



THE STYRENE SHEET TWO

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



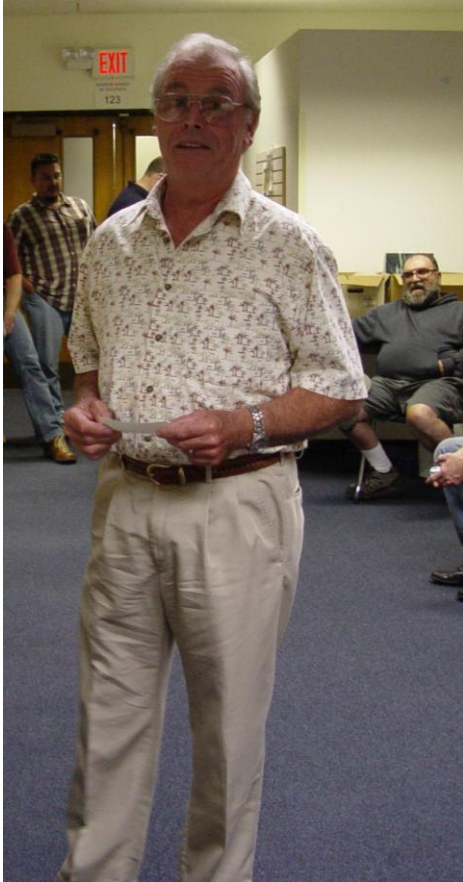
Just Enough Room to Give You The February Meeting Sans Club Contest



“ If YOU'RE ASKING WHAT The HELL IS a STYRENE SHEET TWO!?! – Just Know You Can Thank This Good Man For Its Existence ”

Below is very editorial I put in what turned out being last issue Sir Warren J. Lund and I ever put together. I had to create SST format because of him. R.I.P. !

“ A MODEL GENT, A GENT WHO MODELS, A MODELLING SUPER HERO TO ME. THANKS FOR SHARING SO MUCH WITH US, Mr. JIM ”



These shots are from my SVSM club meet archives of the early 2000s, and already W.J. Lund's contributions to our community were huge, invaluable, amazing

These few I picked for here, all vac forms by the way, barely be giving clue to what Gentleman Warren J. (Jim) Lund could do.

I salute you, Sir. Thank you for this last article and your lasting

legacy, truly you have lived the Joy of Modelling amongst your other successes in life. I count myself lucky to know you - mb



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- 29) **Addendum A NOTE of THANKS AGAIN to JIM from the Editor he encouraged, cheered on when he wasn't plying him with martinis**
- 30) **2nd FINAL THOUGHTS: WJL gives a splendid single page modeler biography revealing and cheerily motivating (1500 + 1/72 models!)**



Minutes: Chris Bucholtz Photos/Text : Mick Burton

Due to a conflict with the schedule for the Milpitas Police Department, our next meeting in March will be on a special day - March 23, which is a Monday - and in a special location - the Plex facility in San Jose (see elsewhere in the Styrene Sheet for details). *(March OSS covered that matter)*

Postoria Aguirre let us know that long-time member Brian Geyer has passed on. *(There will be no service or memorial per his wishes, I was notified)*

Our club contest this month was “Nobody Loves You,” featuring ultimately unwanted subjects. *(See Mid-April 2026 TAMS for this coverage)*

In model talk... Lou Orselli liked his Platz T-33 so well he dropped it to enjoy the joy of putting the canopy and landing gear in a second time!



Lou says it's an excellent kit except for the infamous Part 14 on the lower front fuselage; he replaced it with some styrene tubing and sanding and filling.



Mark Schynert's ambitious 120-Day Wonders entry is the Supermodel 1:72 CANT Z.501, which has been rebooted by Italeri (with better instructions!). It has a high wing supported by struts, which means paying attention to alignment will be the key to the build.

ITALERI S.P.A. 1:72 scale MADE IN ITALY
 SADAZZO 6/B I-40012 CALDERARA R.L.-ITALY

CANT - Z.501 «GABBIANO»

Z.501 was the first of the flying boats designed by Ing. Zappata R.D.A. It made its first flight in February, 1934. But it was not until October of the same year that its very good characteristics were proved when a production model broke the world record flying a 4,130 km. The next year, after the French had exceeded that record, the aircraft flew 4,930 km, retaining the record. On both flights a Mario Stoppani. This was the excellent start of the Zappata flight which became available to the Regia Aeronautica in 1936 and service until 1949-50 when the last one was demolished.

Span: 22,5m; Length: 14,95m; Maximum weight: 5950kg; speed: 275km/h; Range: 2600km.

Zappata's first flying boat project, the first flight was successful in 1934. Its excellent characteristics were proved when a production model broke the world record flying a 4,130 km. The next year, after the French had exceeded that record, the aircraft flew 4,930 km, retaining the record. On both flights a Mario Stoppani. This was the excellent start of the Zappata flight which became available to the Regia Aeronautica in 1936 and service until 1949-50 when the last one was demolished.

De Cant Z.501 was de eerste vliegboot die Ing. Zappata voor de C.R.D.A. ontwierp. Het toestel maakte zijn eerste vlucht in februari 1934 maar het was pas in oktober van dat jaar dat zijn zeer goede vliegeigenschappen duidelijk werden toen een produktie model het wereld-afstandrecord brak met 4930km. In het jaar daarna, nadat de Fransers dit record hadden gebroken, herwon de Cant het weer met een afstand van 4130 km., beide vuchten werden uitgevoerd met Mario Stoppani als piloot. Dit was een uitstekend begin voor deze Zappata vliegboot, die in 1936 beschikbaar kwam voor de Regia Aeronautica en in dienst bleef tot 1949-1950 toen de laatste gesloopt werd.

Technische gegevens: Spanwijdte: 22,5m; Lengte: 14,95m; max. gewicht: 5950kg; Max. snelheid: 275km/h; Actieradius: 2600km.

El Cant Z. 501 fue el primero de los hidroaviones diseñados por el ingeniero Zappata de la C.R.D.A. Hizo su primer vuelo en Febrero de 1934, pero no fue hasta Octubre del mismo año cuando un modelo ya de producción rompió el récord mundial volando 4.130 km. El año siguiente, después de que los franceses hubieran excedido ese récord, el avión voló 4.930 km., conservando el récord. En ambas vuelos un Mario Stoppani. Este fue el excelente comienzo de la Zappata que se hizo disponible a la Regia Aeronautica en 1936 y estuvo en servicio hasta 1949-50 cuando el último fue destruido.

Technical details: Span: 22,5m; Length: 14,95m; Max. weight: 5950kg; Max. speed: 275km/h; Range: 2600km.





Chris Bucholtz has his Airfix 1:72 TBD-1 Devastator painted and nearing completion; the biggest challenge so far has been adding the Falcon vacuformed transparencies in place of the kit's very thick clear parts. The plane is on its landing gear and only needs its rear .30-caliber gun and some other details.



Riley Kitchen's lobster smack is just about done; the plank-on-frame kit just has a mess of rigging and small blocks left to complete the sail outfit.

Riley's also made progress on Sword's 1:72 TBF-1 Avenger, which Riley reported suffers from some short-run-style problems, like differences in the locations of the wings in relation to each other!







Steve Hays tries something new with his 1:35 Tamiya M26 Pershing: metal tracks, which he says he'll never do again! Steve is bending the fenders to simulate use.



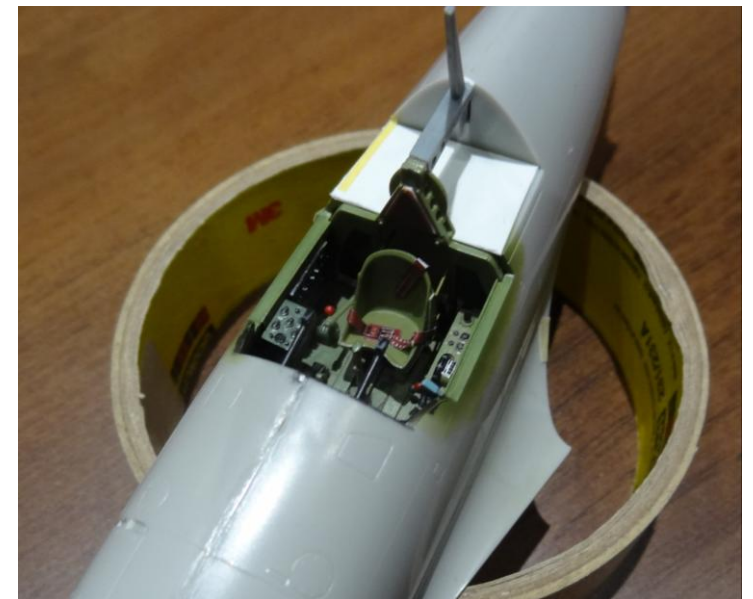
Ben Pada's 1:48 Eduard F4F Wildcats come in two flavors: a colorful pre-war F4F-3 in the aluminum and chrome yellow scheme, and an early-war F4F-3 in the blue/gray scheme.

Ben said the pre-war scheme was tricky to paint.





He also had the 1973-vintage Tamiya 1:48 J2M Raiden on hand, which has a more modern Hasegawa cockpit in it. He's building it as an entry for the vintage kit category at the nationals.

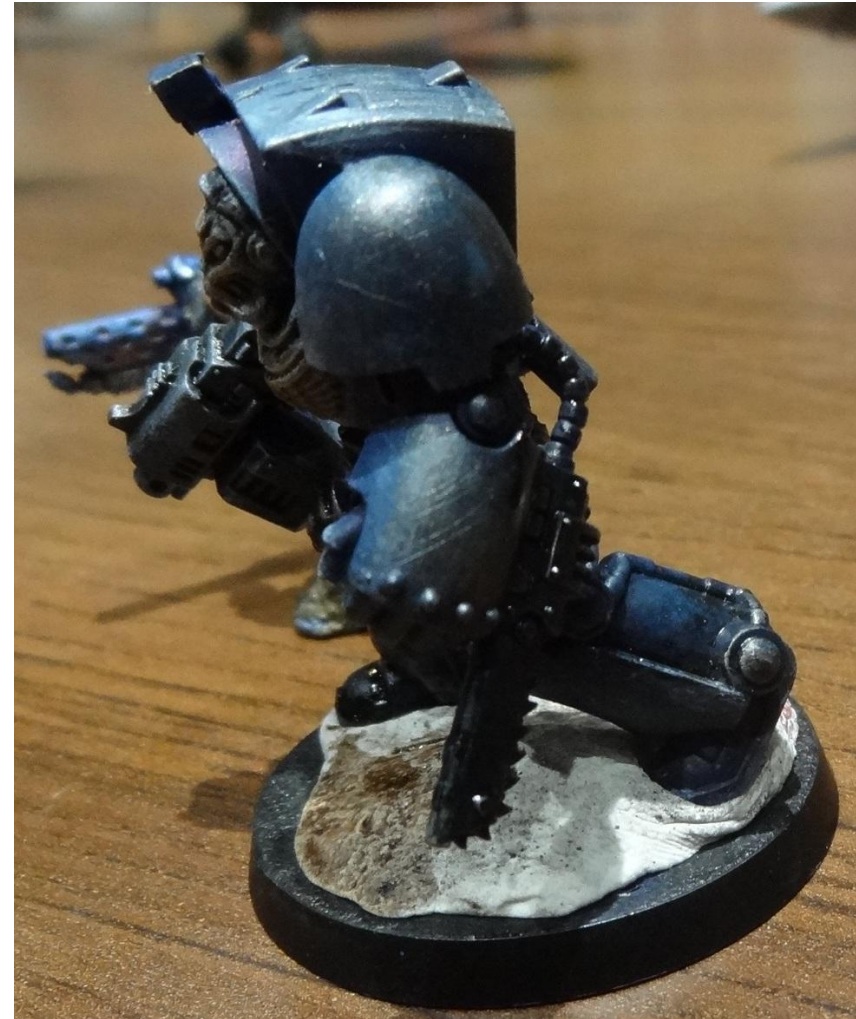




Landon Carr built two Space Marines figures as Special Forces fighters with a blue and black scheme, mounted on bases made from Easy Clay.

Landon's small-scale Terminator figure was on a similar base.







John Carr has his Michael Roberts Models figure of a Marine scout sniper looking mostly finished.

He re-did all the attachment points with brass rods, and stuck to the standard overall green Marine fatigues instead of the “herringbone” alternative available in 1942.



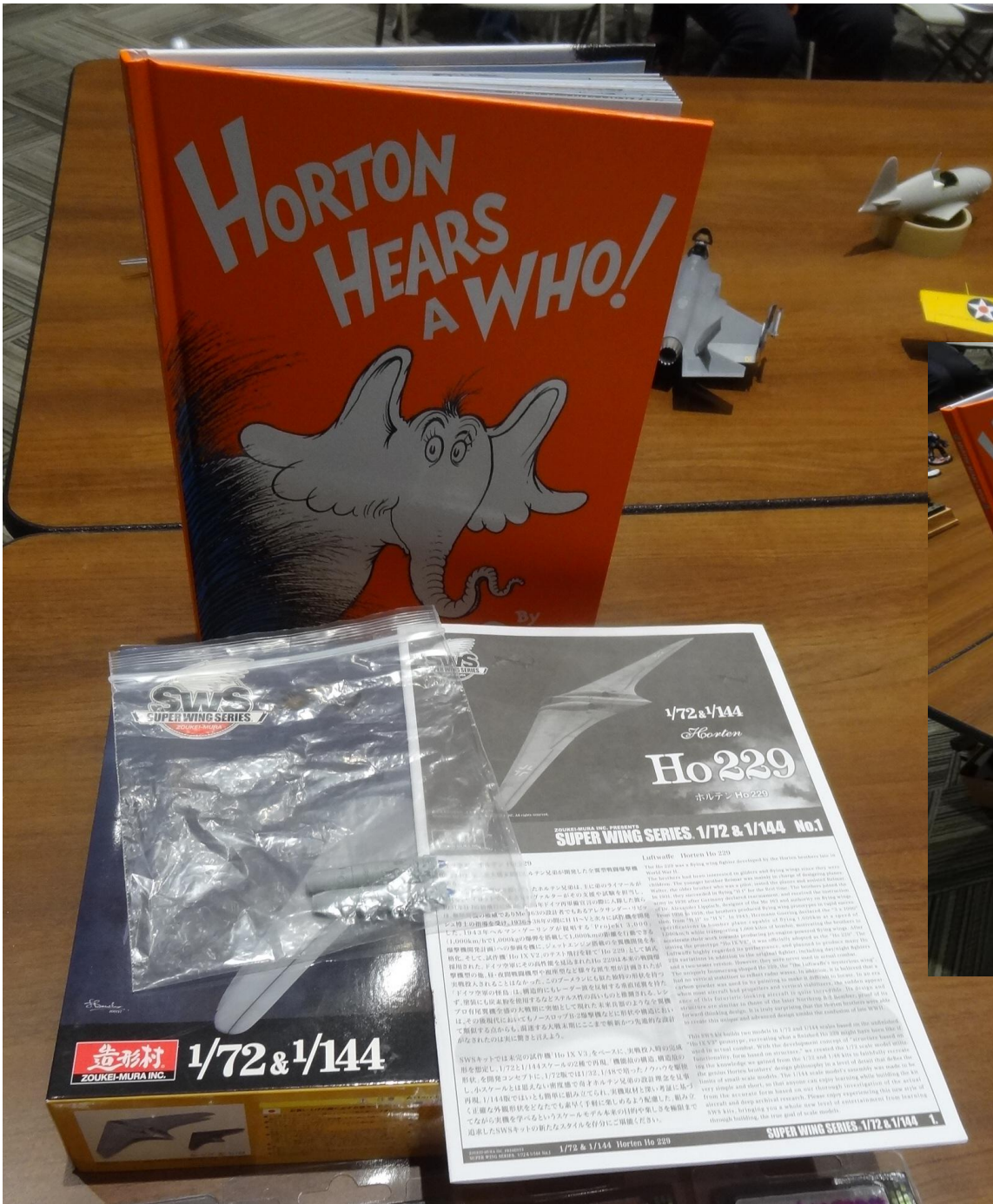
John also backdated a Bandai 1:12 Mandalorian with different armor to place him in his pre-Grogu days.





Pete Long completed Tamiya's new 1:72 F-35C in no time, and with no filler. He used the paints recommended in the kit and found it better to paint the RAM rather than use any decals.





Eugenie Ray has abandoned her Revell boxing of the PM Horten Ho 229 in favor of the Zoukei Mura kit, but when that kit is done she'll be ready to festoon it with Dr. Seuss decals she's making herself.





Norm Leubker used an Academy 1:32 Sopwith Camel as a detail set to update his Atlantis reissue of the Monogram Snoopy the Flying Ace kit, swapping in the struts, machine guns, tail and wings but maintaining the battery-powered propeller.





Greg Plummer applied modeling skill and some reasonable guesswork to build a 1:48 model of a Shenyang J-6W UCAV, a Chinese combat drone derived from the vast stocks of license-build MiG-19s China had.

Greg started with the Trumpeter kit, then blanked off the cockpit.



Mike Meek's 1:72 Martin-Baker MB.5 started out as parts from Pegasus, which he has put much work into.



For his in-progress build of the Sea Fury racer "Miss Merced." Mike started with a Hobbycraft kit, cut down the cockpit and clipped the wings, and painted it with Tamiya lacquers.

The flames were decals custom made by Bill Ferrante, blended in with by airbrush.





Mark Balderrama thought his Apex kit of the Sputnik I satellite would be simple, but it has over 40 parts, including many photoetched pieces.

Mark also repainted some of his pre-built 1:144 models, grabbed during a trip there last year.





His P-51D now wears a Jelly Belly-sponsored livery courtesy of Draw Decals, and he also had two F-15s from the same line, one the Streak Eagle and the other NASA's thrust-vectoring testbed



Bill Ferrante found Academy's PBV-5A in a Midway boxing, so he's building one of the VP-44 aircraft that shadowed the Japanese Fleet. Bill liked the fact that building a PBV today means you can get pre-cut masks for the canopy and side gun blisters.





Chip Harrison's 1/32 F-18 looks to have been nicely finished here, however nothing in the minutes as I think Chip left before we got model talk underway.

As we had a very small turnout for the rescheduled & relocated March SVSM meeting, I can perhaps hope he'll share this with us at the April meeting, we see



Randy Ray's Clear Prop 1/72 MiG 23 Flogger K looks promising out of the box (again, it was not in minutes)

Surprise ! This X-20 Dyna-Soar is a custom 3-D Print



by Mark Balderrama. All done for the First Place awarding in his Club Contest that he came up with for February: "No One Wants You". Well Done, Sir on both accounts.

The blurry black haired bearded one in shot, is allegedly, this very "Chief Designer "...

And the model of the month goes to... Mike Meek, for his in-progress build Sea Fury racer "Miss Merced." - *chris fini*

The Technique MOM went to John Carr's 1/12 Mandalorian – *mick fini*

The better and proper MOM shots for February are in the published March OSS:
https://www.mickbmodeler.com/resources/SV_2k24to26/OSS_MARCH_2026.pdf

As editorial luck would have it, February MOMS are repeated in the April 2026 OSS

All the February Club Contest coverage is in Mid April 2026 TAMS which is being published simultaneously with this "special issue" of the SST (Styrene Sheet Two)

Your Editor thanks you in advance, this is first time he has deliberately plot planned all three publications I have done for SVSM so to synchronize coverage within a short time.

ADDENDUM

Okay, like I opened editorial page with, thanks to Jim years ago challenging me with publishing his work, I created this second alternative format for use, as my earlier (2012) launch of TAMS for a different but similar reason, not work well for me. Below, a snapshot of page I maintain to this day. First as single point utility for Jim's use alone, later became the archive for all SEVEN issues prior of Styrene Sheet Two, which ended up a joint venture of his and mine alone. UNTIL NOW, 3 years out.

We both happened to be big Rod Serling fans, Jim really was the world's expert on the history of the martini also. Check out his issues here ! <https://www.mickbmodeler.com/the-jim-lund-page.php> **And last but not least, the next page is Jim being philosopher and himself, from # 7**

The Jim Lund Page - Fate Is The Hunter



**HELLO - A VERY GOOD FRIEND TO MYSELF AND THE MODEL COMMUNITY, W J LUND,
CAUSED ME NO END OF ENJOYMENT IN THE MODELLING ARENA FOR MANY YEARS**

**I ORIGINALLY CREATED THIS PAGE FOR HIS EXCLUSIVE USE TO MAKE SURE CLUB NEWSLETTER
WAS ACCESSIBLE TROUBLE FREE TO HIM**

**NOW I HOPE OTHERS WILL COME TO VISIT THIS PAGE AND GET A GLIMPSE AND APPRECIATION
OF A TALENTED UNIQUE AND DEADLY SHARP WIT OF A MAN WHO WAS A MODEL HISTORIAN AS
WELL AS AN HISTORIAN WHO MODELS, AND DID NOT SUFFER FOOLS GLADLY**

JULY 2023 ADDED THE ISSUE HE and I SOUGHT TO HAVE PUBLISHED A WHILE BACK...It's DONE

OCTOBER 2023 dear WARREN J LUND LEFT US for a better eternity and rejoined his beloved CLAIRE

updated by mick 11-13-2023



[JIM_LUND_MAY2k17.pdf](#)
Size : 9398.886 Kb

FINAL THOUGHT

I go back a long ways. The 30's, 40's, 50's, 60's, 70's, 80's, 90's, 2000 and I just keep going. I' ve been building model airplanes, first with sticks I would find in the backyard. Then I discovered a hobby shop.

It was during the Great Economic Depression in the states, and I hadn't a penny. I could just look in the display window and drool. I could see that men had carved Spitfires, Messerschmitts, and KittyHawks (we called them P-40's) out of wood. So, whenever I had a spare moment, I'd carve out a plane. It was fun. There was a big war raging in Europe and there were pictures. Evil Stukas bombing and strafing refugees. Then in December 1941, my country entered the war. Then came civil defense teams and Air Raid Wardens.

Then in 1943 came the payoff. The Aeronautics Aircraft Spotters Handbook. This was the modeller's Rosetta Stone. Descriptions, specifications, and three view plans. I could carve the entire Luftwaffe, RAF, USAAF, Regia Aeronautica and a bunch of Japanese planes, too. My parents raised an honest boy, Lying, cheating, and stealing were not tolerated. Well, I had lied and cheated, but I had never stolen a thing. Here I was, in the Civil Defense Office, a ten year old boy...and here was this Handbook. No one was looking...I slipped it under my jacket and away I went.

That Handbook was the first and last thing I ever stole (I didn't get caught, but I've been on a guilt trip ever since)

The 50's came and so did plastic models (I know the English had FROG Penguin plastic kits, but we never heard of them) At first, I thought how stupid, no modelling here, just glue'em together. Then I got a hold of a Royal Air Force Flying Review and that changed my thinking. Each issue had a page or two on modelling, and I saw the English were having a jolly good time with plastic kits.

Later, the Brits came up with the IPMS, and things got serious. I never joined up, but the IPMS sent a lot of information down the pipe and I appreciated it. It makes sense because when a real keen model builder spends a year or more working on one model, no one is going to give it a thorough inspection like an IPMS Judging Team. It serves that purpose well. The IPMS has taught me that I am not a modeller per se, but an aviation historian who likes to build three dimensional 1:72 scale photographs of airplanes.

Over the years I have built up a collection of over twelve hundred examples. As a matter of fact the Ju 390 V2 is number 1522 on my list. That tells you I've got the makings for about 200 more 1:72 models stashed away someplace.

Building the Ju 390 V2 was pure fun. It gave me great pleasure to re-create in three dimensions , a piece of history long gone, It was relatively inexpensive and done in the comfort of my own home. **Enjoyment - that's what a hobby is supposed to be**