorry.



1st and 2nd went to Laramie Wright for his Char 1 & Russian Sherman, shot on the lower left . Congrats all. -mick

Steve took 3rd with his 1952 Yellow Tanker here,



UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 12-21-12

Friday, December 21 2012

IPMS/ Silicon Valley Scale Modelers monthly meeting. Locale: MILPITAS PD Community Room (our regular monthly site) Theme is “ Gift Thieving ” Please keep in mind the 8-1030 pm time constraints.

Friday, January 18 2013

IPMS/ Silicon Valley Scale Modelers monthly meeting. Theme “ Why Are We Still Here, eh, Mayans ? ”

Saturday, February 9 2013

IPMS/Santa Rosa and IPMS/Mt Diablo host “ Hobby Expo 2013 ” Theme is “Models from the Movies”. Site is the Petaluma Community Center located off of McDowell Blvd. See website www.ipmssantarosa.org for all. .

Friday, February 15 2013

IPMS/Silicon Valley Scale Modelers meet. Member’s Contest theme “ Happy Birthdays”.(as in Day or Year)

Saturday, February 16 2013

NNL West host NNL West 2013 Show at the Santa Clara Convention Center, 5001 Great America Parkway Santa Clara CA. Theme is “1963” (Cars built in that year). See also website www.nnlwest.org for more info

Friday, March 15 2013

IPMS/ Silicon Valley Scale Modelers monthly meeting. Editor’s Contest Theme is “That’s A Spicy Meatball”. With 21 Mediterranean countries and the Empire of Japan, how can one miss on eligible subject material?

Saturday, March 23 2013

IPMS/SVSM host KOC 2013 contest & show “Go The Distance” is theme. Dakar Rally, 24 hr Le Mans, as examples of endurance and/or long distance racing. Other subjects include Round the World craft (air/sea) like USS Nautilus, Rutan Voyager, or “Lucky Lady”. Santa Clara Convention Center, 5001 Great America Pkwy.

Friday, April 18 2013

IPMS/Silicon Valley Scale Modelers monthly meeting, “WTFK for KOC 2013” is theme. Results and discussion of recently held event and how it went the distance.

Friday, May 17 2013

IPMS/ Silicon Valley Scale Modelers monthly meeting. Editor’s Contest Theme is “ May Day, May Day ? ”

Friday, June 21 2013

IPMS/ Silicon Valley Scale Modelers monthly meeting. Member’s Contest Theme is “ Unknown History ”

Friday, July 19 2013

IPMS/ Silicon Valley Scale Modelers monthly meeting. Escapee’s Contest Theme is “ Repeat History ”

Wednesday thru Saturday, August 14-17 2013

IPMS/ Colorado Group host The Thin-Air Nationals. Located @ J Q Hammons Conference Center & Embassy Suites Hotel, Loveland CO. Website for rules/awards/themes and details <http://www.ipmsusa2013.com>

Sunday, September 29 2013

IPMS/ Fremont Hornets host “Tri City IX”, Contest Theme is “ Soldier of Orange” (They’re going Dutch!)

CONGRATULATIONS TO

Mike Schwarze



FOR WINNING LAST 2012 MODEL OF THE MONTH



Which now makes Mike a member of this very fine exclusive "model" fraternity of winners from 2012



7:00 PM

FRIDAY

DECEMBER 21

COMMUNITY ROOM

Milpitas Police Administration Building

1275 N. Milpitas Blvd

Milpitas, CA

