

South Koreans, Leading Hornet Manufacture

By Paul Bishop

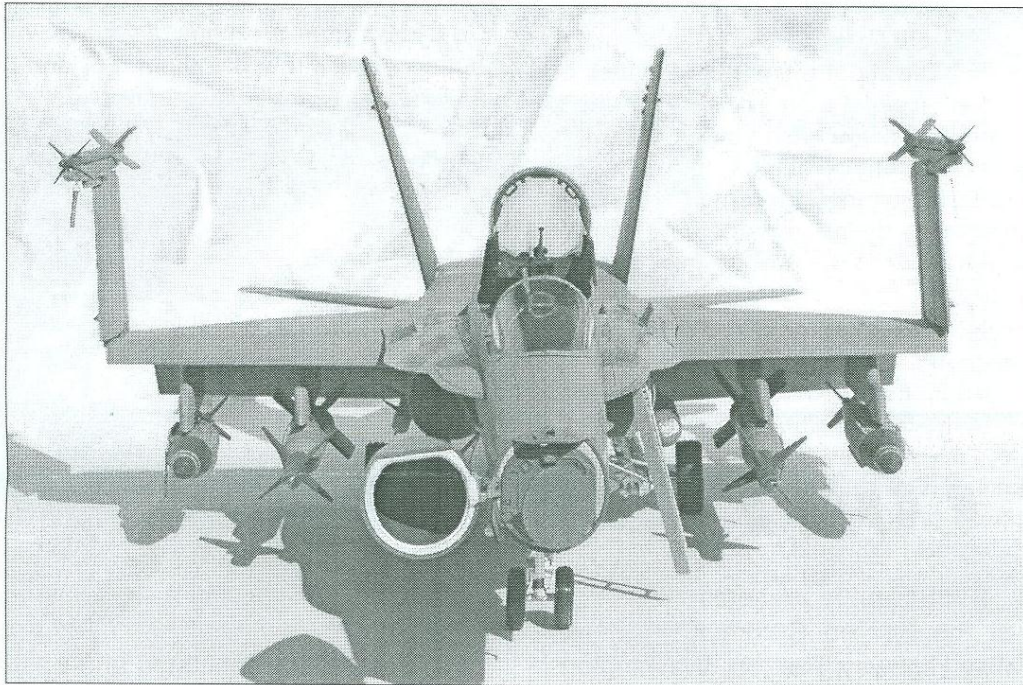
I remember several years ago watching the Blue Angels from work as they practiced for their show the next day. I'll never forget how fast the F/A-18's could roll – you could actually see the vapor on the wings as the boundary layer separated. Very cool.

I must say that I've never been a fan of the F/A-18 appearance wise. It just looks ungainly. The Academy kit however is a must have 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 (CEC32115) 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 Eduards Placards which are pre-painted and very nice – but the kit has most of the placards in decal form. For decals I got the 2Bobs Operation Iraqi Freedom "Knuckle Shampoo". Assembly went together well – pretty much without a hitch. There were minor problems with the intakes which had to receive some putty. I use some stuff called Porc-a-seal which you can purchase at Home Depot. It dries quickly and sands really well.

I printed a lot of pics from the web and detailed the landing gear with thin solder and Bare Metal Foil. The landing gear

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 skiwampus – it didn't show up till later – too late to fix.



After spending several months on the shelf Paul was able to turn this so called gangly jet into a show piece

The canopy is molded with a small seam down the center that can be removed with the edge of a #11 exacto 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 – and with this big bird you need a lot of space.

I used Model Master, and Tamiya

paints and started by preshading with black. Colors followed those suggested in the 2Bobs 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 preshade the model as described above – then I sprayed it with the suggested colors on the decal sheet. I then put the paints 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. As a result I just

Continued on page 3

I'll never forget how fast the F/A-18's could roll – you could actually see the vapor on the wings as the boundary layer separated.

EDITOR'S BRIEF

We've all done it. On the top shelf it stands firmly above all the other models. Beautiful box art is covered by the claim "over one thousand parts". The box is so big you rent a truck from Home Depot just to get it home.

You think to yourself this is going to be so cool once it's all done. Once open, you flip open the multi lingual instruction booklet that dwarfs the phone book. It is then you realize that it will look cool once your grandchildren finish it.

Well it may not have been a model but it is a big project. And each month I will sit back as I drop the Styrene Sheet in the mail and say "that looks cool".

John has done a great job and I hope to keep this up to the same level of quality. There are a few projects I would like to try out.

Project #1 Have spotlight on the Model of the Month. I for one would like to hear more about the winning model. Also there are many who don't make it to the meetings that receive the newsletter. All the things you wish you said about your model that you forgot can finally be heard.

Project #2 In an effort to get some more modelers to submit articles I'd like to propose a theme. For the June edition I'd like anyone who has a model of F-14 tomcats to submit a short

write up about your model and a picture. If you don't have a camera I'd be happy take some pictures for you. This way if you're not much of a writer you can still have some of your work published. You don't need to write pages of info, just the name of the kit, what you like, didn't like and any aftermarket products used.

These two projects are not replacing the longer detailed articles, just supplementing them. In the event that one of these projects fails we'll enjoy lengthy articles from Plato I have in my old college books.

If you have an idea for a theme let me know and we can do it another month. Other themes I've been thinking of are; "Over three feet" "under two inches" "never buy this model" "disaster stories" and "every modeler needs this".

Shoot I still have more space to fill up.

I know there are many of you who have a beautiful model but don't want to write about it or don't know what to write. Never fear an over bearing editor is here. I'd be happy to work with you. I can take your photos, help you get going with what to write. And even call you to remind you of deadlines just like you boss at work.

- The Editor

CONTEST CALENDAR

April 22, 2006: IPMS/Seattle presents the annual Spring Show at the Renton Community Center, 1715 Maple Valley Highway, Renton, Washington. For more information, contact Terry More at (415) 774-6343 or visit www.ipms-seattle.org

May 20, 2006: The Fremont Hornets present their Tri-City Classic III at the Newark Community Center, 35501 Cedar Blvd., Newark California. For more information, contact Mike Schynet at (510) 796-3331 or e-mail him at mass22@earthlink.net with "Tri-City Contest" in the subject line.

June 3, 2006: The North Olymic Peninsula Modelers Society presents the Peninsula Model Show and Contest 2006 at the Fort Warden State Park, Port Townsend Washington. For more information visit their website at www.nopms.net

June 24, 2006: IPMS Santa Rosa and IPMS Mt Diablo present Scale Model Expo 2006. This year's event will be at the Petaluma Community Center,

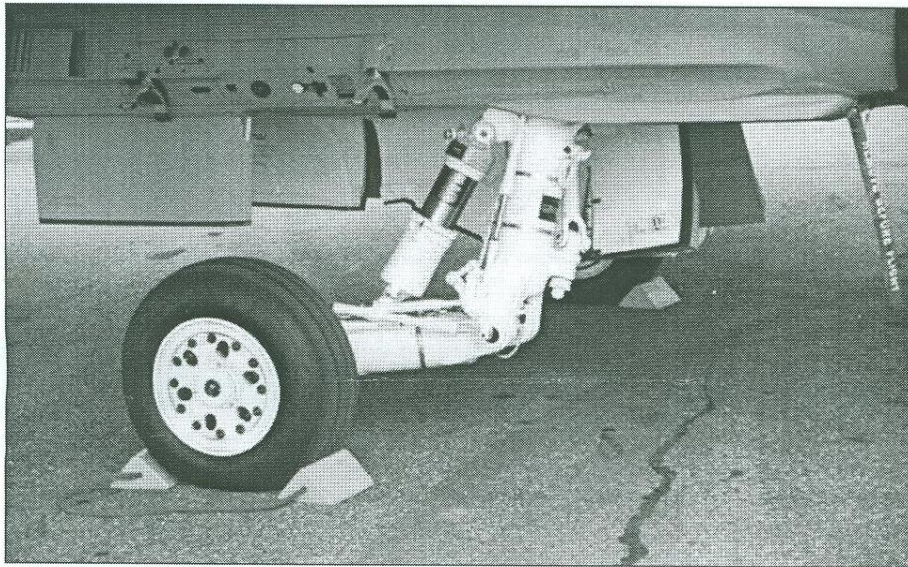
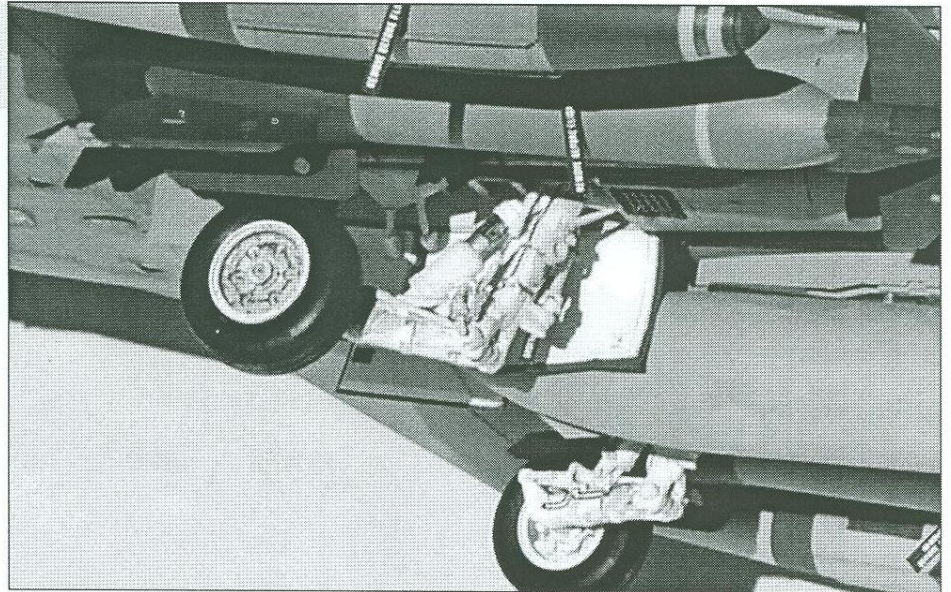
320 North McDowell Blvd, Petaluma. This beautiful new facility is right off HWY 101 and is considerably closer to our Peninsula and Eastbay guests. This year's theme is "Models of a Kind: First of a kind, Last of a Kind and One of a Kind." Please visit our website for more details: www.ipmssantarosa.org or contact Greg Reynolds (707) 829-6304, email ipmsgr@sbcglobal.net. Vendors please contact Mike Winters (707) 577-0762, email mwinters@sonic.net

August 2-5, 2006 The IPMS 2006 National Convention will be held at the Crown Center Exhibition Hall in Kansas City, MO. For more information visit the 2006 national website at www.ipmsusa2006.org

August 12, 2006: The Kings County Scale Model Club presents it Second Annual Kings County Classic at the Lemoore Civic Auditorium, 435 C. Street, Lemoore, California www.kcscalemodelers.com or call Richard Horton at (559) 924-8067 or e-mail rainbowwarrior24@hotmail.com

Paul went back to do more weathering after a few picture were taken for this article. (top right) This F-18 has no avornmets but does show the accuracy of the model. (below)

used what I had on hand so the paint job is a mishmash of several different shades of grey. A few months later I found the paints in an unmarked storage bin. Lesson to learn – write down important information you will need when you resume a model build. As for the final weathering. I like large models – your eye will tend to get lost in looking at the whole thing and you can get away with some flaws – which is good for me as I seem to go from one goof to another. On this model I had decals just fall off in my hand – they came off with masking tape and I made them disappear

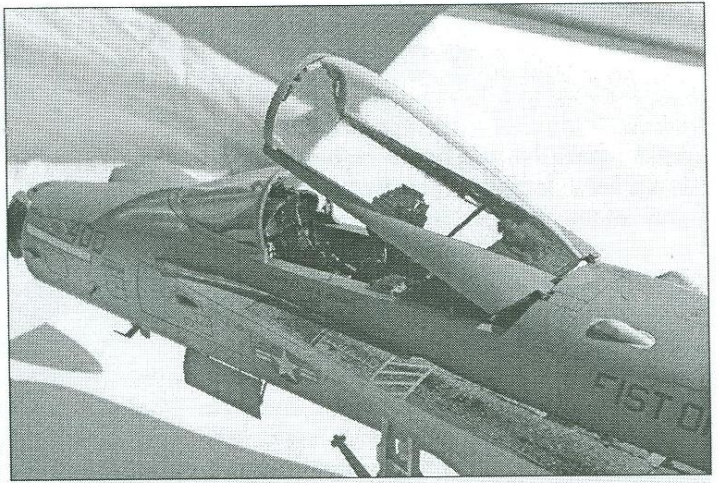


Why oh why do people feel the need to touch touch touch?

with overspray. I had parts fall off, break off, disappear, and just plane put on wrong. Now with weathering you can cover a multitude of sins from messed up decals, to bad paint jobs underneath. This was the first time that I tried oil paints and found them to be another medium to cause grief. The stuff gets on your fingers – then onto parts of the model that you don't notice till much later. You really have to watch yourself when you are a klutz like I am. I did manage to mask off a few panels and weather them with the oils – which I thought turned out nice.

Now as for the twin tail. I glued them





The anti skid decal has been weathereed to show the corrosion that is commonly found on carrier aircraft.

SVSM T-Shirt Order Form



To order shirts, please fill in the form and bring it to the treasurer, Bill Ferrante. The shirts will be ordered in June, and hopefully we will receive them in time for the July meeting. You can pay when the shirts arrive.

on as they just push in the slots and seem to settle down at a preferred angle. All seemed well but there isn't any head on pics of the model in the instructions to enable you to get the angle correct on the vertical stabs. This little fact was made known to me at the last meeting – he was discrete tho – “you know you got the tail wrong don't you?” And he had pics to prove it! I am appreciative to him for this as I then was able to fix it. All you have to do is bend the vertical stabilizers till the glue brakes – simple right?

I elected to build it with the nose cone open so the radar unit could be seen. If you do this you better build a case for it. My son had a friend over one day – later I noticed the nose cone had broken off and was sitting next to the model. Why oh why do people feel the need to touch touch touch? I glued it back but didn't get it fixed right. It's hanging off at an angle now and will have to be fixed again. I'm tempted to use a big wood screw this time and be done with it.

I finished the a/c with 2Bobs decals depicting the Cag's bird which went on very nice – they settled down nice – but I had trouble with a couple coming off – maybe I just used too much Microsol and Microset. The walkway decal on the canards looked just too black. On the real bird the walkway paint wears off over time and I wanted to depict that. This was accomplished with diluted paint that was airbrushed carefully over the decal. I toyed with the idea of masking off the area and painting it that way – I'm sure it would look great – but I guess I was too lazy. And I figured I would find a way to screw that up too.

Many of the 800 odd parts deal with the really complete set of weapons loads – decisions decisions – I finally put on a load that seemed logical and looked good. I did end up masking off many of the items to spray the rings instead of using the decals – the sprayed on paint looked much better than the decals. I still have enough stuff left over to outfit two more planes at least! Finally I added remove before flight tags by Verlinden. The sheet I used had 1/32, 1/48, and 1/72 scale. The 1/32 looked too large – so I used the 1/48 scale. Now where to put it – and how do I keep the dust off?

Paul Bishop started building models in the late 50's and joined SVSM in 2003. His favorite subjects are Sailing Ships, Armor, Aircraft, Navel ships from WWII to Current.

Colors Available: Birch, Black, Forest Green, Maroon, Navy, Red, Royal Blue and White
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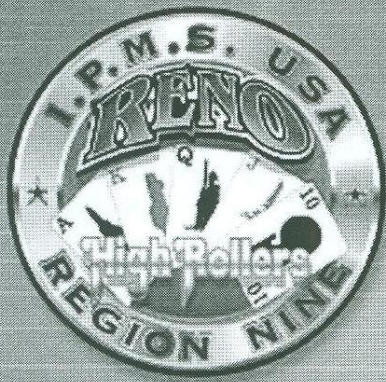
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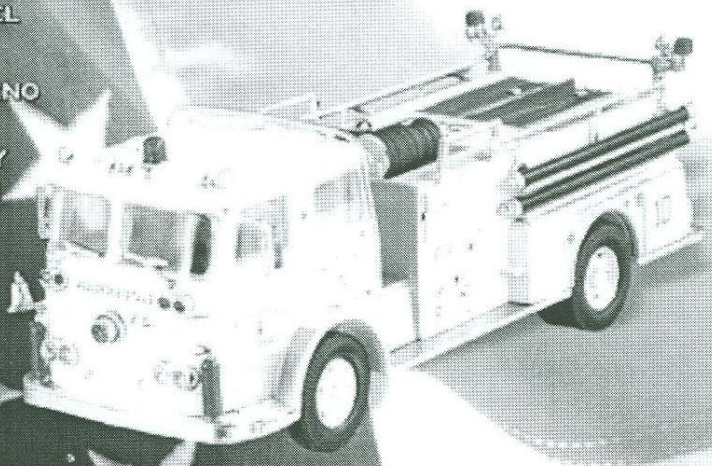
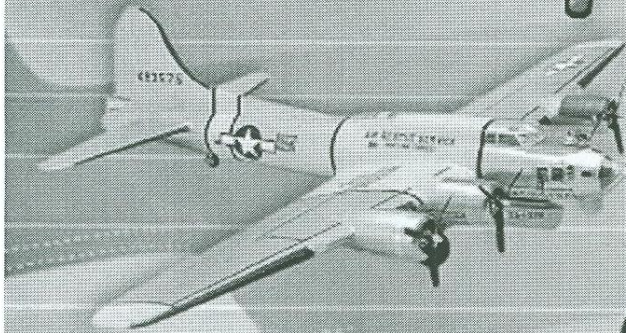


7TH ANNUAL MODEL CONTEST

THEME:

RESCUE ME

A contest themed to honor the men and women who risk their lives to keep us safe.



Big Raffle

Local Events

Community Displays

Vendor Tables

DATE: SATURDAY - SEPTEMBER 9TH, 2006

**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)
MAKE CHECKS OUT TO: IPMS USA**

**MAIL TO: TOM AINSWORTH
1158 INDIAN COVE WAY
RENO, NEVADA 89523**

PEOPLE TO CONTACT:

**DIRECTOR / CHAPTER CONTACT: NEIL HULSE
DOUGLAS SUMMERS MKK41063@AOL.COM
5220 ECHO AVENUE
RENO, NEVADA 89506
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DEADLIEST CATCH Aboard the U.S.S. Scamp

By Chris Bucholtz

U.S.S. *Scamp* (SS-588) was the third ship of the six *Skipjack* Class submarines. The class introduced the teardrop-shaped hull and utilized nuclear power, but in many ways the ships were old-fashioned submarines with much in common with their World War II predecessors.

The nine officers and 76 enlisted men were crowded into a 252-foot long hull. The then-unique single shaft converted the energy of the nuclear reactor into a submerged speed of 29 knots and a surfaced speed of just 15 knots. Not only was the class slower on the surface, but the sea-keeping qualities of the teardrop hull made them more difficult to handle on the surface. That led indirectly to the early retirement of the *Scamp*.

As the *Scamp* was nearing the end of her career in 1987, she was involved in a harrowing rescue that led to her premature

retirement. A Philippine-registered freighter, the *Balsa 24*, transmitted a message that she was foundering in a heavy storm. The *Scamp*, sailing peacefully below the waves on her way to Groton, Connecticut, was the only vessel within reach of the *Balsa 24*, and she sped to the scene. The galley was closed, all furniture was lashed to the deck, and a rescue team mustered wearing exposure suits.

At 3 p.m., the submarine sighted a life raft and the order to surface was given. When Captain David Duma emerged onto the sail's open bridge, he was blasted by 70-knot winds and drenched by a wave that broke over the sail. The *Scamp* started rolling so severely that the diving planes were dipping into the ocean on either side of the ship.

The rescue party came topside, but it was clear they could not use the planes as platforms for a rescue. The initial idea was to send Chief Paul Conway, the ship's diver, over the side to swim to the raft with a line. However, a wave struck the ship with such force that it snapped Conway's safety line before he could even leave the ship. Next, as the submarine moved closer to the raft, XO LCDR William Beaudoin stepped onto

the diving plane and tried to throw a line to the raft. The wind blew the line away, and while Beaudoin was pulling it back for another try, a wave swept him off the diving plane, leaving him dangling by his safety line. PO Lonnie Harden scrambled out onto the plane and grabbed Beaudoin by his belt, hauling him back to safety. Next, PO Bob Godfrey tried to fire a line to

the raft. Again, the wind flung the line away. As Godfrey prepared for another shot, a wave picked up the raft and slammed it across the submarine's bow.

By now, daylight was fading. Duma secured the bridge and radioed that he'd have to try again at first light. The *Scamp* sailed in a figure-eight pattern around the raft with a yellow light blinking atop the sub's mast so they would not feel they had



With this level of detail you might not realize the model is smaller than this photo

The Scamp started rolling so severely that the diving planes were dipping into the ocean on either side of the ship.

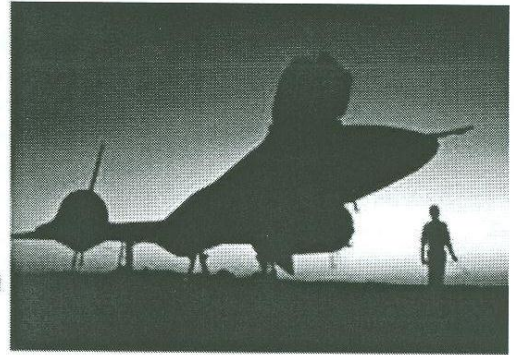
been abandoned.

During the night, the *Scamp* rocked and bobbed so hard that a 200-pound soft drink machine was ripped from its welded steel base and hurled across the galley. While things were rough on the sub, they were worse in the raft; at about 3 a.m., a wave smashed the raft's canopy and washed one man to his death.

At dawn, the rescue team readied itself again and the submarine closed in on the raft. The door at the base of the sail, they discovered, had been ripped off its hinges. Waves were still topping 40 feet. A line was thrown to the raft, and the men inside pulled it in and secured it, but the next big wave lofted the raft into the air and snapped the line. A heavier line was thrown, and a man

in the raft clung to the line, but he panicked and leaped into the water, trying to climb the line hand-over-hand. A wave smashed him against the hull of the submarine and he lost his grip. Meanwhile, the other men in the raft saw they were drifting away and panic set in. They leaped from the raft and tried desperately to swim to the line. Six of them managed

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IPMS Dragonlady Model Classic

"Eyes of the World"

Sunday, July 30, 2006

Plaza Room, 210 Julie Drive
Yuba City, CA 95991
Hours: 10 a.m. – 3 p.m.
Admission is Free

Special Guests

Brian Schul – Former SR-71 Pilot,
Photographer, Author

Ray Merritt – Former F-105 Pilot,
Former P.O.W for 6 ½ years during
Vietnam War

Entries

(Must be Received No Later than 12 Noon)

Adults - \$5 first 3 models, \$1 each
additional

Junior - \$3 first 3 models, \$1 each
additional

Display Only - Free

Vendors

Tables - \$25 each, 2 for \$40

Information

Don Terbush (530) 674-8194
donaldterbush@yahoo.com

Harold Osburn
h_osburn@sbcglobal.net

Contest Categories

- A – Biplanes, All Scales
- B – Single Engine Prop, 1/72
- C – Single Engine Prop, 1/48
- D – Aircraft, 1/32
- E – Multi Engine Prop, All Scales
- F – Jets, 1/72
- G – Jets, 1/48
- H – Rotary Wing, All Scales
- I – Military Vehicles, Soft Skin
- J – Military Vehicles, Semi Armored
- K – Military Vehicles, Armored
- L – Diorama
- M – Civilian Vehicles, Custom & Rod
- N – Civilian Vehicles, Competition
- O – Civilian Vehicles, Trucks
- P – Figures, All Scales
- Q – Ships, All Scales
- R – Sci-Fi, Space and Fantasy
- S – Junior Aircraft
- T – Junior Military
- U – Junior Civilian
- V – Miscellaneous

Special Awards

- Best Reconnaissance Subject "Eyes of the World"
- Best 1/72 Aircraft "Dick Martin Memorial"
- Best of Show "Mildred Terbush Memorial"
- Other Special Awards Pending

to grab the rope, and as the first man neared the submarine, a wave flipped him onto the hull of the sub. Chief Conway grabbed him and dragged him into the ship.

Just when it looked like the rescue might be successful, another huge wave struck and the line parted. The five men swam to the remains of the first line, but as the rescue party tried to haul in the line another wave struck and it too snapped. Only one man was able to paddle back to the raft, where he clung to it. Duma made four more attempts to steer the *Scamp* close enough to rescue the man, but the seas became worse and worse. One wave came down directly on the sail with a whoosh! A blast of air followed by tons of water roared down the main trunk of the sail. The water flooded the operations center wardroom and poured over the hapless survivor, sending him into a panicky fit that required two corpsmen to control.

Water was coming in through the damaged doors on the sail and was threatening the survival of the *Scamp* herself. Duma was forced to make the agonizing decision to discontinue the rescue. Damage control teams worked to alleviate the flooding, while Duma tracked the weakening survivors through the periscope. He planned to make another attempt to rescue them when the flooding was under control, but they didn't last long enough in the Atlantic waters for that rescue attempt to come. Almer Rances, a 27-year-old Filipino seaman, was the only man of the 19-man crew to survive.

The severe damage to *Scamp's* sail, sail plane access doors and planes resulted in her early retirement. *Scamp* was decommissioned and struck from the Navy List April 28, 1988 and was scrapped in September 1994.

That concluded a 25-year existence that was closely tied to the San Francisco Bay Area. *Scamp* was laid down at Mare Island Naval Shipyard on January 23, 1959, launched October 8, 1960 and was commissioned on June 5 1961. She spent the next few years operating in the eastern Pacific, but in June 1967 she departed San Diego to join the Seventh Fleet for her first WestPac cruise, operating off the coast of North

Vietnam until December 1967. Returning to San Diego, *Scamp* operated out of San Diego from January to May 1968, moving to Pearl Harbor to conclude an extended training cruise. *Scamp* performed similar training duties throughout 1969 and went into Puget Sound Naval Shipyard for regular overhaul on November 1. The overhaul was completed in January 1971, and on July 27 she deployed on her second WestPac cruise. *Scamp* operated with the Seventh Fleet but only entered Vietnamese waters for a two-day period on October 8 and 9.

She returned to San Diego on February 2 1972, but the North Korean seizure of the U.S.S. *Pueblo* prompted her redeployment to the Seventh Fleet in May. She operated in the South China Sea for most of the summer.

Scamp next sailed into harm's way in 1971, when she arrived in Japan on April 23 and operated with the Seventh Fleet until September 1. In 1974, *Scamp* transited to the east coast and underwent overhaul in Norfolk Naval Shipyard in 1980 and 1981, followed by service in the Mediterranean on special operations during the Libyan crisis and two UNITAS expeditions, during which she earned her last Battle "E" in 1982.

Submarines are not my specialty, and I would never have built this model or

learned the history of this submarine had my booth at the 2005 IPMS/USA Nationals not backed up against the JAG Models stand. On a pegboard, JAG had numerous small ship models in plastic bags with headers, including several submarine classes and a 1:350 PT Boat. The *Skipjacks* came three to a bag for \$10; Vladimir Yakubov and I hatched a scheme to build six of them identically just to mess with some ship judges at a contest some time.

The model is the height of simplicity: a hull, two diving planes and a tail fin (which doesn't even attach to the hull). It's a waterline model, and the hull is simple and clean thanks to the design of the prototype. The first step was to arm myself with some references. Three photos of the *Scamp* were included in *Janes American Warships of the 20th Century*, these proved extremely useful. I used them as guides to place the diving planes; they attach just below the watertight doors on either side of the sail. I cleaned up the diving planes with a sanding stick and rubbed the hull against a file to clean up the waterline, and started construction.

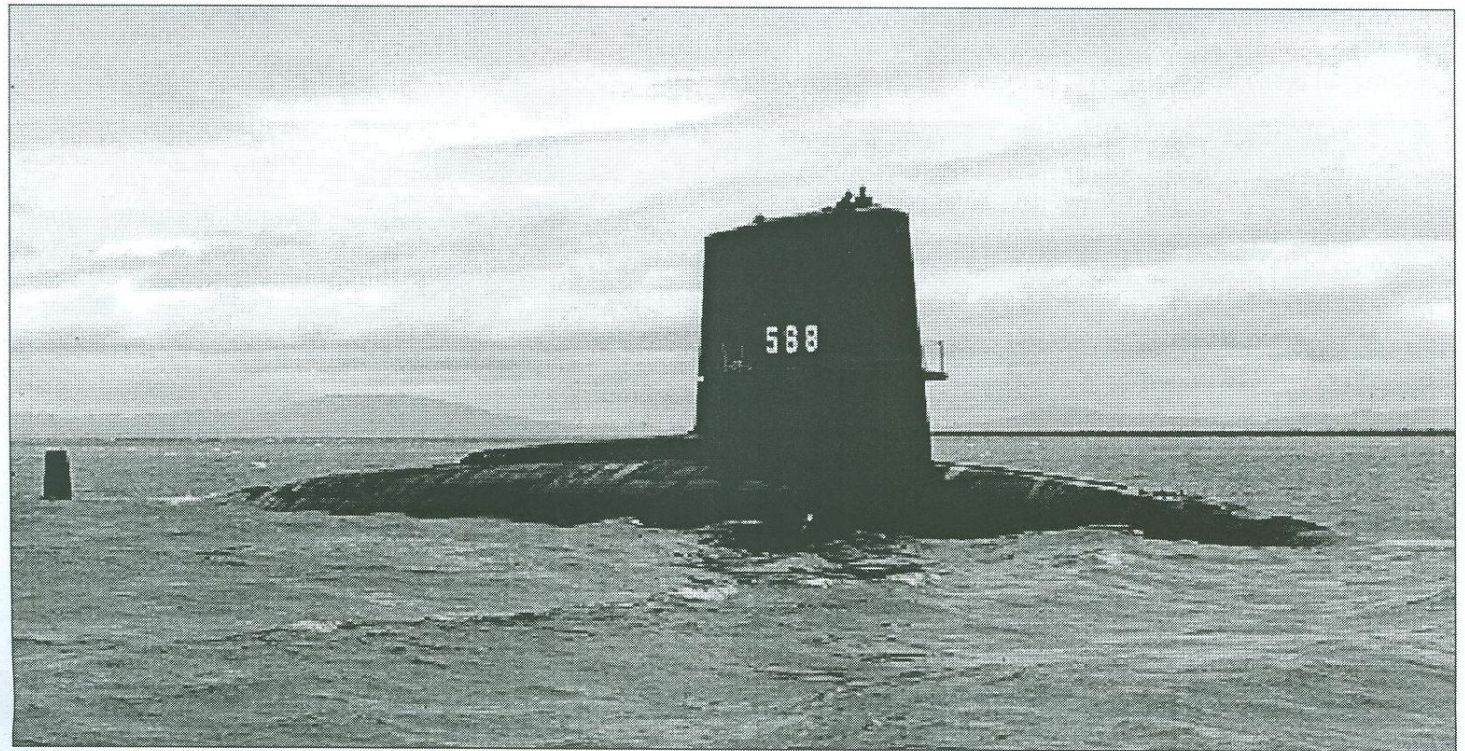
The real trick is not locating the first diving plane. It's attaching the second one so it's symmetrical in placement and orientation to the sail. I used cyanoacrylate glue and tweezers to affix the diving planes after deciding it would be more



The real trick is not locating the first diving plane. It's attaching the second one so it's symmetrical in placement and orientation to the sail.

hassle than it was worth to open the hatch above one of the planes, replace the door with a photoetched item and open up the passage. Maybe next time.

It was already time for painting! The ship was technically black, but I used a mixture of aircraft interior black and French Camouflage blue gray to get a scale-effect color. It was airbrushed on, with care taken to paint below the dive planes. I sprayed on a fine coat of thinned Varathane as a gloss



coat and then added the "588" legend to each side of the sail using decals from Gold Medal Models. It was a real hassle to position each individual number in alignment with one another, but using plenty of MicroSet as lubrication enabled me to slide them into place. When they were where I wanted them, I carefully blotted them with a paper towel. I shot a mist coat of Testors Dullcote over the model to protect the decals and to preserve the slightly wet look of the hull.

I found a photo of the Scamp underway with her hull number prominently displayed and her periscopes extended; they wore the leopard-spotted gray camouflage of the 1960s and 1970s. I drilled small holes in the top of the sail to accept telescoping tubing and added bits of light gray-painted stainless steel tubing to the holes. The forward periscope was depicted raised, with a bit of metal rod inserted into the tube. The other projection was an antenna, for which I simply used a rod. For the camouflage, I applied spots using a .005 Rapidograph pen. The final addition to the ship was the lookout, a Tom's Modelworks figure who was carefully painted and cemented into the bridge atop the sail.

Okay, now I had a submarine. Now, I just had to make an ocean. I bought an oval-shaped wooden base at a craft store and stained it brown, then prepared to use Bert McDowell's spackle-based approach. The problem was that Bert's technique took a long time to dry. I now had 48 hours before the Santa Rosa contest. I found an alternative at D&J Hobby in a new gel medium by Vallejo intended for the gamer crowd that is about

the consistency of thin cake frosting in the jar. The instructions said it would dry clear, which would help with one problem a submarine like the Scamp causes. Ships with traditional hulls cut a wake through the water with their pointed bows. Teardrop-shaped submarine hulls push through the water, with the "wake" replaced by a curtain of water that comes over the bow and cascades off the sides of the hull, creating an area of turbulence alongside the ship. My model would have

to be placed literally inside the "water" on the base.

I masked off the edges of the base and airbrushed a coat of dark sea blue mixed with just a hint of Marine Corps green. Next, using a broad knife, I spread a layer of the gel medium over the top of the base, careful to remove any gel that spilled

*I would recommend
this model to anyone.
In fact, I recommended
it to my wife,*

over the edges. The gel at this stage is white, so it looked like I had a vanilla-frosted piece of wood on my bench. I used a soft two-inch brush to create a wave pattern in the medium, drawing the brush back

and lifting every couple of inches.

The addition of the submarine was the most daunting part of the build. Using the sail as a handle, I pushed the model down and forward in the gel, causing the bow to become entirely submerged. I used a smaller brush to "steer" the "water" across the bow until I had a decent low-speed bow wake going. Then, starting at the point where the water ran off the bow, I stippled the gel along the hull and back behind the submarine. The gel held the pattern well, and I stuck the rear fin into the gel where it ought to have gone. The effect looked good in texture, but I couldn't really see how well it would loom in color, since the gel was still white.

I let the model sit overnight. The instructions said it took 24 hours to dry to clear, but in the morning the sub looked like

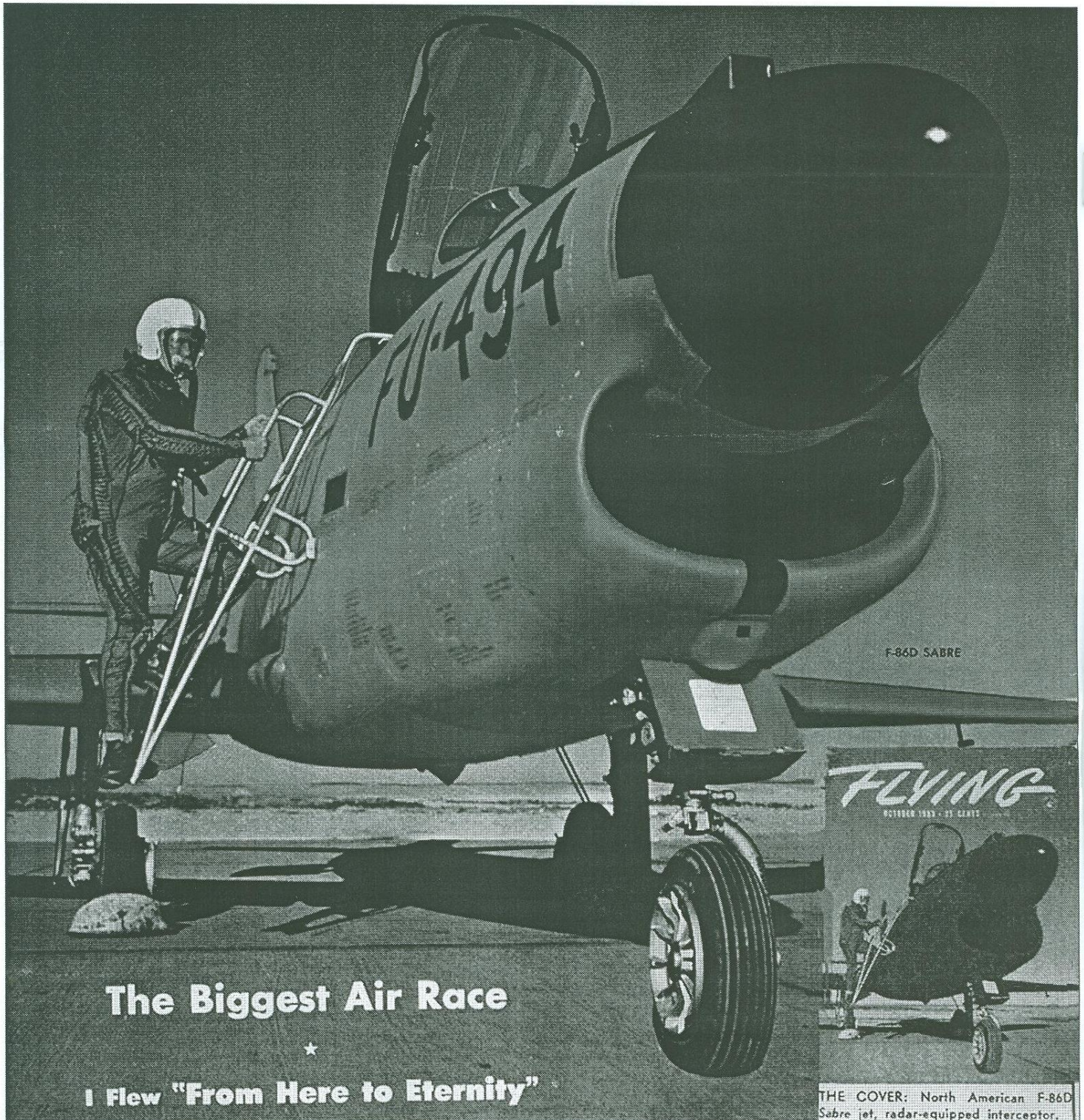
it was sailing through a large non-dairy creamer spill. I had a contest to attend, so I drybrushed the foam in the ship's wake using Humbrol flat white and a short-bristled brush. Most of this was done blind, applying white to white. I could only hope I got it right.

The base dried slowly, so slowly that it never cleared up entirely at the contest. It did, however, manage to win in the 1:700 ship category, a victory for the absurdly simple. After three more days, the white color went away and the sea blue was visible through a 1/4-inch layer of clear, which is a pretty good representation of 1:700 water to me. I added a few additional areas of white "foam" to the wake, which finished

off the model.

I would recommend this model to anyone. In fact, I recommended it to my wife, who built her own and painted it pink. With four parts and lots of possibilities, these small models are fun, quick and offer a glimpse into a very interesting class of submarines.

Chris Bucholtz has been building models since 1973 and has been a member of SVSM since 1986. His interests include 1:72 scale aircraft of all types, but specifically World War II and subjects whose pilots or crew he has met.



Big Red just got a little BIGGER

By Rodney Williams

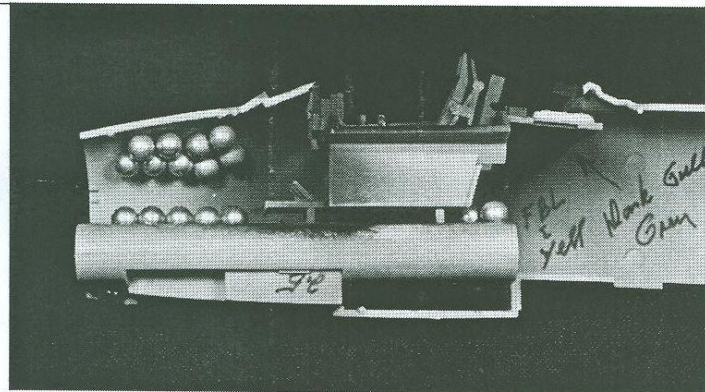
Most of us have plenty of unbuilt models, that we will never build, so why buy any more, especially at my age of 74? Well, when I saw the Revell 1:48 F-86D Sabre Dog on the shelf, I just had to have it. I picked up the kit at the Cortez, Colorado Wal-Mart, paid for it, then raced out to the car to hide it so the wife would not find out that I was buying another model when I already had a whole bunch of them at home.

From WWII until 1955, I collected photos of airplanes. *[I] raced out to the car to hide it so the wife would not find out...* Once home, I got out my post-war jet fighters scrapbook, and there were several photos of the F-86D. For some reason, I always liked the only photo I kept of a red Sabre Dog.

I got back into modeling in 1977, thus I have built several dozen models. In the old days, almost all models had fit problems, seams, sink marks, gaps and anything else that you can think of which needs to be fixed. I paid \$11.00 plus tax for this kit, which is not much money for a model at today's prices. Revell had a history of fit problems, but this kit is rather fantastic. It fit nearly perfectly. There were no gaps, seams or sink marks.

The model was going to be built as fast

as possible, and definitely "out-of-the-box." Reviewing the building instructions, I removed all the parts from the trees, then cleaned them up, as there was next to

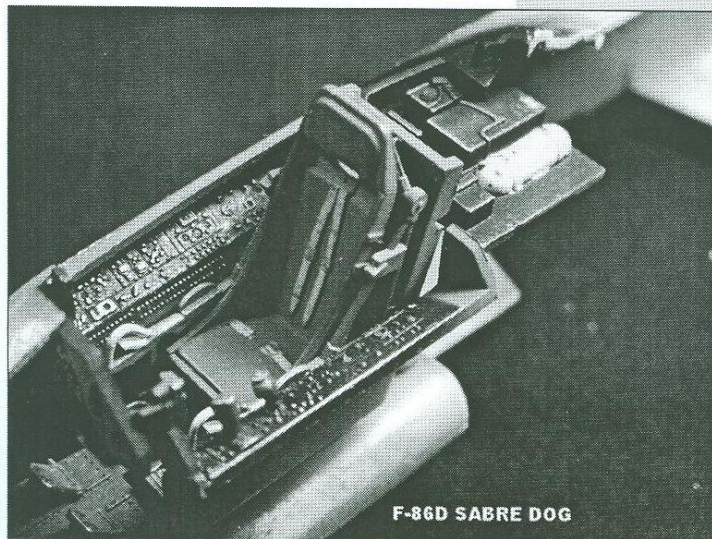


Often hidden by the canopy, these cockpit details illustrate the time and planning gone into the model.

no flash. The parts were then placed into my large plastic box, which has several compartments.

I dry fitted and installed the exhaust pipe and the front section of the long air intake. I used white glue to assemble the cockpit, then white glued it to the intake. Next, I taped the two fuselage halves together, and noticed that everything fit well. All tricycle models are tail draggers, so I started adding some bee-bees to the front inside. I taped the wings together, then taped them to the model. I put some short toothpicks into the holes where the three landing gear struts would fit and set the model on the table. I had to add a few more bee-bees to get the model to sit on its front gear.

I reversed the above process, then painted the cockpit, using Tamiya flat paints. Once dry, I dry brushed the cockpit parts with a small 1/4"-wide soft brush, which was impregnated with SnJ's aluminum polishing powder. I was never too good at dry brushing aluminum paint, so I tried dry brushing the powder about 20 years ago, and still do it using the same brush. I like my end results, so that's all that counts.



F-86D SABRE DOG

Rub down paint with cotton balls, etc.



from just looking at my only photo. Dave Balderrama said that my anti-glare panel should be a matt finish, while the radar dome should be a semi-gloss. Dave said that a high gloss finish was out, but maybe a semi-gloss would do.

"Rato," who lives in Brazil, suggested that I use a mix of 80 percent future and 20 percent dull coat. I had never heard of this before, as I have only been modeling for 28 years! I tried it and it looked like what I wanted on the finished model.

On final assembly, I glued on the three landing gears and doors, including the wing slats and the pitot tube with its "Remove Before Flight" flag. The finished windscreen was attached using 100 percent Future. I added the wing tip and tail lights and the pre finished canopy.

The finished cockpit was photographed, then it was glued together and installed into the model. I slapped the sides together, then lined up everything and glued it together with super glue. The fuselage seams were sanded, then I glued on the wings and finished up the sanding.

The medium- to light-gray plastic was first painted with Tamiya XF-2 Flat White paint. The paint was rubbed down with cotton, then the model was checked out for flaws. I found a couple and fixed them. More white paint was added, and once satisfied, I applied several coats of XF-7 Flat Red paint and rubbed down each coat of paint with cotton. This "rub-down" method gets rid of the over spray and puts a semi-shine to the flat paint. In the past, I have successfully applied decals over the flat paint with no ill effects.

After I shined up the last coat of flat red paint with cotton, I sprayed on a few coats of a 50-50 mix of Future floor polish and denatured alcohol. I found the "FU-494" decals in my SuperScale Decal collection. The kit decals were used and went on OK with SuperSet and SuperSol solutions. I made a mistake when one of the thin stripe fuselage decals folded over and exposed a white backing. Thus, the red band became a white band around the fuselages, and the same for the stripes on the flaps.

I consulted with some other modelers as to whether or not I should have a flat, semi-gloss or gloss finish on the model

I did have to scratch build a small inlet of some sort that went up on top of the fighter, just aft of the radar dome, and put a little bubble fairing in front of the main gear door, but it's still almost "out-of-the-box."

Glueing on windscreen with Future Floor Wax.



Rodney Williams has been building plastic models since 1977 but was building flying stick models as far back as 1937. He has been a member of SVSM since 1984. Rodney's prefers to build jet and prop aircraft, especially the F2G.

Why is this space empty? We haven't received your article

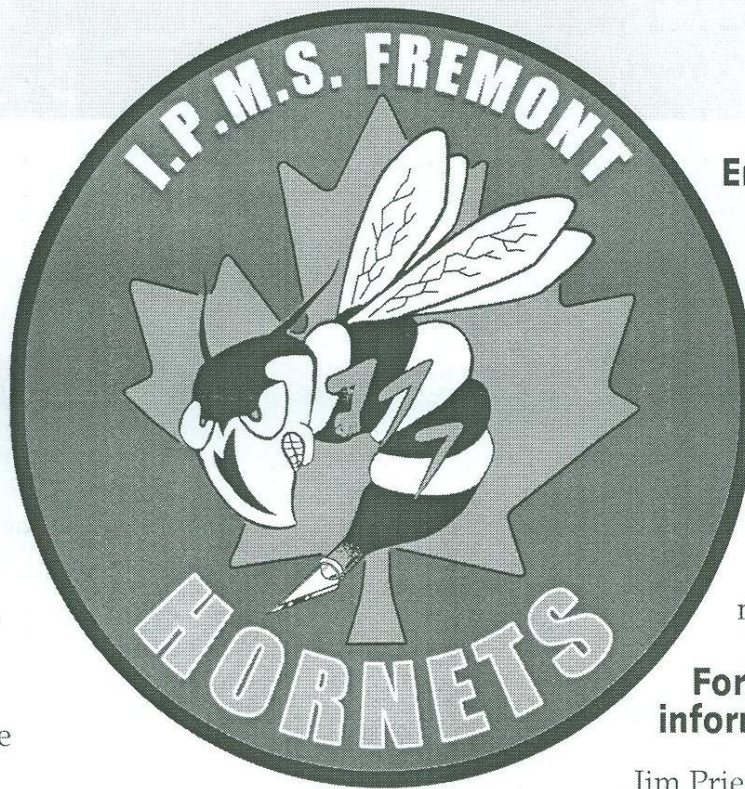
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MARCH MINUTES

At the March meeting, we held our annual elections. The names suggested were given careful consideration and then okayed by affirmation of the entire club. Thus, for 2006 our president is Laramie Wright, our vice-presidents are Mike Burton, Greg Plummer and Mike Meek, our treasurer is Bill Ferrante and our secretary/editor is Jared Bishop. We wish

conversion is now completed with the propeller finished in the correct color. Next up for Gabriel is the Roden 1:72 Fokker D.VII he's competed decaling. Jim Lund's N2T-1 Tutor was built from the Execuform kit, making it more durable than the original wood composite airplane! To celebrate St. Patrick's Day, Jim also brought an Irish Air Corps Hawker Hector, crafted from Dekno's kit, and an Aeroclub model of the Bellanca 28-70 done up as the "Irish Swoop" which almost competed in the 1934 McRobertson races. Braulio Escoto buildt Monogram's F9F-5



Panther as a half-blue, half silver lacquer plane cobbled together during the Korean War and given the nickname "the Blue-Tailed Fly." Heller's 1:48 Super Etendard kit has some odd engineering, reports Frank Babbitt, which makes it a little difficult to assemble. Frank has also had to fight with the folding wings, which make building an extended-wing model somewhat problematic. Andy Kellock brought in his massive Matchbox Victor B.2, which he backdated from the kit-supplied K.3 variant with the addition of anti-flash white paint and a Blue Steel Missile cannibalized from the Airfix Vulcan kit. Greg Plummer's 1:72 M2A2 Bradley was built from the new Dragon kit; he said the add-on armor was the primary difference between this and Dragon's earlier Bradley kit. Ron Wergin finished his Pegasus Maus supertank with the application of some Gunze Sangyo rust; little did he know that it's a notorious airbrush-clogger

success to all our new officers!

In model talk... Greg Lamb's four Fw 190A-8s all came from Hasegawa kits, and were topped off with AeroMaster decals. Greg said he had a lot of fun putting the spiral markings on the spinners! For a little variety, Greg also built Tamiya's Fw 190A-3. Shervin Shembayati knows the ESCI A-4F Skyhawk is old, but some tender loving care – plus a goodly amount of MicroScale decal coat – allowed him to build it with all the kit parts and come out with a nice-looking model. Shervin also managed to build two Hasegawa Spitfire Mk. VIII's, a PRU blue and natural metal photo reconnaissance machine and the familiar "Fargo Express" in desert camouflage of middlestone and dark earth over azure. Chris Bucholtz's Tamiya 1:72 P-47D-30 almost had its natural metal paint applied, but flaws exposed by the Testors metallizer paint caused him to go back and re-sand the wing root areas. Venezuela used its M18 Hellcat GMCs until 1992, meaning that Gabriel Lee was bound to build one sometime. He's using the AFV Club kit and applying the many modifications that were added during the 1980s. Bill Ferrante cast Gabriel a transparent clip for his Verlinden FMP90 machine pistol to replace the non-transparent original item. He's finished his CF-105D Recon Arrow, modified from the Hobbycraft kit and given a brown camouflage scheme, and his Hasegawa 1:72 VT-34 Mentor

intended only for brushing! Ron also finished Dragon's new StuG IV, and he's at work on Dragon's even-newer T-34. Ben Pada dropped a Jaguar interior into Hasegawa's P-47D; he says the kit runs second to Tamiya's 1:48 kit, but it still builds into a beautiful model. Ben also used metal landing gear from Tekniks and applied Gunze Sangyo paints for the olive drab and gray camouflage. Ben also brought in his F-86D Sabre Dog, built from the Monogram ProModeler kit and equipped with a Black Box interior. Nick Moran got the bright idea to build an Irish Army Garda Air Support EC-135, but he was forced to endure the Revell kit in order to accomplish it. Max Decals provided the decals and Nick provided the elbow grease to get the model together. Andy Kellock's Folgers NASCAR was an award winner at the Kickoff Classic, and he's now turned his attentions to a Johan 1963 Plymouth Fury he's building as a factory stock racer in street trim. Andy robbed the wheels from the parts box, used Fred Cady decals on the engine, painted the model with GM auto touch-up paint, and used Tamiya white for the vinyl roof. Laramie Wright's Trumpeter KV-1 has its turret assembled and its hull done. Laramie says the kit goes together well, and was impressed by the molding technology, which provided a pre-drilled out gun barrel and exhaust pipes. Randy Ray added AVF Club's turned spacers to the gun shield of their PAK 40 anti-tank gun, and he found he had to take

some tension out of the brass shield to keep it from bowing. Mike Burton is building two Avro VZ9AV hover cars, the early version in 1:72 from a resin kit and the late version in 1:48. Mike almost has his Lindberg LAV-25 TOW finished; he used an Italeri kit to provide some of the details Lindberg missed. Mike Woolson is enjoying some small-scale modeling, working on a Revell of Germany 1:144 F-35 and a Sweet Macchi 200. Mike stole the seat from a DML UH-60 to enhance his Macchi's cockpit. Brian Sakai's Handmaid Mae is in the ever-popular ¾ scale; he had to re-face some of the parts that were supposed to be straight with sheet styrene. Brian's also thinking small when it comes to aircraft, with a Sweet FM-2 Wildcat and an Eduard Bf 109F finished and on the table. The Wildcat is a nice kit, Brian says, but the Messerschmitt is terrible. Cliff Kranz has finished his Christmas gift-exchange An-12 "Cub,"



assembled from the VEB Plasticard kit. Cliff admits it was a pain to build! He finished it up with a coat of hand-brushed Humbrol aluminum. And the model of the month goes to... Paul Bishop, who spent two years working on his 1:32 F/A-18C Hornet! Paul had to polish out a seam in his canopy and put in a lot of effort to expose the nose-mounted radar in the push to finish his big Academy Hornet, but the result was very worthwhile!

Our club contest was the "Eight is Enough" contest, in which entries had to have eight or fewer parts to be eligible. Nick Moran set the standard for the most models from one piece (of wood) with his hand-carved 43-ship fleet of 1:2400 Harpoon game pieces. Jim Priete's C.S.S. Tennessee in 1:600 had some of its more tricky parts re-cast in resin before Jim assembled it and painted the wooden deck. His base replicates a muddy bay. Paul Bishop took the Mk. XIII Torpedo from Accurate Miniatures' TBF Avenger, built it, and mounted it on a nice cart. Ron Wergin's figures all had eight or fewer parts; on hand were a Civil War Zouave, a Russian guard, an SS officer, a World War I German infantryman, a Confederate infantryman, a Union sharpshooter, a Spanish Gardillo and an Afrika Korps officer! Ron's figures came from the old Monogram kits, Tristar and Andrea Miniatures. Andy Kellock's DeWalt NASCAR came from a Taco Bell toy giveaway that had two parts! He stuck it together, made hand-drawn contingency stickers with contact paper, and that was it! Eric McClure's 1:100 Sherman came from the Battlefront game and has a mere seven parts. His Old Series 77 17th Lancer from the Battle of Balaclava has just the right weary attitude and makes for a convincing – if low on parts – figure. Jared Bishop took some spare 1:350 navy aircraft and spliced them together to make

one futuristic swept-forward wing fighter. Mike Woolson completed a pair of small-scale models: a 1:350 deck tug from the Tamiya Enterprise kit and a 1:700 PBY Catalina "Black Cat," taken from the Skywaves set. Working in a larger scale, Cliff Kranz built Hawk's old T-6, leaving off the landing gear to come in under the eight-part limit. Cliff also left the flame off Hawk's V-1, again enabling him to squeeze under the bar. Greg Plummer took the bonus 1:24 Motocampo stuck in one of Tamiya's Honda kits and created a neat little seven-part scooter. Lou Orsell's bird of prey (half crow, half hawk – a crock? A hoe?) started its life as a gaming miniature of some kind. Kent McClure's two 1:144 JGSDF Type 90s wore very different camouflage that almost disguised the fact that they were otherwise identical. Kent also had a 12 Squared GB-1 "Bat" glide bomb constructed, no mean feat considering the awfulness of the base kit. He also had a rank of Civil War-uniformed raccoons and a pack of commando dogs on the table. Randy Ray tackled Tamiya's simple V-1 kit; although he says it isn't entirely accurate, it sure does fit together well! Laramie Wright also built a Tamiya V-1, finishing it with Gunze Sangyo paints and the kit decals to maintain the "keep it simple" ethos. And the winners were...In third place, for his teeny-tiny 1:144 Merkava tank, Kent McClure! The tank is from Mini Models, and it looks like a nifty wargaming accessory. In second, with his JAG Miniatures U.S.S. Scamp, is Chris Bucholtz! With a grand total of four parts, Chris went nuts and added four more detail parts (periscopes and a photoetched lookout). And the winner, with his small scale Dr. Who collection, is Kent McClure again! Kent's collection includes five different Doctors and a tardis, making six parts in total. Congratulations to our winners!

Edgar's expert* modeling tip:

If a little weathering looks good, a lot of weathering looks even better!

*Edgar is not an expert. Following any tips and or advice given by Edgar may result in a rapid acceleration followed by a rapid deceleration of your model due to vertical obstructions.



Next meeting:
**7:00 p.m.,
Friday,
April 21**
at the
Milpitas Public Library
40 N. Milpitas Blvd.
For more information, call the
editor at (510) 512-4252
email: editor@svsm.org



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