



THE AFTER MARKET SHEET



VOL. 50A, No. 5A WWW.SVSM.ORG MAY 2016

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

So, Maybe You'd Like Fries With That ? A New Modeler's Tip

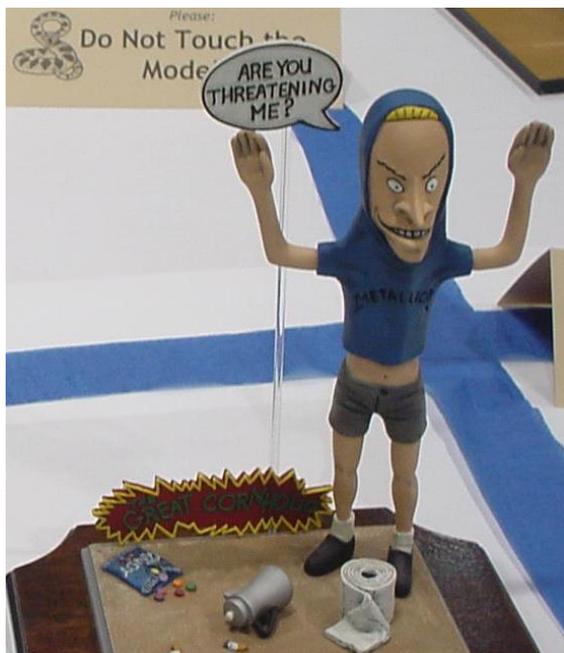


Text/Images: Mick Burton

Models: Delightful Damsel from dandy diner

There are those who make it as if we have to hide our passion for scale modelling , then join with still others who reliably lament that “hobby is shrinking”. Well, if you aren't willing to share, don't expect any growth. (cont'd on 3)

“REPEAT AFTER WE : BE A LITTLE LESS PRICKLY & OUR HOBBY COMMUNITY BE LESS SICKLY ”



Take a look at these two snapshots from a “simpler time” (didn't seem so then, dude) as two SVSM Editors tried to “lighten the mood” for everyone. These “quiz questions” premised as “serious exams if you want to be ONE OF US” were just bit

The “sickly” I am referring to: the current trend to see our scale hobby through the wrong end of the telescope, i.e; it's dying, the hobby shops are all closing, the clubs are just filled with “grumpy old men who don't want anyone joining and messing with “their thing”, etc”. Perhaps there is an aspect of truth to some or all of that preceding, but after spending a lot of time recently again delving into “archives” and dialoguing with a few other “now grumpy, now old” folks who were once the “shiny new youth” of them not so old days, totally take it as self fulfilling laziness.

San Jose Scale Modeler's July Pop Quiz
(I hope you studied!)

1. The firing order for 18 cylinder Pratt and Whitney R-2800 engine is:
a) 1-12-5-16-9-2-13-6-17-10-3-14-7-18-11-4-15-8
b) 1-3-5-7-9-11-13-15-17-2-4-6-8-10-12-14-16-18
c) Being a union engine with seniority, it is last hired, first fired.
2. Turbo-compounding refers to:
a) Powering one crankshaft with more than one engine block.
b) The interest rate the bank charges on your credit card.
c) Extracting energy from exhaust gasses by using a turbine and redirecting it directly to the crankshaft via gears.
3. Using the pre-1962 Navy aircraft designation system, OS2U would mean:
a) I don't build old Navy planes, so who cares anyway.
b) A twin engined utility plane built by Stearman.
c) The second type of scout and observation plane procured from Vought.

SAN JOSE SCALE MODELERS PLACEMENT EXAMINATION

- 1) "EGGBEATER" is:
A. An omelette chef
B. A sadistic hen
C. A nickname for helicopters
- 2) "BATTLESHIP" is:
A. A mother-in-law
B. Largest, heavily armed naval gun ships
C. A model ship built inside a glass battle
- 3) "BIPLANE" is:
A. An airplane with two, stacked wings
B. An airplane based in San Francisco
C. What you say when a plane flies away
- 4) "SOFT-SKINNED ARMOR" is:
A. A hit French love song
B. A chastity belt
C. Fighting vehicles with little or no armor plates.

of communal “self deprecation”, but like many bits taken out of context, today could be sparking off as yet another “reason why THEY (insert group or any currently “outside” individual) AREN'T welcome”

With “social modelling” almost as rare as teeth of a proverbial hen, again it seems necessary to stress, if we are sometimes a bit less quick with the quip to “take someone down, NOW” and a lot swifter with a simple “welcome to our club/group/time out with modelers like yourself”, even when at first taking a perhaps thoughtless move or remark by someone a bit “new to us” (who may be just plain unnerved, I mean really, remember YOUR first time??) , whole

outlook for “our thing” might seem incredibly POSITIVE or even, GROWING. Thanks, your Grumpy Editor – mickb

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Coming Upon Realization of “The Truth of New Modelers Are Out There”, If Only We’d Bother To Try (from 1)



Say hello to Amanda. For a few years running now, she's known me and some others of a regular weekly dinner crew as local customers. She also knew before she ever worked our table, that we're "the model guys". So there wasn't any big shock for her, if some of us chose to bring in kits, books, magazines or *gasp* finished or unfinished work of ours to share at our sitdowns. Not a practice that is meeting with approval from all the regulars or not so, mind you, in fact some are downright discouraging or disrespectful about voicing opinion "that we not bring our toys to the table". Not that would ever stop me for one, or others thank gods. Happily enough, Amanda had shared interest and conversed over time to me among some of us, that she found the hobby and our "club/community" not at all so odd, or even something that shouldn't be spoken of publicly. Some may question her sanity in choice of reading material (above) but Amanda has joined

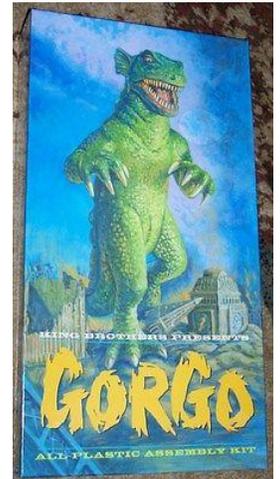
the ranks of those who choose to read some local “free modelling rags” that a few here reading may be familiar with.

But I digress (yes, pridefully so though). A few weeks prior her becoming a subscriber to the Free Hornets Buzz and SVSM publications, Amanda specifically queried me about precise subjects available in model form. After pleasingly expressing interest and examining a recent purchase of mine for the upcoming TriCity 12, on the British theme-ology.

Namely, the kitting by Monarch Models of “GORGO”, namesake movie monster from the 1961 King Brothers Pictures “B Movie” production. Yes, it’s a British movie and set in London, merely coincidental in that my delight in finding this kit and sharing it despite agonized groans of dinner mates, lead to conversation that finally tipped into action, aiding Amanda’s interest in modelbuild

While Amanda didn’t have any in depth interest or knowledge of Gorgo (it’s far older than she is) she did appreciate why it interested me and so prompted her ask about other kinds of kits that may be more in her interest and ability to tackle (as she looked at the kit contents, gaining better ideas of the relative tasks at hand) for her possible first venture on her own in scale modelling.

Armed now with the knowledge that she directly was interested if I could in fact locate such, the “classic VW Beetle” as a kit for her to someday tackle. Along with a willingness to try out models I’d be willing to vouch for as good bets “to learn on and build some skills”. Shortly rewarded was I, thanks to long time modeler extraordinaire Randy Rothaar, ensconced in San Joaquin Valley as of these days, so I don’t get to see him often. But being blessed with a travel with Jim Priete and Mike Meek to Modesto for a 4th Friday of the month SJVSM meeting, next telling Randy what I was looking for , why, paid off with purchasing a Porsche Boxster snapdite kit (Revell) and two Classic VW Beetle kits, sedan & ‘vertible.



A couple weeks later, I made it to dinner and Amanda was working that shift. Luckily for us both, as she happily took the Boxster “on spec” and asked that I hold the VWs for her until she felt ready to tackle her “dream projects”. Above, you can see what she turned out in pretty short order from that “first model, ever”. Mind you, this was on her own, not any one assisting except by quick conversational asides during work time in busy restaurant. Pretty damned fine work.

Most fun, Amanda's honest appraisal of her experience, including that "it was sort of easy, so maybe a more complex kit next time" and that elapsed working time probably was in range of less than 3 hours total, with "damn fun, want to do some more" as the assessment for encouraging me to try to keep this potential new modeler going "with the flow"

Sharing a look at the Pegasus "Tuskegee Airman P-51C" (snaptite) and also an old AMT "Rides Magazine" kitting of the 2005 Ford GT40 "street car" (a still lovely model "snaptite" that was recommended to me by President Greg) for two possible "next experiences", found Amanda choosing the "challenge of the Ford" as her gut preference. The box for it is the "base" for the Boxster in the shot above, in case you're unfamiliar with this model kit, want to look for one



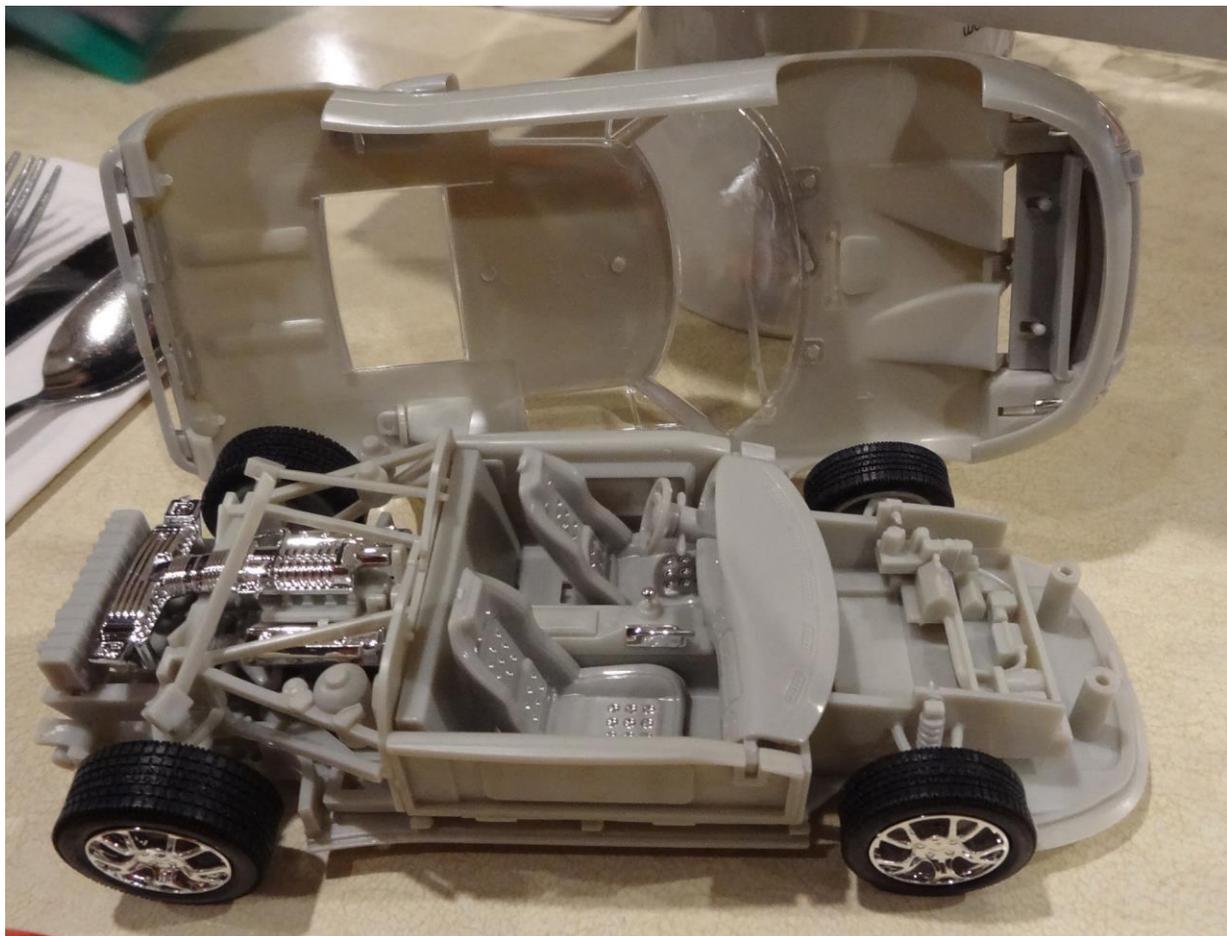
After a couple of weeks Amanda, rightfully proud of herself, brought both finished snaps in to share with us at dinner. With a now completed GT-40 "with a really rather more complicated than I expected motor modelling experience" as one of her signature comments. That body fits just fine, I was getting an appreciative look at all her work is all, above.

Now that she's tackled these two, and gotten a "test bed" for "super glue practice on her own" (don't faint, a "scrap" Hasegawa 1980s edition of the Convair Delta Dagger F-102A, from my collection of "junk items") Amanda will be testing her skills for "small repairs" to these 2.



So while you look over this little essay of pictures, keep in mind, they're the *first two models* completed by this person. Who had fun doing them, with no pressure, no particular goal in mind other than to "just try it out"

Because she knows "we enjoy it & for long while", so may be so will she



Amanda also knows quite well that we stage competitions at both “club level” and “regional, state and international”, trust she hasn’t been able to avoid getting plenty of exposure to that particular aspect of our scale hobby over time. But also know there’s damn little likelihood that will interest her much “as fun”, nor showing up at our meetings or shows as a member or visitor. She has plenty enough life and pursuits to keep her busy without any of that. Still, she’s plenty intrigued to continue her “model studies”. Amanda’s preparing to endeavor into uncharted as yet territory of glue kits, types of painting (especial interest to see how “nail polish” painting by some very capable auto modelers understand to perform “magic” of applying to models, can perhaps be mastered by her. As she said, plenty of cool shades there !)



While there are many “knowing heads” in the USA IPMS among others, who may gnash teeth or pedantically voice of how “difficult” it is to “reach new modelers, especially the youth”, perhaps it’s a case of not looking around or giving a listen to their own surroundings. Or not being so certain you have to “hide your hobby”, lest someone *gasp again* “discover your secret” (*that you’re an avid “adult scale modeler”*) and “only share it in safe venues like our shows, or meetings”. You know, *where there’s just an abundance of folks, dropping in all the time, new to the hobby...* uh huh.

Thank You Amanda, for letting me share your story and for your interest in trying out this very fun “art and hobby”



Helped along in that aforementioned 1996 April by Ben Pada's feature on improving the 1/48th P-47N of Minicraft ☺

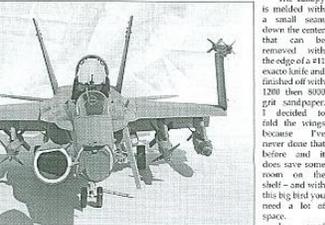
THE STYRENE SHEET
Vol. 40, No. 1 www.svsm.org April 2006

South Koreans, Leading Aircraft Manufacture

By Paul Bishop
I remember several years ago watching the Blue Angels from work as they practiced their show-the-motors day! I'll never forget how fast the F-4's could roll - you could actually see the vapor on the wings as the boundary layer separated. Very cool.

I must say that I've never been a fan of the F-4's appearance since. It just looks ungainly. The Academy kit however is a most basic for anyone who loves big models like yours truly. There are several reviews on the net for this model, but here are my experiences...
The kit cockpit is ok - but I wanted something extra so I purchased the Cutting Edge cockpit (CEC0215) to add to it - the tub and ejection seat are much more detailed than the kit and do show up quite a bit with the canopy open. I also bought the Eduard's Placards which are pre-painted and very nice - but the kit has most of the placards in decal form. For decals I got the 2800s Operation Iraqi Freedom "Kamikaze Shampoo". Assembly went together well - pretty much without a hitch. There were minor problems with the ailerons which had to receive some putty. I use some stuff called Huesacolor which you can purchase at Home Depot. It dries quickly and sands really well.

In the kit are really fantastic and are quite robust with metal inserts. You better get them in right and glued solidly as this is a big rather heavy bird. Do not sit the bird on the gear till they are really really dry. One of my wheels is a little skinnier - it didn't show up till later - too late to fix.



After painting correct details on the ship Paul used a fine brush to paint a clearance

The canopy is masked with a small section down the center that can be removed with the edge of a #11 X-acto knife and finished off with 1200 then 8000 grit sandpaper. I decided to fold the wings because I've never done that before and it does save some room on the shelf. I did with this big bird you need a lot of space.

I used Model Master, and Tamiya. Colors followed those suggested in the 2800s decal sheet. I weathered with thinned grey and black then coated with Future. Decals came next followed by a final coat of Microscale flat. Other weathering was accomplished with oils.

OK - this is what really happened - I did pre-detail the model as described above - then I sprayed it with the suggested colors on the decal sheet. I then put the paint away so they would be together for future reference as I got involved with something else. When I came back to work on the Hornet several months later - of course I couldn't remember where I had put those paint bottles. *Continued on page 3*

I'll never forget how fast the F-4's could roll - you could actually see the vapor on the wings as the boundary layer separated.

The Styrene Sheet is a monthly publication of the Silicon Valley Chapter of the International Plastic Model Society (IPMS). Articles and comments should be submitted to Fred Bishop, Editor, P.O. Box 40164, Milpitas, CA 95038, or by E-mail at editor@svsm.org. Excerpts may be published only with written permission of the editor. ©2006 Silicon Valley Scale Modelers.

That's the MIGHTY 4 PAGED May issue, 1986 there on the right. That really equates into 8 pages on the half /half landscaping.

While yes, 30 years back in calendar from now, you should really go and look this one up specifically for the extremely full amount of relevant even today items, regarding the content and purpose of "club events" and I point out that includes "weird club contests" as then Pres Barry Bauer had just launched what became one of our ALL TIME FAVE club contests, namely the "1/144 F-14 gig"

Ever seen an F-14 AWACS? Thought so.

THE STYRENE SHEET
Vol. 30, No. 3 May 1996

Turning a 1:72 Tracker into a firebomber

By Ken Miller
The California Department of Forestry (CDF) uses a fleet of converted Grumman S-2 Trackers to fight wildfires in California. I just completed a 1:72 conversion of a fire-fighting Tracker and altered outdoor gear well. The conversion wasn't that complicated and it built up into a unique model.



Getting photos of the real thing was the first step. Hollister Air Attack Base is the closest base to the South Bay, and they have two S-2s and an O-2 forward air controller plane. Santa Ana has a C-130, an S-2 and an O-2, and Atascadero has an S-2, a P-2 Mustang and an OV-10 Bronco forward air control plane. We called in advance and Hollister was very cordial in letting us on to the tarmac and into the cockpit for lots of pictures. The first time we went down, however, the planes were lightning fast, on a little patience was required to get the shots!

I started with the Hasegawa 1:72 S-2 kit. All of the sub-assembly items were removed. The upper and lower rathorn slots were filled with sheet styrene and putty. The tailhook, MAD horn, side air scoops, depth charge racks and searchlight were all removed and smoothed over with putty. The tail was also trimmed and filled with putty. I made the retractable bay with two strips of quarter-inch styrene stock and faired it with putty. Lots of lead solder was added to the nose and in the engine nacelles to keep the tail

Rolling in to wrap up the catchup, we find new Editor Jared Bishop in April 2006 scribing his first editorial on his own after taking helm from John Heck, who'd followed Chris Bucholtz. Amusingly (to this Editor at least) he's gone on a muse about "what models have others done and how to get them to write articles for this?" As I said before, part of the fun of "wayback machining" is getting "documented" how much things are pretty stable for long periods...

This issue features on cover, an article by Jared's dad Paul on ROKAF F-18s Along with a great article on the USS Scamp (a Skipjack class submarine), as well "Big Red" by "Ole Red" Rodney Williams, a tale of his 1/48th Revell kit of the F-86D as he muses about " why so many unbuilt kits, why buy any at my tender age of 74 ? " back then. He's still going strong, DECADE LATER!

WELL NOW LET'S GO TO "CURRENT" EVENTS less 10, 20, 30 years...

SAN JOSE SCALE MODELERS

414

Date: May 16, 1986
Time: 7:30 for Juniors & Talkers
8:00 for Business
9:00 Post-Business Hopefully
Place: Ye Ole Mercury Savings
19376 Stevens (Uppa) Creek Blvd.
Bluepointino

APRIL MEETINGS MINUTES

April's meeting was really a busy-ness meeting. Discussion and opinions were abundant, but I of liked it because it shows that a lot of people in this club care about what the club is doing and how it does it.

Barry brought the meeting to order, if you can call it that, and made a fast opening by requests for any old business. No replies so on he went to new business.

Rodney opened with the announcement of Norm Engle's 900-kit sale on 4/20 at his home.

Tom Harrison followed with the announcement (or was it pleading?) for models to be turned in for the Moffet field display. He had thirty signed up, but only 2 received! They do not need contest quality models, just neatly built out-of-box a/c. Contact Tom for the many aircraft still available.

Next Barry introduced the idea of using the Milpitas Community Center for our next contest site. He said it has many things going for it. It is new, easy to find and easily

accessible, has excellent lighting/windows, a stage, P.A. system, is clean and is noticeably larger than Castro Middle School. It is also close to many restaurants and shopping areas. (further investigation by Rodney establishes the price at about \$200-\$225) It has a fair number of rectangular & round tables although the possibility of more tables is being looked into.

Next Rodney said he had gotten the okay from Regional IPMS coordinator Ben Hughes for our next contest to be a regional contest, rather than merely a club contest, if the club so desired. A vote was taken and the idea of having the next SJ/IPMS annual contest be a regional contest was overwhelmingly approved.

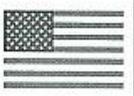
Barry introduced the idea of raising the club dues. Among the reasons he gave were to better finance club events, contests, prizes and the newsletter. He asked for discussion and very surprisingly, there was NONE.

Next a discussion was started on the idea of improving the trophies, some feeling the previous trophies were taking on an appearance reflecting their cost savings to the club, or as a poll of a select number of local birds derived - cheap! Effort had been put into the previous trophies, but some members felt we should strike a better balance between cost shortcuts and visual shortcomings.

After this, Rod brought out ideas for themes for future contests. As if earlier subjects had not brought up enough discussion, this one really got far afield spinning off into discussions of contest categories. A motion was made to form a contest committee to handle the aforementioned regional contest. This idea past completely. Those signing up during the break were Burt McDowell, Matt Hattaschita, Carl Smoot, Brian Leong-Geyer, Mike Burton, Cliff Thompson, Richard Reid, and of course, the club directors.

MAY 1996 had an excellent cover article by Ken Miller, on conversion of Hasegawa's S2F-1 into a CDF firebomber, including a humorous aside as to availing yourself of ways to avoid having nose weight solder balls end up on your copilot seat. Chris Bucholtz's editorial shines a light on how it is we just (then) had FOUR events transpire since last issue, and his kudos to "The Road Warriors" (of four clubs, SVSM being one of the biggies) of whom a major participation in those events was responsible for. Burton's regale tale for "Dream Cars" showed up here as part Four, the brilliant kit of JoHan's in review and history behind it, namely Chrysler's Turbine Car. My favorite bit of material here was in the April minutes though, for there You will find early on the notation of the FIRST EVER Tim Curtis Award Winner for Service to SVSM... to Bruce McBride (a "dual passport" then as member of both Fremont Hornets & SVSM !). By the minutes, you'll be informed that Bruce richly deserved his trophy, having raised the VA kits total that year donated from "respectable 300 to massive 447 items, valued at \$2999 by the VA" folks! Now you know, the beginning of this award ...

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Scratch Building a 1/72 Spruce Goose

By Jim Lund

Scratch Building the Hughes H-4 Hurucales in 1/72 Scale

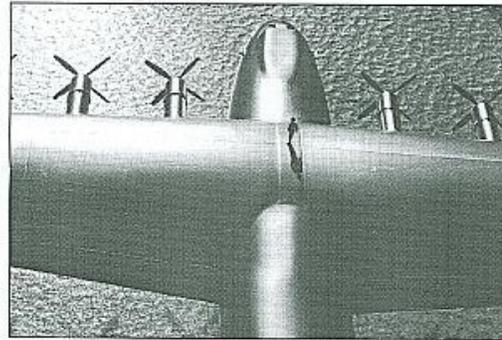
Dubbed the "Spruce Goose" by the press, who had been egged on by Senate Hearings, Hughes was charged with every kind of possible impropriety in his dealings with the government. Phrases like "Cooking Howards Gooses" were among them. After all, it was way over budget and years behind schedule.

The idea of the super giant aircraft was conceived by industrialist Henry J. Kaiser, a West Coast mogul headquartered in Oakland California. A "can do" guy, famous for his "Liberty Ships". The German U-Boats were sinking one out of every two of his transports. A great salesman, he sold congress on the idea of building enormous flying transports. He went to all the major manufacturers, and was dismissed as a mission impossible.

Howard Hughes was the maverick he was looking for. Howard was a patriot, and wanted to contribute, in a big way to the war effort. So he teamed up with Kaiser to build an aerial giant that could haul 120,000 lbs of cargo or 250 combat ready troops. They figured to build 500 flying cargo ships. The initial contract called for three test aircraft. Because aluminum

was to be used for bombers and fighter planes, this giant was to be made of wood.

The official name of the aircraft was Hughes-Kaiser One, or HK-1. As the project dragged on, Kaiser became disenchanted with Hughes and ended their relationship. A new government contract was signed by Hughes alone, ordering only one test plane.



Howard Hughes watches the sun set after his vindicting flight

The Dimensions were Wingspan 319 feet 11 inches. Length 219 feet 8 inches. Cargo area 24 feet wide by 30 feet high by 100 feet long. The overall height of the vertical fin above the water line was 79 feet. Powered by 8 Pratt & Whitney R-4360 Wasp Majors for seven cylinders for a total of 28. Nickelamed corrob because they looked like giant corncobs each viewed un-curved. Each developed over 3,000

Each engine swung Hamilton standard four blade propellers of a diameter of 17 feet 2 inches.

HP. Each engine swung 14mm standard four blade propellers of a diameter of 17 feet 2 inches.

Built primarily of Duramold a patented process of bonding thin veneers of birch in layers with resinous glues to form a caraposition of amazing strength and smooth contours. Spruce was only used in the spars. The plane would weigh over 400,000 lbs. when complete.

The war ended in 1945, two years later the plane still had not flown. Senator Brewster led a Senate Hearing calling for Hughes head. In the end it was Brewster who lost his head.

Continued on page 3

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Finally closing in on "current" month "wayfaring" back with Jim Lund splendidly revealing all that went on for his then pretty unique 1/72 "HK-1 Spruce Goose". He's way ahead of any "special limited run companies" here. Editor now Jared Bishop is beginning to note the chasm before him based on his editorial, namely how few are writing for how many are building ... You do learn. ☺

A nice feature inside this issue too, is "NACA Bob" Miller's writeup "on the prettiest little light planes you Never did see", his paean to Klemm single engines in 1/72 scale, various manufactures. While he did so many exquisitely appreciated articles on NACA/NASA model efforts, this one joins his "discussion on doping fabric in the early war years" as just fabulous gemology we're so lucky to have gotten "for free". None like him then or now. Bob, like now departed member Stan Muniz, a member of Wings of History Museum for whom I still docent, and both helped me among others, appreciate a lot more, the role of sharing history with all and sundry.

"OKAY, NOW ON TO THE NEAR FUTURE"

10, 20 and yes, THIRTY years ago JUNE the "cover articles" for monthly Newsletter, quite literally add up to just TWO. 1986 with Alan Wolcott capturing literally "all the brimstone fit to print" as there is PLENTY TO READ ABOUT "WHERE THE HELL is Club Going?"

SAN JOSE SCALE MODELERS



JUNE 1986

Next Meetings: June 20, Friday
NO JUNIORS CLASS THIS MONTH
7:30 - Contest Committee Talk
8:00 - Business

Place: Mercury Savings
19376 Stevens Creek Blvd.
Cupertino

BEFORE YOU READ ANY FARTHER, READ THESE NOTES

- 1 - There is no Juniors meeting/class this month. Class should resume at July meeting.
- 2 - Saturday, June 21 is the Annual Swap & Auction from 10:30 to 4:30 and will be held at the meeting hall location/Mercury Savings.
- 3 - The contest committee will be at the meeting room at 7:30, a half-hour before the normal business meeting. If you wish to get more details and ask questions before the meeting's vote, BE THERE.
- 4 - This meeting will contain a vote as to whether to raise our club membership dues.

MAY MEETING MINUTES

The meeting opened on a rather controversial note and basically stayed that way all night, and I do mean all night. If we were to take a vote this meeting to see who disliked the last meeting and did not wish to repeat it, it would probably be the most instantaneously unanimous yes-vote in club history.

Strong and rather angry opinions flourished, some bringing up negative views as to the club's present size, form and programs. Others felt we needed to revise the manner in which the meeting is conducted, and still others felt we needed to amend the amendments to which we are trying to vote.

I won't try to catalogue all the opinions that were expressed, partly because I could not write that fast, and partly because this job didn't pay enough for me to type that many pages. To sum it up, here were the results:

Vote was taken and passed that the club would like to have a questionnaire in the newsletter so that the interest of the membership could be tabulated so that workshop topics could be designed around the majority interests.

About \$720.00 is in the treasury right now, including the president's fund, which is of course gleaned from those failing to wear their membership badges at the meetings. A common opinion was that this rule will be more strongly enforced at future meetings with the resultant criminals having to post a bond somewhere near the sum \$5.25.

Norm Engle will be selling the remaining kits in his massive collection, at his home, the day after our swap & auction. So for those of you with any money left after Saturday, then seek out Norm on Sunday June 22.

A vote was taken and passed to follow Robert's Rules of order at further meetings.

There is an "old hand returned" who had letter to the Editor, that's especially cogent on this.



Adding personal touches to a Knox-class frigate

By Chris Bucholtz

The Knox class frigates began life as destroyer escorts at the low end of a "high-low" Navy Building strategy—high-performance, expensive major ships for protection of power, and low-cost, moderate performance ships that could be produced in large numbers for the sea control mission. Unfortunately, the high-end ships were canceled, but the Knox class survived to become, at 46 units, the most numerous post-war class of warships.

My acquaintance with the Knox-class frigate began when I was 13, when I took a tour of the U.S.S. Gray (FF-1054). Little did I know how significant that ship would be to me later in life.

At the time, she was an active duty frigate with 10 years of service under her belt. The third ship of the class, she had been commissioned in 1970 and deployed for a six-month WestPac deployment in 1971, where she participated in search and rescue operations. She earned the Flotilla Battle Efficiency "E" during her second WestPac, and in 1974 became the first ship in the Pacific Fleet to qualify for unrestricted steaming.

After a third WestPac deployment in 1974, the ship went in for an overhaul from June 1974 to April 1975. After a fourth WestPac, the ship was selected as the trial and evaluation ship for the Harpoon missile system, and build a model of my old ship since I came aboard her, and went in for an overhaul from June 1974 to April 1975. After a fourth WestPac, the ship was selected as the trial and evaluation ship for the Harpoon missile system, and

later completed three additional WestPac cruises. In 1987, the ship was assigned to the ready reserve fleet, and was assigned to Treasure Island, along with U.S.S. Lang (FF-1060), U.S.S. Meador (FF-1058) and U.S.S. Roar (FF-1053). These four ships had crews composed of 60 percent full-time, active duty sailors and 40 percent reservists.

That's how I got to become re-acquainted with the Gray—I was assigned to her in 1987. As a Boatman's Mate, I traveled to exotic ports like Portland, Long Beach, Concord and Victoria, B.C. I also sailed up the Columbia River, traveled to Alaskan waters, watched our ASROC almost sink a range boat, saw torpedoes and 300 spynets misfire, and painted, painted, painted. By the time I came aboard her, however, she was showing her age. We had two yard periods during my four years, including one at Hunters' Point, and were a frequent site at NAS Alameda next to the repair ship U.S.S. Samuel Gompers. The Gray was decommissioned in 1991, and since my enlistment period was up at virtually the same time, we ended our naval careers together.

I had been waiting to build a model of my old ship since I came aboard her, and went in for an overhaul from June 1974 to April 1975. After a fourth WestPac, the ship was selected as the trial and evaluation ship for the Harpoon missile system, and

Continued on page 4

The Styrene Sheet is a monthly publication of the Silicon Valley Chapter of the International Plastic Model Society (IPMS). Articles and comments should be submitted to Chris Bucholtz, Editor, P.O. Box 361444, Milpitas, CA 95036, or by E-mail at 207-3426@comcast.com. Excerpts may be published only with the written permission of the editor. ©1996 Silicon Valley Scale Modelers.

JUNE 1996 shuttled us in to a great set of articles by several, Chris B's Knox class was the lead cover as you see. There is a humorous but truly dead accurate "on how serious you should not take hobby" on the editorial page, also courtesy of Chris. June 2006 alas, saw the Jared Bishop editorship run aground by life that month. So no show. ALL these Sheets discussed here here are now featured at my site www.mickbmodeler.com for a time. They're on first page of "Editor's Archive". Bee seeing you. - mickb



THE FREE HORNETS
INVITE YOU & FRIENDS
TO OUR
2016 TRICITY CONTEST
FUNDRAISER AUCTION

CURRENTLY SCHEDULED TO BE HELD ON

OUR MEETING NIGHT OF FRIDAY JULY 08 2016

AT OUR USUAL MEETING LOCATION

Irvington Community Center, 41885 Blacow Road, Fremont CA

There will be a FIVE DOLLAR DOOR CHARGE , and plenty of bargains to be had !

Business begins promptly at 8 PM & everything must be concluded by 10 PM

ADD TO THE FUN !

**BRING AN UNSTARTED MODEL KIT (or two!)
THAT YOU WOULD BID MADLY FOR TO GET BACK, AS A DONATION**

Queries may be directed to our contact – DAZE61283@mypacks.net please allow for 2-3 days response time



UPCOMING EVENTS CALENDAR AS OF 05-31-16

Friday, June 17 2016

IPMS/ Silicon Valley Scale Modelers monthly meeting. Member's Club Contest Theme is “ **You Mother** ”

Friday, July 18 2016

IPMS/ Silicon Valley Scale Modelers monthly meeting. Club Contest Theme “ **Apollo Ascendant** ”

Friday, August 19 2016

IPMS/ Silicon Valley Scale Modelers meeting. President's Club Contest Theme “ **It Figures – Eight is Enough** ”

Saturday, August 27 2016

IPMS/ Fresno Scale Modelers host their latest contest. Fresno City College Cafeteria, Fresno CA Details coming.

Friday, September 16 2016

IPMS/ SV Scale Modelers host their **SV Classic FUNDRAISER Auction**. Regular meeting place, details coming

Sunday, September 25 2016

IPMS/ Fremont Hornets host their TriCity Classic # 12 at the Milpitas Community Center, Milpitas CA. Theme is “Battle of Britain”, for all things British/directly related. 50 categories, 20 Special Awards, see website for details.

Saturday, October 15 2016

IPMS Sonoma County host their show “ **Hobby Expo 2016** ”. Lucchessi Center, Petaluma.

Friday, October 21 2016

IPMS/ Silicon Valley Scale Modelers monthly meeting. Club Contest Theme “ **Frankenstein's Model** ”

Saturday, November 05 2016

IPMS/ Antelope Valley Group host Desert Classic #20, AV College, Lancaster, CA SPECIAL AWARD Category “JURASSIC PLASTIC “ Overall theme is “Vietnam War, 1946-1975”

Friday, November 11 2016

IPMS/ Fremont Hornets monthly meeting.

Friday, November 18 2016

IPMS/ Silicon Valley Scale Modelers meeting. President and Editor's Club Contest Theme “ **The End All and Be All Contest** ” See www.mickbmodeler.com

Friday, January 20 2017

IPMS/ Silicon Valley Scale Modelers meeting. Editor's Club Contest Theme “ **1917** ”

Friday February 17 2017

IPMS/ Silicon Valley Scale Modelers meeting. Editor's Club Contest Theme “ **Northrop's Notables** ”
See www.mickbmodeler.com

Friday, January 19 2018

IPMS/ Silicon Valley Scale Modelers meeting. Editor's Club Contest Theme “ **1918** ”



“ IT MAY HAVE HAPPENED ”



2016 MAY CLUB CONTEST

Photos & Text : Mick Burton
Models: Curly, Larry & Moe

2015/16 Prez Woolson & Editor Mick offered a means to an end that Tried to give about as much latitude as one could for any club contest! Basic, simple rules: Entry simply had to have some tie to the month,





with obvious extra push given to those of more specific linkage & emphasis. With a fair amount of promotion, seemed to pay!

Laramie Wright made for spirited compete, with this 6 piece gathering covering several days in May ! (on the left)

Laramie's Grumman F4F Wildcat was in the scheme it would have been seen in May 1942 as he carefully relayed and had documented.

He likes this one for the huge stars on sides, somewhat rare and very striking on these.

Next to his Wildcat, a 1/72 German wingman or so the Editor dubiously premises here.

In closer, you can see better it's his NBF # 3 (of five built) as this one invaded Norway, 1940



There's his "1945 US Army M4A3 with aerial recog flags", next to his Polish Div Firefly, 1945, then May'67 for the M48A2 in Megach School commander markings. Below right, another look at NBF #3, his May 1940 Char 2 behind.





Lastly, Laramie's Soviet M4A2 May 1945 and look at M48A2



Cliff Kranz combined the Glencoe Redstone with the Revell Mercury in 1/48. So recreate Cdr Alan Shepard's May 5 1961 first flight into space for USA with human, made Editor's night, too.

Ron Wergin's P-47D was in markings for a unit in Italy at VE-Day and beyond, so then he was encouraged to put it into the contention later on.

The Brazilian Air Force craft had "special" bit of "nose art" which I shot close up. Ron told us how the Brazilians did that as a comment on the food in the "Yank mess hall". In any case, they

served alongside USAAF and enjoyed "our" winning Victory in Europe, it seems.



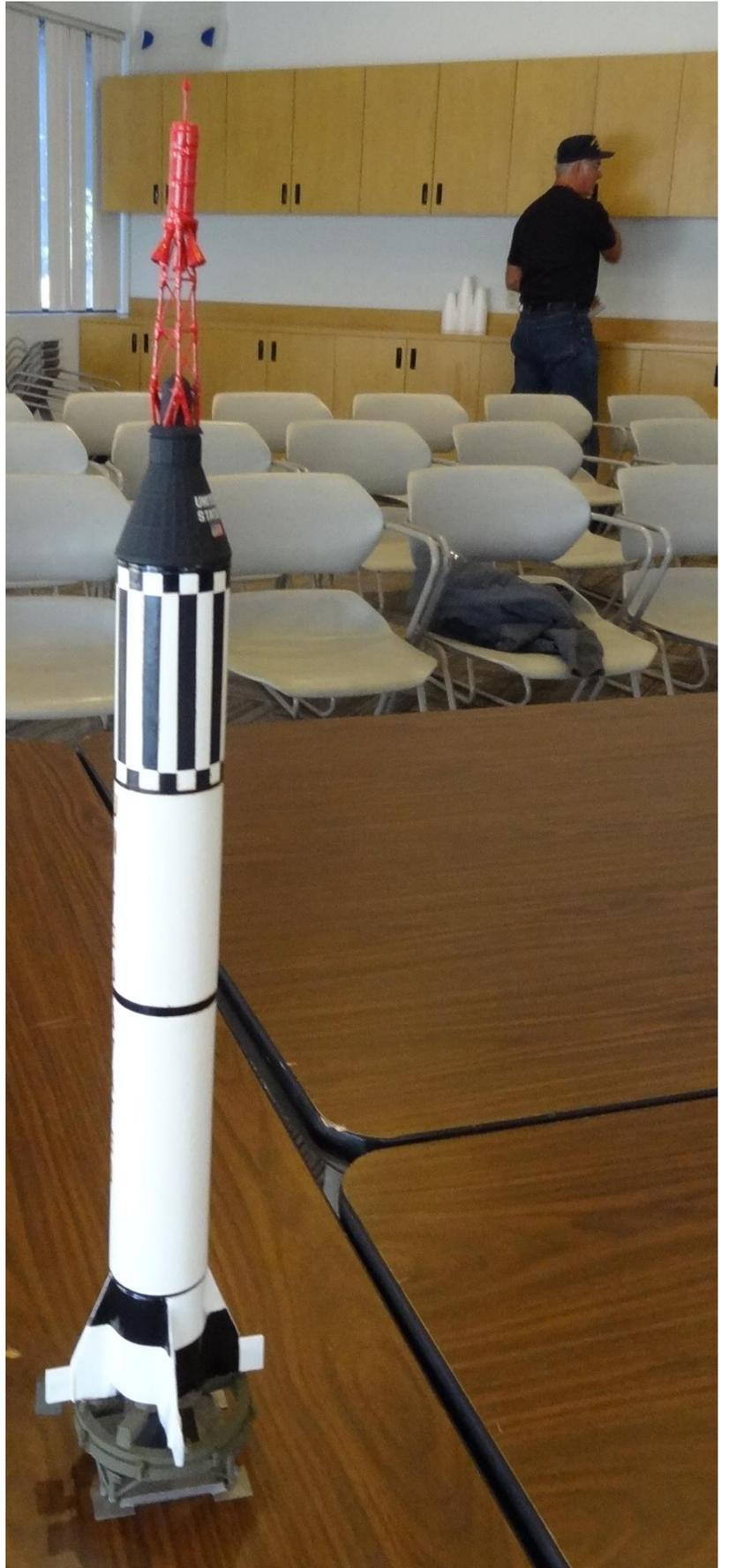
SO Now, on to WINNERS!





MAY *"It May Have Happened"* THIRD PLACE for "P-47D FAB"
Ron Wergin





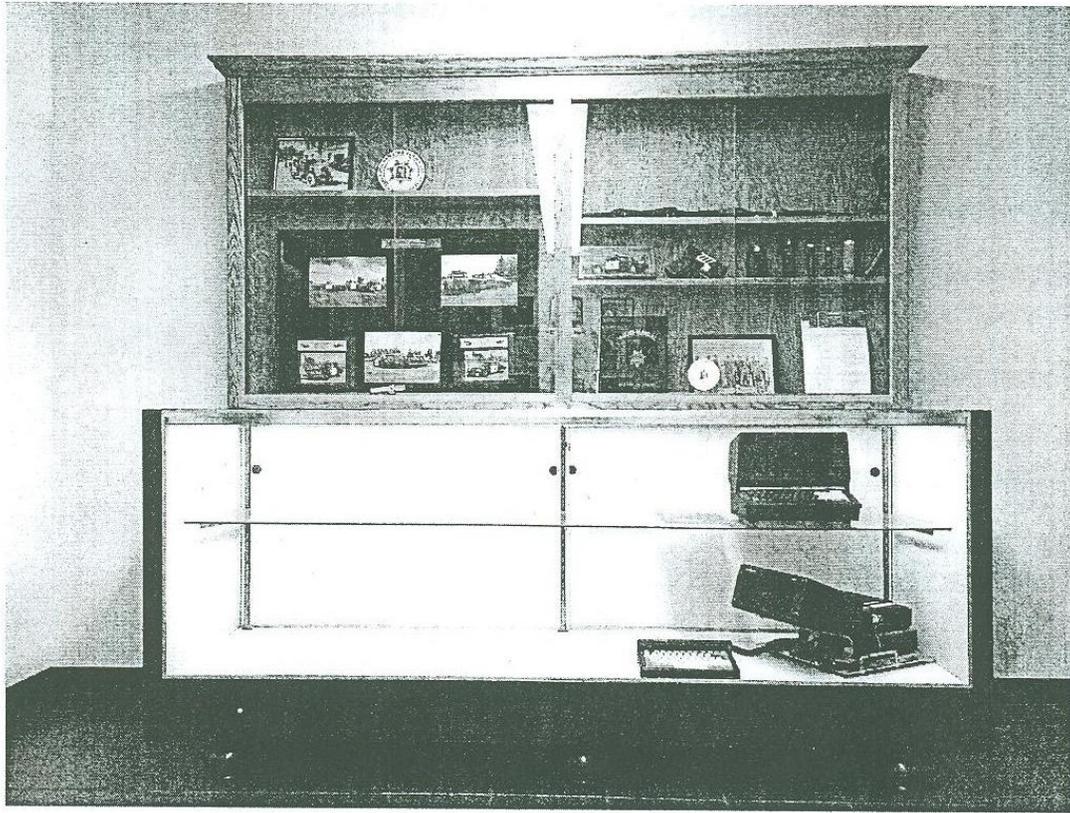
MAY *"It May Have Happened"* SECOND PLACE for "Alan Shepard 5/5/61"
Cliff Kranz



MAY *"It May Have Happened"* FIRST PLACE for "Char 2c, May 1940"
Laramie Wright



San Jose Police Historical Society Display Project



The San Jose Police Department has a display cabinet at the officers entry to the police patrol division building. The San Jose Police Historical Society would like to fill the cabinet with models of San Jose Police vehicles in 1/24 and 1/25 scale (or helicopter in any scale). The Historical Society is asking for model builders who would be interested in building a vehicle to be put on permanent display. The San Jose Police has used a wide variety of vehicles over the last 100 years, to include the following:
(In the early 1920's through the 30's officers used their own vehicles for patrol)

- 1941 Chevy Sedan 4 door (black, unmarked with radio aerial only)
- 1946 Pontiac Streamliner 4-door sedan (3 cars traffic control)
- 1951 Pontiac 8
- 1951 Chevrolet
- 1953 Ford Customline 4-door sedan (V-8)
- 1954 Chevrolet 4-door (V-8)
- 1957-1958 Ford Custom 300 (V-8 352 Thunderbird engine)
- 1959 Ford Custom 300 (first official Ford police package car)

- 1960 Plymouth 4-door sedan
- 1963 Plymouth 4-door Fury
- 1964 Plymouth Savoy 4-door sedan (383 commando) including the station wagon (k-9)
- 1965-1967 Plymouth Fury I 4-door (383 commando)
- 1968-1969 Plymouth Belvedere 4-door (383 commando)
- 1970-1971 Plymouth Satellite 4-door sedan (big block 400)
- 1972 AMC Matador 4-door (360 engine)
Plymouth Fury 4-door (HP 440)
- 1973 Plymouth Fury 4-door (HP 440)
- 1975-1976 Plymouth Fury 4-door (HP 440)
Dodge Coronet 4-door (HP 440)
- 1977 Dodge Monaco 4-door (HP 440)
Plymouth Fury 4-door (HP 440)
- 1978 Dodge Monaco 4-door (HP 440)
Plymouth Fury 4-door (HP 440)
- 1979-1980 Dodge St. Regis (HP 360 and 318, CHP dumped all of their 318 cars on SJPD when they
Received the Dodge Diplomat)
- 1981 thru 1989
Dodge Diplomat 4-door (318 engine)
- 1990 Chevrolet Impala 9C1 4-door
- 1991-1993 Chevrolet Impala / Caprice 9C1 4-door (Predecessor to LT-1)
- 1994 thru 1996 Chevy Impala / Caprice LT-1 / 9C1 4-door 5.7 L engine 350 hp (corvette engine)
- 1997 Ford Crown Victoria 4-door (early model)
- 1998 thru 2012
Ford Crown Victoria 4-door (current model)
- 2014 Chevy Caprice V-6 patrol package (made in Australia by Holden)
- 2014 Ford Explorer police package

Decals of the SJPD logo will be provided, as well as any photos or other related information. Any models purchased will remain the property of the builder and be available to claim at any time. A placard will be placed with the models to indicate they are courtesy of the "Silicon Valley Scale Modelers". If you would like to participate

PLEASE CONTACT John Carr via the Editor's email DENS25403@MYPACKS.NET

LITTLE OUTLINES of CLUB CONTESTS for YEAR 2016

YOU MOTHER – JUNE 2016 SVSM Member’s Contest Theme



A rare and creative direction for competition with a wry titling ! Will be aeronautical in approach, but requires some forethought as you must plan for Mother & Child. Check it out.

Per Member who came up with this fiendishly fun scale fight, qualifying contesting entries are listed below. Note, they **must be finished** to be award eligible, and **“in combo”**, **not single ships**. Pylon references plus any requisite modeler tech to produce, not considered being outside your skill sets by the Member Sponsor.

LIST:

EB-29 + (X-1, X-2, D-558-II, XF-85) (Actual designation for “Fertile Myrtle” = P2B-1S)

EB-50 + (X-1, X-2)

NB-52 + (X-15, X-24A, X-24B, M2F2, M2F3, HL-10, Pegasus)

L1011 + Pegasus LV

Short Mayo Composite (Seaplane,AirMail Service)

DC-130 + (Firebee drones, other Ryan products of more “secret” nature)

747 Shuttle Taxi + (Shuttle Orbiter)

SpaceShip One & White Knight

German Mistels (real or proposed) series

Short Mayo Composite (Maia-Mercury)

FICON (RF or F-84 with GRB-36)

JB-36 Ferry (in transport of XB-58)

Tupelov ANT TB-1, TB-3 Zveno Project

Lockheed M-12/GTD-21 Blackbird combo

Project Tip Tow EB-29/EF-84 combo

Project Tom Tom B-36/EF-84 combo

Leduc 022 with her mothership

Byrd’s Antarctic Land Cruiser with Staggerwing

B-52 with GTD-21B

Dornier with Me-328

I-19, I-21, I-25 (sub carrier plus E14Y Glen)

I-400 (sub carrier plus Aichi Seiran floatplane bomber)

G4M Betty (when outfitted with an Ohka suicide bomber)

Sponsoring member suggests reference to https://en.wikipedia.org/wiki/Mother_ship for anyone seeking additional guidance or an idea where maritime/land options lie.

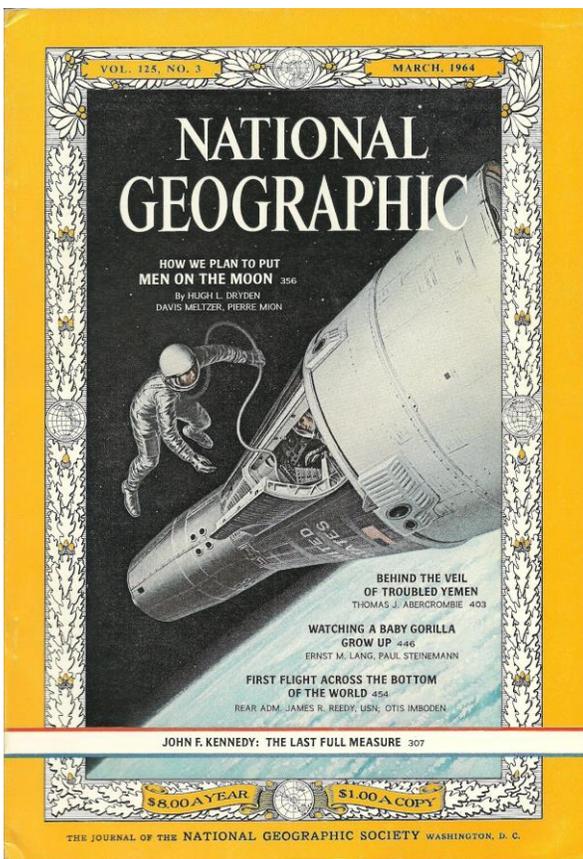
There you have it, now get two it ! You have some weeks yet (more or less) to get ‘er done.

SVSM EDITOR'S CONTEST THEME JULY 2016 "APOLLO ASCENDANT"

My MANNED SPACE PROGRAM club contest model competition celebrating 50 years since first of the Saturn 1B launches to test USA's Apollo hardware took flight in Feb 1966



Now, of course, one canny modeler competitor or another will likely realize as I will blatantly point out, that definition does include a LOT MORE than MEETS the eye, so if you're not a "flaming tube fan" or "spam in a can orbiter maker", there are several options still open to you.



Say, the X-15, X-24, M2F-1, 2, 3, HL-10 vehicles with direct tie to US Manned Space effort. X-20 DynaSoar may not have flown, but it counts too, like the USAF MOL project.

On the off chance that you're still not quite with this, or really not a fan of USA space hardware/programs, remember there's plenty of other options still here

Russia and China for two. There are others, but I can't do all your heavy lifting

FINISHED ENTRIES ONLY ones eligible for awards, but all entries welcomed



SVSM PRESIDENT'S CONTEST August 2016 *"It FIGURES"*



AKA; "EIGHT IS ENOUGH REDUX" (return of the Max of 8 Parts Model)



Some days back (okay, try March 2006) we tried out this idea where any models entered had to consist of EIGHT OR FEWER PARTS. That was it .

Figures or ANY OTHER KIND OF MODEL SUBJECT, *finished*, for the purpose of entry into this utterly ridiculous gig (that's why it's FUN, okay ?)

And that's just how "It Figures" (an entendre of multiplicity less than 8)



OPENING SEPTEMBER !



17TH ANNUAL MODEL CONTEST
Theme: **AS SEEN ON TV**

**LOCAL EVENTS
VENDOR TABLES
2 BIG RAFFLES**

Date: Saturday - September 10th, 2016
Location: Desert Heights Elementary School
13948 Mt. Bismark - Reno, Nevada
9:00AM - 4:00PM

Entry Fee: Free to All Non-Entrants
\$5.00 for First Model
\$1.00 for Each Additional Model

Vendor Tables: \$20.00 (register early)
Contact: Neil Hulse for reservations - knk41063@att.net
Chapter Contact:
Douglas Summers
1045 Lasso Way - Fernley, Nevada 89408
(775) 835-0140 - ghpltd@att.net

Visit us at www.renohighrollers.com

AT OTHER END OF SEPTEMBER



TRI-CITY CLASSIC 12

Scale Model Contest and Exhibition



Sunday, September 25 2016

Milpitas Community Center 457 E Calaveras Blvd. Milpitas, California 9am - 5pm

56 Categories of Competition in Aircraft, Autos, Figures, Ships, Military Vehicles, Space & Fictional, *and* Paper Kits



This Year's Theme " *The Battle of Britain* "
(anything British or directly related)



NEW Special Awards in addition to traditional First/Second/Third place are:

“ On Her Majesty’s Service ” Award for Best Entry befitting the Contest Theme

“ London Calling ” (three awards for: Best SAS/SBS, Best B of B Air (RAF/Axis) , Best Dreadnought (not limited to RN))

“ Dr Who & The TSR 2 “ Award for Best Post 1945 British subject

Plus these: “ Mightiest Merlin ”, “ At Dawn’s Early Light ”, “ Best Twin Engine Lightning “, “ Best 1916 “

Also: Vendors, a raffle and other fun items announced on day of event!

Free Admission to all spectators!

Contestant Entry: \$ 10 for modelers 18 & older w/ TEN model entries or less (\$1 each additional entry) All modelers 17/under, FREE/unlimited entries

For Vendor Information, contact Lou Orselli by phone at (510) 481-7335 VALID CA SALES TAX PERMIT REQUIRED

Email Contest Director Mick Burton directly at DAZE61283@mypacks.net with “Tri City 12 Contest” on subject line

LETTERS TO SVSM

Editor,

I'm old and I'm grumpy as hell 'cause I just tried to read somethin' 'bout these here Pro-pane tanks and hooey in the Styrene Sheet and I didn't unnerstand a dag burn thing! You young whippersnappers with your bells and whistles and your dad blamed tek-nologee! You want to see compressors and by-pass-valves and drain valves? Come see me and thump on my chest! It's all in there and more! You ought not be using these parts on recreation, blast it—lives could be saved! Why Ioughta... Why, I can tell you a thing or two about model paintin'. In my day we didn't have no money for paint and no paintbrush neither. We had a pocketknife and it was dull and rusty and we carved our models from tree branches and we gashed ourselves deep and we used the blood to make

our models pretty. We got infections and some of us had to go to the hospital and get amputations, AND WE LIKED IT—NO, WE LOVED IT! And now we got fancy pants modelers with fancy airbrush stuff and paints from around the world and brass this and super-glue that and eight hennert dollar kits and they never gash themselves, not once!!! I don't unnerstand any of it and it makes me grumpy as hell!!!

Signed,

Grumpy Old Modeler

P.S. I dare you to print this, you rapscallion!

(Editor's note: Gee, I thought we might get a complaint about Rich Pedro's article on airbrush compressed air tanks, but I thought it would be because Rich used the word "nipple" six times, easily a record for the Styrene Sheet.)

COMING UP IN AN AFTER MARKET NEAR YOU!

EDITOR'S BRIEF

Full Reprint of SVSM Member Article from

WAY BACK

That Caused That Letter (clipped above)

To come out in May, '95

That is 1995, Smart Guy.

Very Funny.

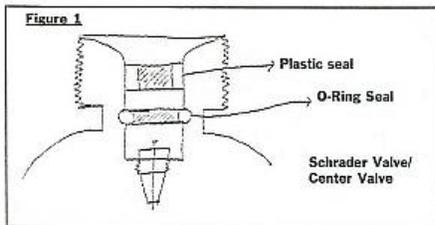
We didn't have these in 1895

Using backup tanks for constant air pressure

By Richard Pedro

Do you spend a lot of time fidgeting with the air pressure on your compressor, or adding thinner when you really shouldn't have to? If you answered yes, or even paused to think about those questions, this article may be the solution to your air compressor woes.

Those of you that have a hobby-size compressor know what a dream they are. Their small size and somewhat quiet operation makes them perfect for those who have little room to store a full-size compressor. But the small size is their main drawback. These little things can only supply so much air to run our airbrushes. Oh sure, for those little jobs they operate just fine,



but for the larger jobs you begin to notice what many call "sputter." Compressor sputter may botch your paint job with an uneven coat.

How do you get rid of this nuisance? As far as I know, there

rod 4 pieces of 1" x 1" pine, wood dowells, or threaded for mounting
Teflon pipe tape or pipe dope
Bailing wire or nylon ties

2 TANK VERSION:

- 1 1/8" brass tee
- 3 1/8" drain valves
- 2 1/4" flare x 1/8" fpt elbow
- 2 1/4" x 2" fpt brass nipple
- 2 1/8" x 2" fpt brass nipple
- 2 1/4" fpt x 3/8" compression fitting
- 1 ft. 3/8" copper refrigerating tubing

1 TANK VERSION:

- 1 1/8" x 2" brass nipple
- 1 1/8" brass tee
- 1 1/4" fpt x 3/8" compression fitting
- 1 ft. 3/8" copper refrigeration tubing
- 1 1/8" x close brass nipple

STEP 1: PREPARATION OF TANKS

ITEMS NEEDED: empty propane cans, needle nose pliers, stiff wire, Dremel tool with fiberglass cutter, 5/32 solid brass rod, adjustable pliers.

The main item is the propane tank. If you have one that's not quite empty, you will need to empty it first before starting. Have a barbecue with some of your SVSM buddies.

Before you begin, some words on safety. While removing the valves & cutting always wear safety glasses. Absolutely

MARK YOUR CALENDAR

The NNL West Crew Has Booked 2-4-2017 for their next Show!

Based again at the Santa Clara Convention Center Hall of course. Theme will be Announced, Watch for it

PLEASE SHARE THE JOY OF OUR HOBBY AND FRIENDS

Because it seems sometimes more than a few forget this :

THE ONE TRUE RULE OF MODELLING (if ever there is).

*If you're having fun,
Then you're doing it right.*



EDITOR
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