THE STYRENE SHEET

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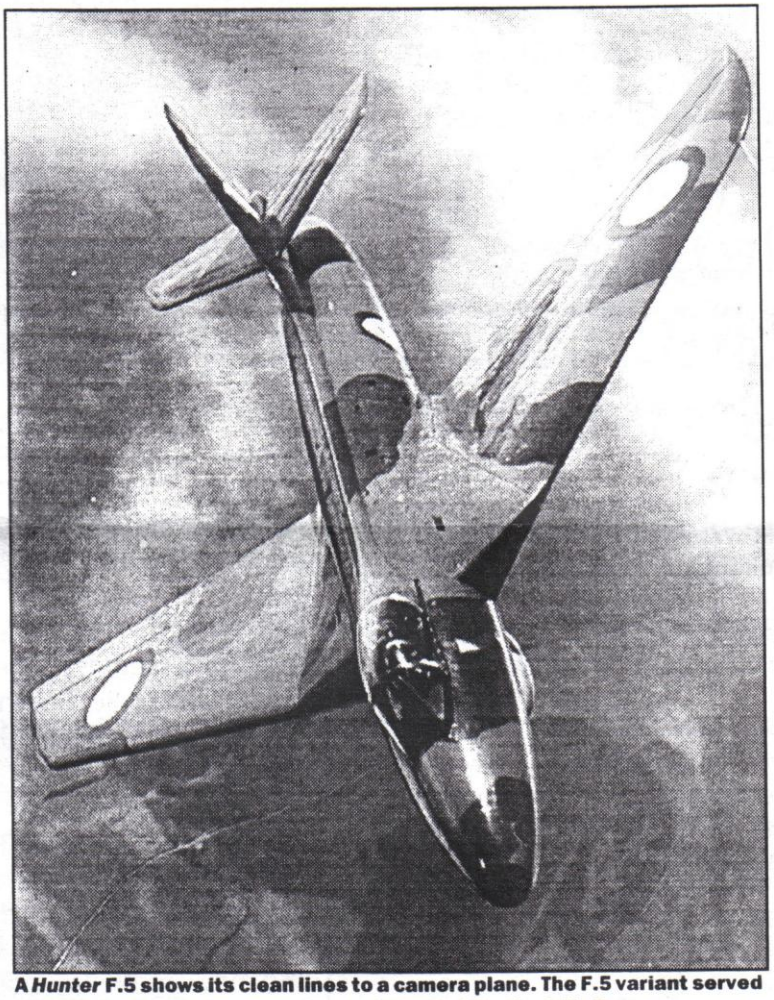
Converting *Academy's Hunter* to a Suez vet

By Robin Powell

The *Hunter* is without doubt one of the most beautiful aeroplanes ever to take flight. It was also one of the most successful, serving with dozens of air forces for five decades. Given these facts it is surprising that it has not been better served by the model companies.

In 1:72, *Airfix*, *Frog* and *Matchbox* kitted it with varying degrees of accuracy, all of the offerings benefiting from help from the small scale manufacturers with correction and detail sets. In 1:48, only a very toylike and inaccurate kit from *Nichimo* was to be found. *Aeroclub* released a superb range of multimedia kits in the late eighties, at last allowing the average modeller to add a good *Hunter* to their shelves.

Finally, *Academy* invested in a modern injection moulding tool to bring 1:48 *Hunters* into mainstream modelling. Unfortunately this kit is not without its flaws, but again *Aeroclub* has stepped into the breach with parts to correct the kit inaccuracies and these together offer the modeller the materials to make up a modern model of this timeless classic.



A *Hunter* F.5 shows its clean lines to a camera plane. The F.5 variant served with distinction in two squadrons of the 2nd Tactical Air Force.

The *Academy Hunter* is basically a very fine kit. The mouldings in generic grey styrene are blessed with superb surface detail of amazing delicacy and wonderful scale effect. The decals are of good quality and well printed, if not quite right in the roundel proportions. Most of the parts are accurate enough, but a few key areas need attention and this is where the *Aeroclub* set comes in.

The areas for attention fall into three key areas. The jet pipe on the kit is not the right diameter for any of the *Hunter* variants, being too big for the marks 1 through 5 and too small for any of the later marks. The kit wheels are too small and the undercarriage legs too long. The cockpit interior seems to be a 1:72 scaled section and needs replacement, along with the canopy.

Armed with the *Academy* F.6 kit and an *Aeroclub* correction set I cast about for a subject to model. Anyone doing this is spoilt for choice. I settled on an F.5 of 34 Squadron in Suez markings. The *Aeroclub* parts include the right tail pipe for an F.5, meaning that the conversion work is limited to the outer wing leading edges as the F.5 was without the dogtooth extensions. I also came across a replacement cockpit detail set from *Cutting Edge* which corrects the interior while adding more detail than the corresponding *Aeroclub* parts.

The wing work came first. This was a simple cutting job followed by the required reshaping of the leading edge and wing tip. I found this left the majority of the lovely surface detail intact, with only the wing tip panels needing rescribing.

The new resin cockpit parts came next. I sprayed the parts with a base colour of dark grey, picked out the details with yellow, white and silver and finished it off with a black wash. The cast-in detail showed up well under this treatment and, along with the well-cast Martin-Baker Mk. 2 seat, a really delightful cockpit resulted from a quite modest amount of work.

I followed the kit instructions for a while and did no find any

Continued on page 12

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 361644, Milpitas, CA 95036, or by E-mail at bucholtzc@aol.com. Excerpts may be published only with the written permission of the editor.

FROM THE PRESIDENT

First, thank you to all of the members for voting me in as the President for SVSM for 2001/2002. Hopefully there won't be a recount! I would just like to thank all of the members for their help, and continued success of this club.

Second, I must apologize for not selecting a Model of the Month for March. The model will be announced and the trophy presented, when I receive them.

I have decided, along with the Vice Presidents (my cohorts in crime), to resurrect the Monthly Contests. But since some of us, present company included cannot finish one model in a year, we have spread them out throughout the year.

So, the President's Special Contest Events for 2001/2002 will be the following:

JUNE 2001 - More Monogram Mastery Mayhem

Eligible Entrants will be, Any and All, MONOGRAM SINGLE ENGINE PROPELLOR DRIVEN AIRCRAFT, NOT LIMITED TO FIGHTERS, in EITHER SCALE 1/48 or 1/72, aircraft.

Yessiree, you can enter the Cessna, T-28, or Kingfisher you have stashed under your bed or in the closet, as well as the usual suspects of P-51s/P-47s/Bf109s.

OCTOBER 2001 will be air racers and Missiles of October.

I don't think this contest needs any explanation, but ask if you have any questions.

NOVEMBER - AMT AMTronic, ANYTHING BUT STOCK!

This will be the first "base kit contest". You are encouraged to intensively modify, and otherwise render virtually unrecognizable, the one automotive kit no one would ever mistake for one, without plenty of warning. AMT's 1970s designers will have a lot of explaining to do (remember, this kit was designed during the disco era!) but we won't necessarily ask you too.A few members have already suggested some "excellent" concepts on how to make this a conversation piece, for example:

AMTronic Electric Shaver, A Moronic Try (at a car), as an RV for the intellectually rearranged, a very insane Low Rider, 2001 MOONBUS as Kubrick would never have conceived it even with his eyes wide shut, a Bonneville LSR Pit Crew Bus, Jonny Jupiter's real SuperThunderStingCar, The Thunderbirds (TV series heroes) mysterious line craft (the ones they had to employ post Consumer Safety Regulatory Era), or a super stealth Navy Seal Attack Craft. Anything your creative imagination can conceive.

MARCH 2002 - NASCAR! Or if you prefer, NASTRUCK. This will also be a "base kit contest". Either way, it will need to be obvious there isn't anything stock about your stock car. Basically, any Monogram or AMT NASCAR/NASTRUCK kit can be used. With this contest, I will require that the kit instructions be brought in as there are a lot of NASCAR/NASTRUCK kits out on the market, and may not be recognizable to this part-time NASCAR fan. Not eligible are any of the dirt tracker, open wheeler, or dragster kits. But, you can modify the kit to your heart's desire. I'm modifying the kit I received at the Christmas exchange into a pseudo Trans Am racer.

Congratulations are in order for Greg Plummer and his 1949 Ford that placed 6th in the Car Modeler 2001 contest!

See you at the meeting, and Happy Modeling!

—Brad Chun

CONTEST CALENDAR

April 22, 2001: **IPMS/U.S.S. *Hornet* & IPMS/Fremont Hornets' First Annual HornetCon.** Theme: "From Midway to the Moon—27 Incredible Years." On board the aircraft carrier U.S.S. *Hornet* (CVS-12), Pier 3, Alameda Point, Alameda CA (formerly NAS Alameda). For more information, call Ken Durling at (510) 843-4419 or e-mail him at kdurling@earthlink.net.
(Note: This event will coincide and coordinate with the 2nd annual Ship Modeler's Mailing List (SMML) convention, a three-day event commencing on the Friday of that weekend. For more info, contact Duane Fowler at (831) 338-7050 or by e-mail at dlfowler@uscg.net)

April 28, 2001: **IPMS/Silverwings' Annual Contest** has been cancelled.

June 9, 2001: **IPMS/Planes of Fame** hosts its annual contest at the Planes of Fame Museum in **Chino, California**. For more information, call Al Parra at (909) 920-9917 or e-mail him at parateach@aol.com.

June 16, 2001: **IPMS/Santa Rosa** hosts its **first annual contest** at the Finley Center in Santa Rosa, California. For more information, call Dale Bohling at (707) 568-0496 or e-mail him at nachtwulf@aol.com.

September 22, 2001: The Captain Michael King Smith Evergreen Aviation Education Institute and the **Portland and Salem chapters of the IPMS** present their **Fourth Annual Contest** at the new museum housing the HK-1 "Spruce Goose" flying boat in McMinnville, Oregon. For more information, call (503) 282-2790.

October 6, 2001: **IPMS/Vancouver** hosts its **31st Annual Fall Model Show and Swap Meet** at the Bonsor Recreation Complex in Burnaby, British Columbia. For more information, call Kevin Brown at (604) 939-9929.

October 14, 2001: **IPMS/Orange County** hosts **OrangeCon 2001** in Buena Park, California. For more information, call Nat Richards at (949) 631-7142 or e-mail him at ocipms@aol.com.

IPMS/U.S.S. Hornet and
the Fremont Hornets Proudly Present the first annual

HORNETCON
Model Contest

Aboard the Aircraft Carrier U.S.S. Hornet
Pier 3, Alameda Point, Alameda California
Sunday, April 22, 2001

This year's theme: "From Midway to the Moon: 27 Incredible Years"

Special Awards:

Best U.S. Navy Aviation Subject • Best U.S.S. Hornet-Related Subject
Best Ship • Best Doolittle Aircraft • Best Korean War Subject
Best Space/SciFi Subject • Best Vietnam War Subject • People's Choice

Fees:

IPMS Members: $5, including two entries; additional entries $1 each
Non-IPMS members: $5, $1 per entry
Juniors (17 and under): $3 with unlimited entries
Sub-Juniors (12 and under): $1.50 with unlimited entries

Contest fees include ship admission

For more information, call Ken Durling at (510) 843-4419 or e-mail him at kdurling@earthlink.net

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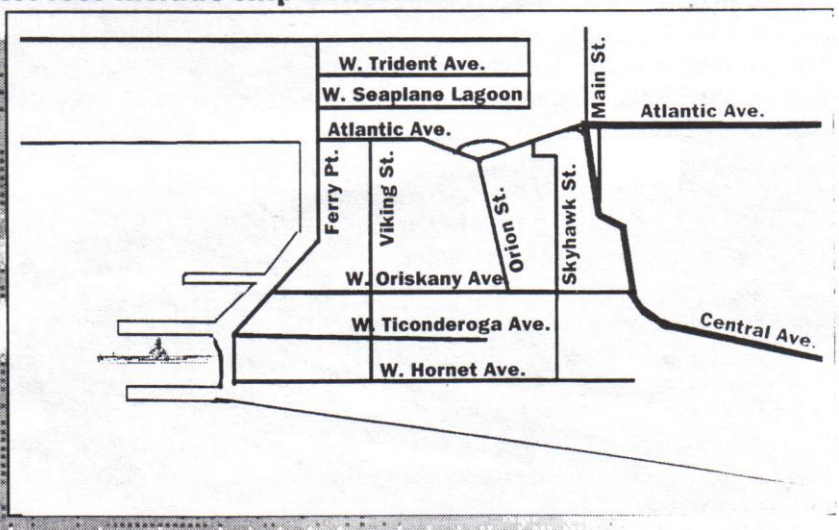
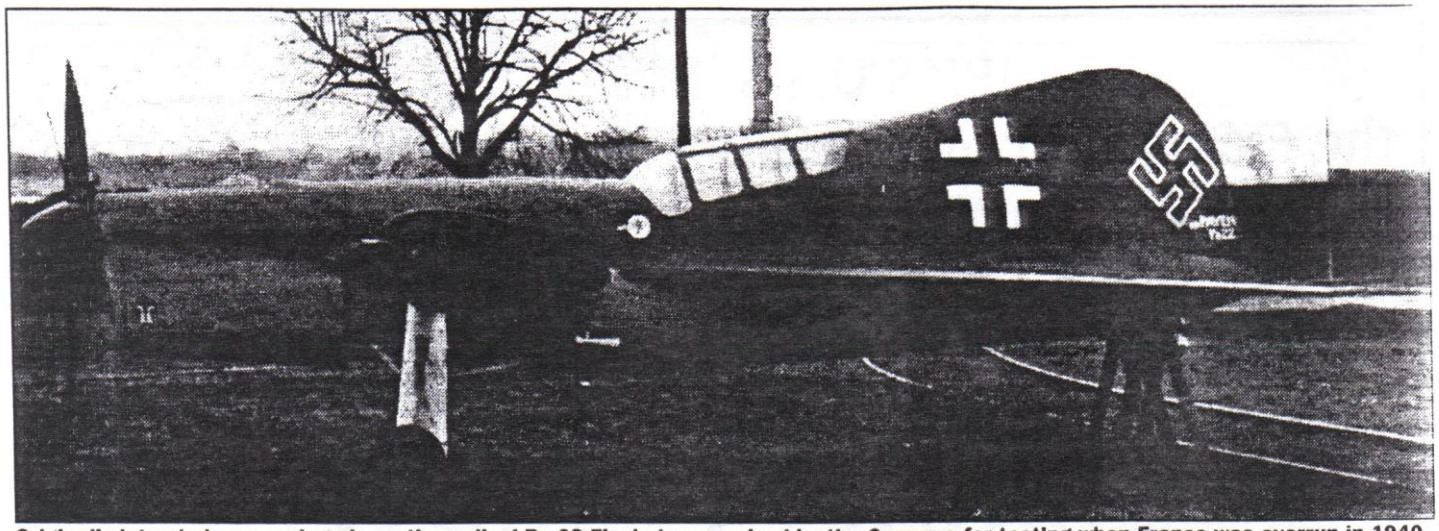




Originally intended as a racing plane, the radical Pa.22 *Flechair* was seized by the Germans for testing when France was overrun in 1940.

Putting the moves on *MAI*'s Payan Pa.22

By Mark Schynert

The Payen Pa.22 *Flechair* racer (from the French fleche, or arrow) was designed by Nicolas Roland Payen to compete in the 1939 Coupe Deutsche de la Meruthe. Payen, an innovative designer, settled on a canard layout, which combined a narrow, tiny fuselage with sharply swept delta wings aft and conventionally shaped foreplanes; the cockpit was well aft, just ahead of the small fin and rudder. The net result was a radical design that looks nothing like anything that has flown before or since. Unfortunately, the 1939 Coupe Deutsche was never held, and the Germans eventually captured the Pa.22 during the invasion of 1940. Consequently, the Pa.22's entire flying career was as an aerodynamic test article for the Germans, though Payen did retain a hand in development. The sole prototype was destroyed in an air raid in 1944.

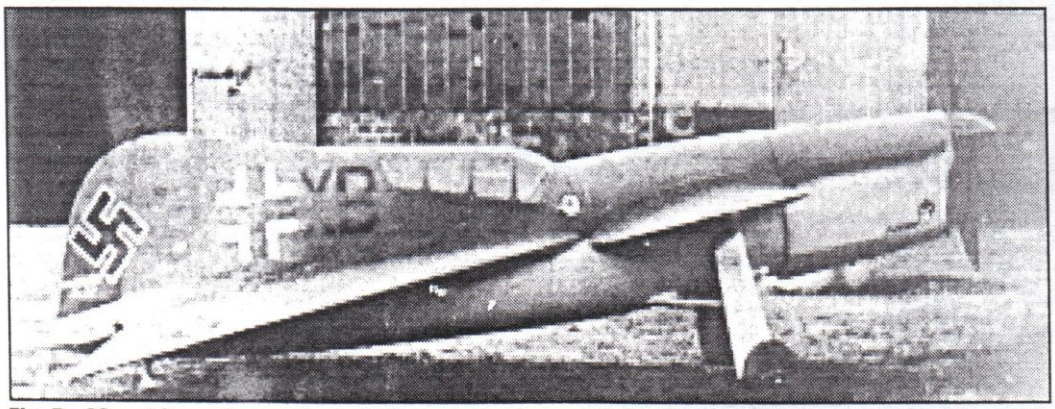
About eighteen months ago, Tom Young of *Model Aire International* brought a 1:72 kit of this unusual airplane to market. About two weeks before the 2001 Kick-Off Classic, I decided to build it.

The kit contents consists of a 4" by 5" sprue of light blue plastic, cast by Greg Meggs of *High Planes Models*, a second, tiny sprue with four mainwheel halves, three pieces of white metal (tail wheel and two main gear V-braces), an acetate canopy and a well-executed decal sheet covering three different marking schemes. The kit calls for but does not provide a venturi, control column, pitot, nor any of the six exhaust stubs. As is to be expected, there is a substantial amount of roughness and flash on the plastic sprues, and the injection gates are large.

As always, my first order of business when building an obscure subject is to track down sources. *MAI* anticipates this need by supplying several useful profile drawings, and also includes ten different photographs in the plans and on the back of the box. Unfortunately, the reproduction of the photos is poor, limiting their utility, although in fairness it may be that some of the original photographs weren't that great. My own library yielded only two photos of the Pa.22; one in Volume 13 of *Air International*, and one in Volume 25 of that magazine. All in all, not much to go on! In particular, to quote the kit instructions: "No photos of the Pa.22 cockpit have survived, so guesswork is required."

Next I trolled for the missing detail parts. Although the kit propeller might have been usable with a lot of cleanup, I substituted a prop from a defunct *Airfix Beagle Basset* kit, which appears almost identical in terms of blade geometry and spinner shape. A *Heller* D.510 kit surrendered its venturi, control stick and landing step (fashioned into a pitot). The exhaust ports would require scratch-building.

Details for three color schemes are included. The Pa.22 first flew in its original racing scheme, even though under German control. Later, it was repainted in German camouflage, military insignia and code letters, although *MAI* admits to an error in one of the decals supplied for this version. The third version, for which decals are also supplied, involved changes in the vertical fin, rudder, landing gear legs, and possibly the propeller, although the kit provides no modified parts for this final version. I found the original racing scheme to be the most enticing, so I proceeded on that basis.



The Pa.22 met its end when the train it was being transported on was caught in an allied bombing raid.

I removed the major components form the sprue and

whittled away the flash, heavy gates and so forth, also sanding the fuselage mating surfaces flat. I was pleasantly surprised to find that the butt joint dry fit of the wings and foreplanes to the fuselage was nearly perfect, as were the fuselage halves to each other. Of course, the seams were going to be horrendous. In fact it developed that, of the eight total bench hours this kit needed, seam removal required five.

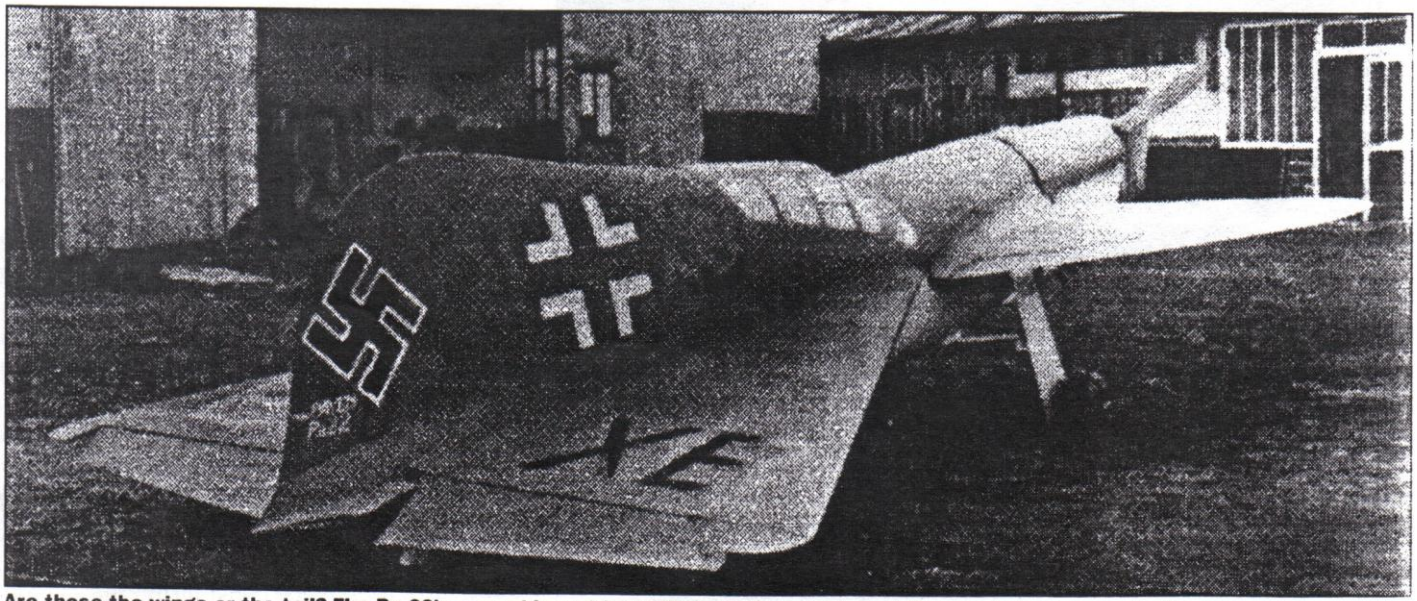
I began by adding the deltas to their respective fuselage halves. I used a MEK-based solvent, which gave me plenty of time to get the alignment correct. The foreplanes were a touch trickier, as I had to take dihedral into account, and none of the documentation was really clear. Still, it didn't take long to get a good result. I then attacked the unseemly seams with some superglue, microballoons, and a little *Dr. Microtools* putty.

Mark's model wears the blue paint job originally applied to the Pa.22 for its role as an air racer.

Setting the fuselage-half assemblies aside, I went on to the cockpit details. The instrument panel is nothing more than a slice from the edge of a circle; I sanded this flat, painted it NATO Tri-Black (All paints are *Polly Scale* unless otherwise noted), and added a half dozen white dots of various sizes to represent gauges. The cockpit floor incorporates rudder pedals; I attached the very small seat to it, and the control column. I painted all of this light gull gray, except the rudder pedals got dark gull gray, and the control column grip got Tri-Black. The insides of the fuselage show structural ribbing; I painted these sides light gull gray, then highlighted the ribbing in dark gull gray. I then attached the instrument panel and the aft bulkhead to one fuselage side, making sure it dry-fit properly into the other side, and painted the bulkhead light gull gray. In the absence of any photo-etched seatbelts small enough not to dwarf the seat, I applied a seatbelt decal to the seat. I then realized that the floor was too narrow to lodge on both sides of the fuselage, meaning that it would be tough to align. To address this problem, I put a piece of sheet styrene in the bottom of the cockpit to provide a platform for the floor.

I now mated the fuselage-half assembles, and added the engine front. this presented me with another set of seam resolution opportunities. Once that was dealt with, I mounted the venturi and pitot, and slid the cockpit floor assembly into position, where it aligned quite easily. I also drilled a small hole for the tailwheel and attached it.

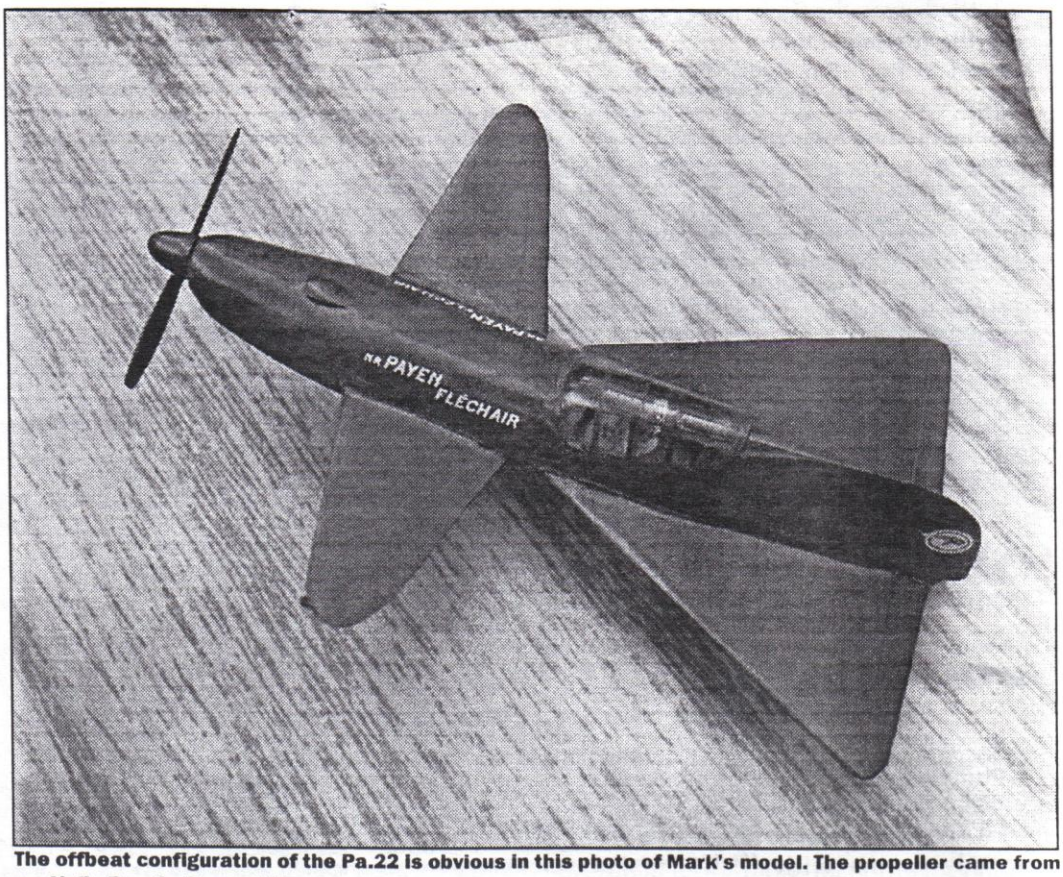
The main gear legs presented an interesting problem, in that I could only be sure of accurate alignment from the side, since I had only profiles to work with, and the photos were all from the wrong angles. I took the tack of attaching one leg in a tiny amount of superglue, being prepared to snap it off and try again if the alignment proved wrong. The acid test was attaching the V-brace, which was supposed to match up with two guides on the fuselage, while the vertex mounted either below or above a stub on the inside of the leg. I elected to



Are those the wings or the tail? The Pa.22's canard layout turns the question on its ear. This shot shows how big the rear surfaces were

attach on the shelf above the stub, and luck was with me, as my first try with the leg had been just right. Aligning the second leg to the first was simple. Not so simple was gluing the ends of the V-braces into the fuselage; although the guide holes in the fuselage indicated location, they were too small to be usable for mounting. Thus, I had to use superglue, microballoons and a great deal of very patent sanding to get this all looking right.

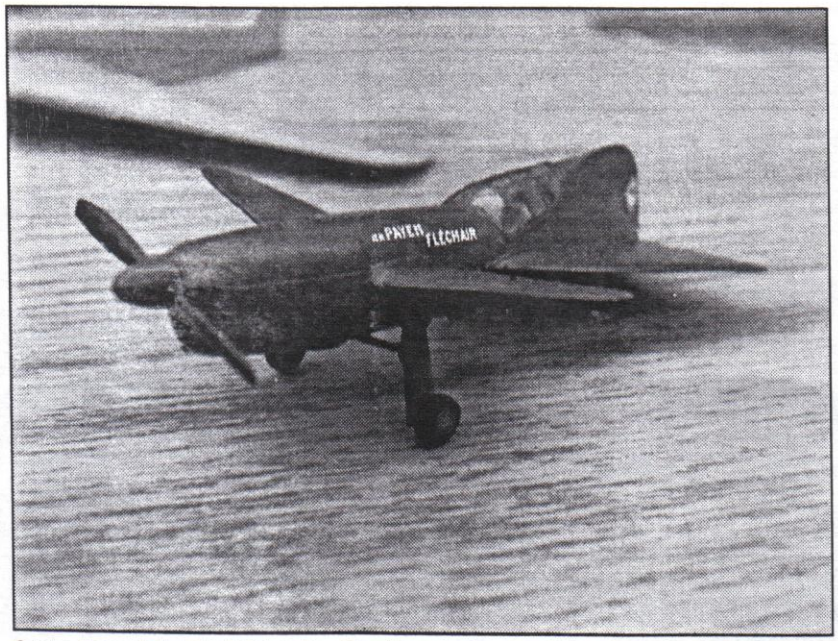
The most delicate operation was creating the exhaust stubs for the Regnier air cooled inline engine. First I drilled out the five exhaust port indentations provided on the kit with a #57 drill bit, then added one more aft of that for the sixth stack. I then used *Contrail* .020 rod to fashion a stack, by the simple expedient of sticking the superglue-touched rod tip into the hole and snipping it off about a millimeter out from the fuselage. When I had done this six times, I teased the stacks into alignment with needle-nosed pliers. I next drilled out each stack with a hand-twirled #80 drill bit.



The offbeat configuration of the Pa.22 is obvious in this photo of Mark's model. The propeller came from an *Airfix Beagle Basset* kit.

Painting turned out to be my only major misadventure. I originally intended to use *Model Master Acryl* French Blue as my medium gloss blue. Although it is a lovely blue, I discovered that it really required primer under it, being translucent, and it spat from my airbrush at every thinness ratio and air pressure I tried. Finally, I sanded out the spittle and painted over the *Acryl* with USAAC Blue, which worked just fine, although I now had to use Future to get the gloss look. This was straightforward as well.

The canopy is a masker's nightmare, with a multitude of bars going this way and that. Rather than get into that never-ending task, I simply painted the frames freehand under a magnifier, using the USAAC blue again. Then I used a toothpick to gently scrape away paint I didn't want, which I've found works well with *Polly Scale* and acetate canopies. It still took close to an hour, what with repainting and rescraping, but it was faster than all that masking.



Ground-level shot highlights the fixed landing gear of the shark-like Pa.22.

I attached the canopy with Alene's Jewel-It, a glue intended primarily to glue costume gems to cloth. This stuff is like white glue on steroids, in that it cleans up with water, dries clear and is less prone to shrinkage. It is also much stronger than white glue, and has a higher viscosity, so it doesn't bead up when placed on the edge of the canopy. On the downside, it does not sand well, so if you have an excess amount that dries, you will be facing very delicate work with a very sharp blade.

All that was left how was to attach the main wheels (Tri-Black tires; blue hubs), paint the exhausts (Metalline Burnt Aluminum), attach the propeller (Blue spinner, Tri-Black blades), place four decals (they went on easily) and give it a final coat of Future. I finished the night before the Kick-Off Classic, and I didn't even have to stay up late.

This kit is easily worth the $12 I paid; *MAI* may still have it in stock. I recommend it especially as a good intro for anyone considering the construction of limited run kits.

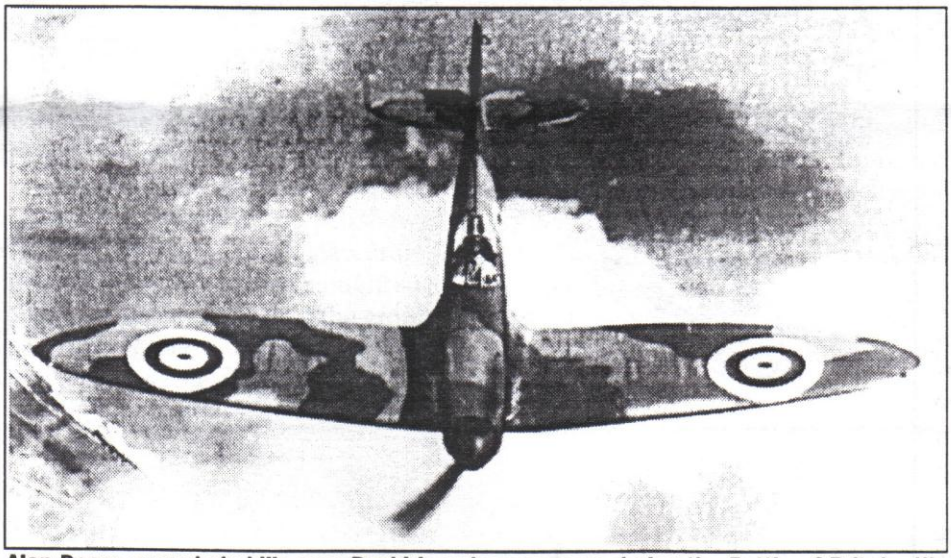
Turning *Tamiya*'s *Spitfire* Mk. I into Deere's 'Kiwi'

By Chris Bucholtz

One of the most successful pilots of the brief but intense campaign over the Dunkirk beaches was Alan Deere. Deere, a New Zealander, shot down three Bf 109s and three Bf 110s between May 23 and May 29, including two Bf 109s dispatched during a daring rescue of the commanding officer of 74 Squadron on the airfield at Calais-Marck on May 23. During the Battle of Britain Deere destroyed seven more enemy fighters and one bomber and was awarded a Bar to the DFC. His score at the end of the war stood at 22 confirmed, 10 probables and 18 damaged.

This success was not without its cost; Deere had his *Spitfire* shot out from under him nine times, including several times during 1940. One could safely say that the *Spitfires* that wore Deere's "Kiwi" personal marking were distinguished, but not likely to last long!

On May 28, 1940, Deere was shot down in N3180 by the rear gunner of a Do 17 over Dunkirk. He crash landed on Nieuport Beach and had to hitchhike, bicycle and walk 15 miles back to Dunkirk, returning as part of the evacuation, amid British soldiers bitter because of the mistaken belief that the RAF was doing nothing to stop the Luftwaffe.



Alan Deere scored six kills over Dunkirk and seven more during the Battle of Britain. His mount, the *Spitfire* Mk. I, is pictured above in pre-war markings.

The next "Kiwi" was N93183, which Deere used in the early stages of the Battle of Britain. This "Kiwi" was also not destined to last long; on July 9, 1940, it was shot down by Bf 109s of II/JG.51. its pilot in this action, Pilot Officer A. Evershed, was lost when the plane crashed into the sea near Dover. In the same combat, Deere, flying P9398, suffered a glancing head-on collision with a Bf 109 and was forced to crash-land his *Spitfire* near Manston. P9398 was repaired and put back into service, only to be shot down 22 days later with Sgt. Eley at the controls. The plane crashed into Folkes Harbour, killing the pilot.

I had wanted to do a Battle of Britain *Spitfire* in time for the 60th anniversary of that conflict. I had no *Spitfires* in my collection of built models, and the new *Tamiya* kit in 1:72 seemed to present an easy way of getting a state-of-the-art model of a Mk. I. Until this kit was released, the best bet was the *Airfix* Mk. I, but that kit would have required re-scribing. Deere's aircraft was also a natural choice; it would play right into my strategy of building a collection of RAF aircraft flown by Commonwealth and Allied pilots (I already have a Czech-flown *Hurricane* and a Coastal Command Royal Australian Air Force *Beaufighter*). I decided that my Spitfire would be marked as N3183.

The *Tamiya Spitfire* has nice surface detail, a very decent cockpit and fits very nicely. However, it has some very major shape errors. With a few corrections, these can be overcome to result in a pleasing model.

I started with the cockpit. While the kit's parts are nice, I had long wanted to use the *Cooper Details Spitfire* interior. This set is more complex than the typical tub-and-sidewall detail set most people are used to. The modeler will need to add stretched sprue formers above the resin parts, which provide detail for the lower half of the cockpit sidewalls, and many of the mechanisms in this area are provided as separate pieces.

The set advertises itself as useful for all 1:72 *Spitfires*, but in reality it gives you a Mk. V cockpit "out of the box." Detail photos were helpful in figuring out how to tailor the set for the Mk. I; this mostly involved leaving out some equipment added to later aircraft.

I started by using a Dremel tool to remove the kit's cockpit detail and to thing the rather thick fuselage sides. With this accomplished, I cut away the port-side cockpit access door, which would later be replaced by the *Cooper Details* part. The position for the stringers was marked out using the rear bulkhead and sidewalls and then thin stretched sprue was applied with superglue.

All the resin detail parts were prepared by airbrushing them with *Floquil* grimy black. *Testors Model Master* RAF interior green was airbrushed over this at an angle relative to the top of the parts so that the green paint was most apparent where light would hit the cockpit. The grimy black provided a "shadow," saving the hassle of a wash later on. A lightened mixture of interior green was drybrushed over this to com-

plete the base colors of the cockpit. Various bits of equipment were picked out with flat black and Model Master black chrome trim in situations where a black "crackle" finish was called for.

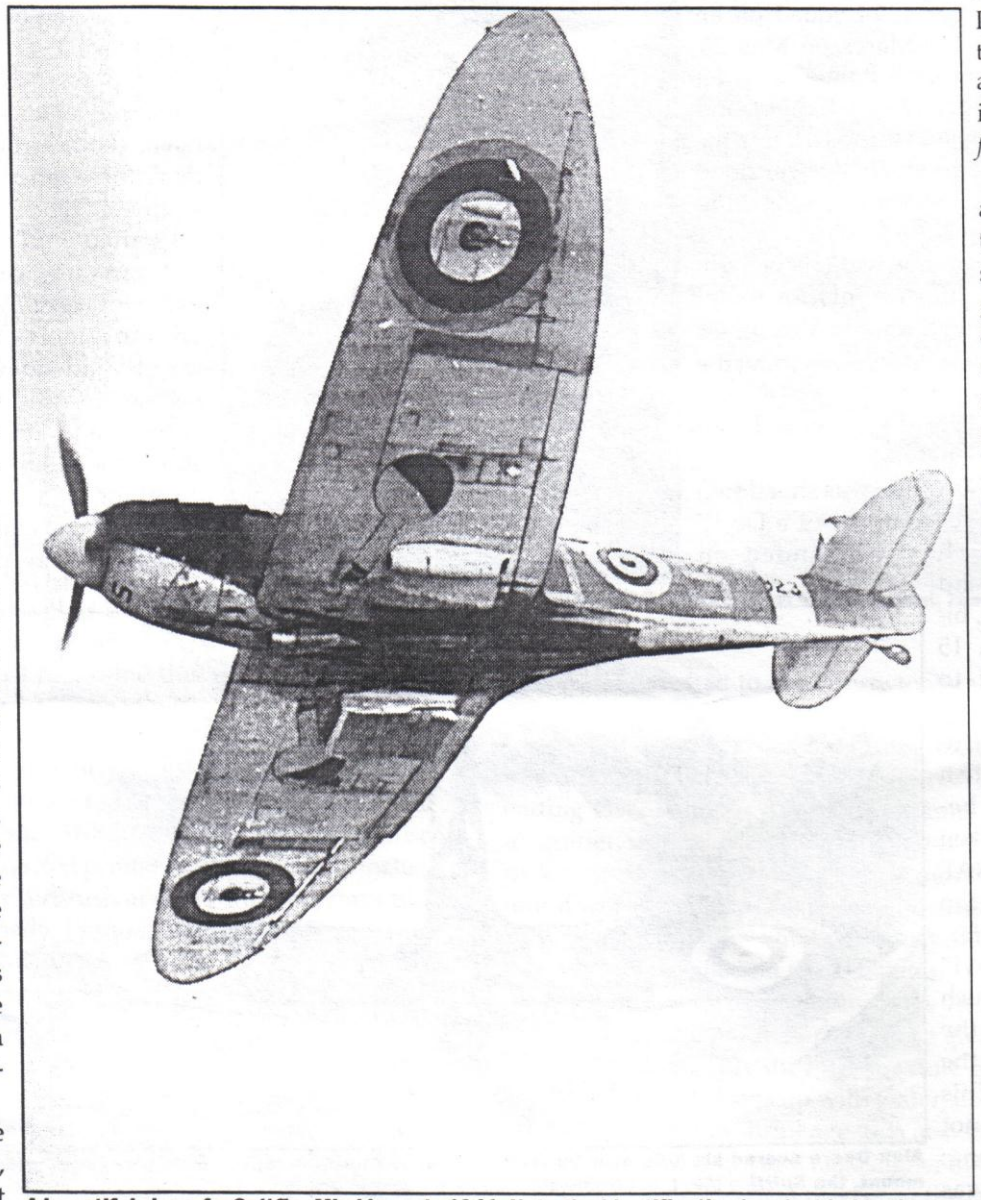
The cockpit was built from top to bottom—first the stringers and the rear bulkhead, then the upper cockpit details, then the lower sidewalls. The oxygen tanks from the kit were used in the area behind the rear bulkhead and were painted silver; the tank from the *Cooper Details* set was painted interior green and applied on the starboard side opposite the oxygen tanks. The rudder pedals were cleaned up and added to the floorboards, followed by the control panel and compass, and these parts were added to the cockpit. The fit here was a bit fiddly, but when the fuselage halves were added these seated nicely. The gunsight was added next, and a bit of clear acetate was glued to the front of this device to provide a reflector. The seat and its rear brace and the control column were saved for after painting.

The fuselage went together well, but I noticed that the top of the nose was far too square. I went at this with some flexible files, aiming to take the sharp angles of the sides of the nose away.

The lower nose, a separate part to allow the easy addition of new versions of *Spitfires* to *Tamiya*'s line, fits only adequately. After I had blended this into the fuselage, I had to go back and inscribe some of the removed fastener detail with a bit of sharpened stainless steel tubing.

Once this was accomplished, I looked at the wings—especially on the interior. If you looked through the rear canopy straight down, you could see the inside of the gull-wing section of the wing, which was completely smooth. I added some styrene rod to this area and added the wing. The effect added some simple structural detail, which was more than enough once the canopy was installed.

The wings themselves fit somewhat sloppily toward the tips, and their shape was very odd. They were far too curved on the outer quarter of the leading edges and not pointed enough on the outer trailing edges. Considerable effort went into sanding these areas with the aid of some accurate drawings provided by Roy Sutherland, the dean of the area's seemingly innumerable *Spitfire* experts.



A beautiful view of a *Spitfire* Mk. I in early 1941. Note the identification band added to the rear fuselage. The *Spitfire*'s undersides lend themselves to heavy weathering.

At this point, I also noticed that the ailerons had some rather exaggerated detail. I dug through my references to find any sign of the dramatic fabric effect *Tamiya* inflicts upon these, so I sanded them flat. The carburetor air intake scoop is a rather sloppy bit of engineering, and after an inordinate amount of work I added this to the lower wing.

The tailplanes were a very mixed bag. The starboard horizontal fit perfectly, but the port one wanted to point up at a 10-degree angle! I tweaked the mounting tongue and used lots of superglue to force the stabilizer into place.

At this point, I added the windscreen and rear canopy. This was extremely frustrating; *Tamiya*'s clear parts are undersized, and fit very poorly. I ended up using the rear canopy from a *Revell Spitfire* Mk. V, which required significant blending, The kit windscreen was used, but it needed a lot of filler to fit properly. Needless to say, these parts were hardly what you'd expect from a *Tamiya* kit. These parts were masked with *Bare Metal Foil* in advance of painting. Then, I went over several areas—the tail, the wing roots and the area behind the cockpit, especially—and re-scribed any lost detail.

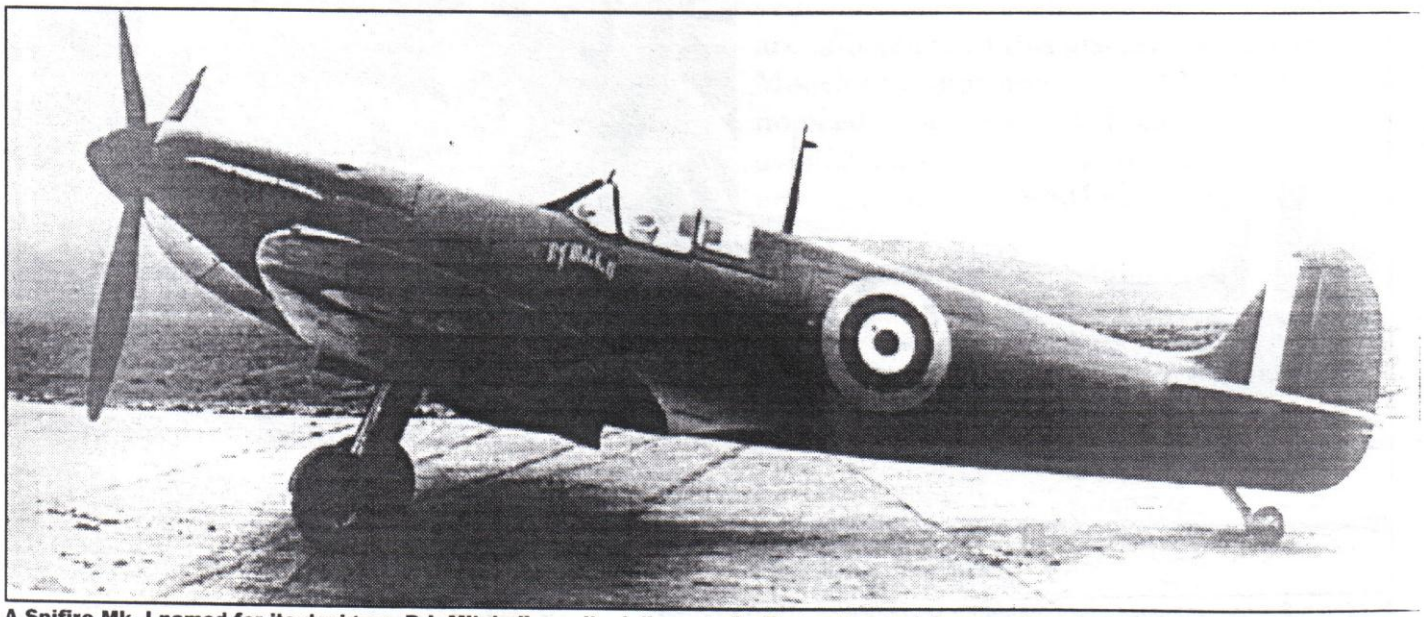
The final detail that was added before painting was the glycol cooling radiator, which fit neatly into place. The cock-

Armorers hurriedly rearm the *Spitfire* of Pilot Officer David Crook on 13 August, 1940, following an engagement that resulted in one of Crook's five victories.

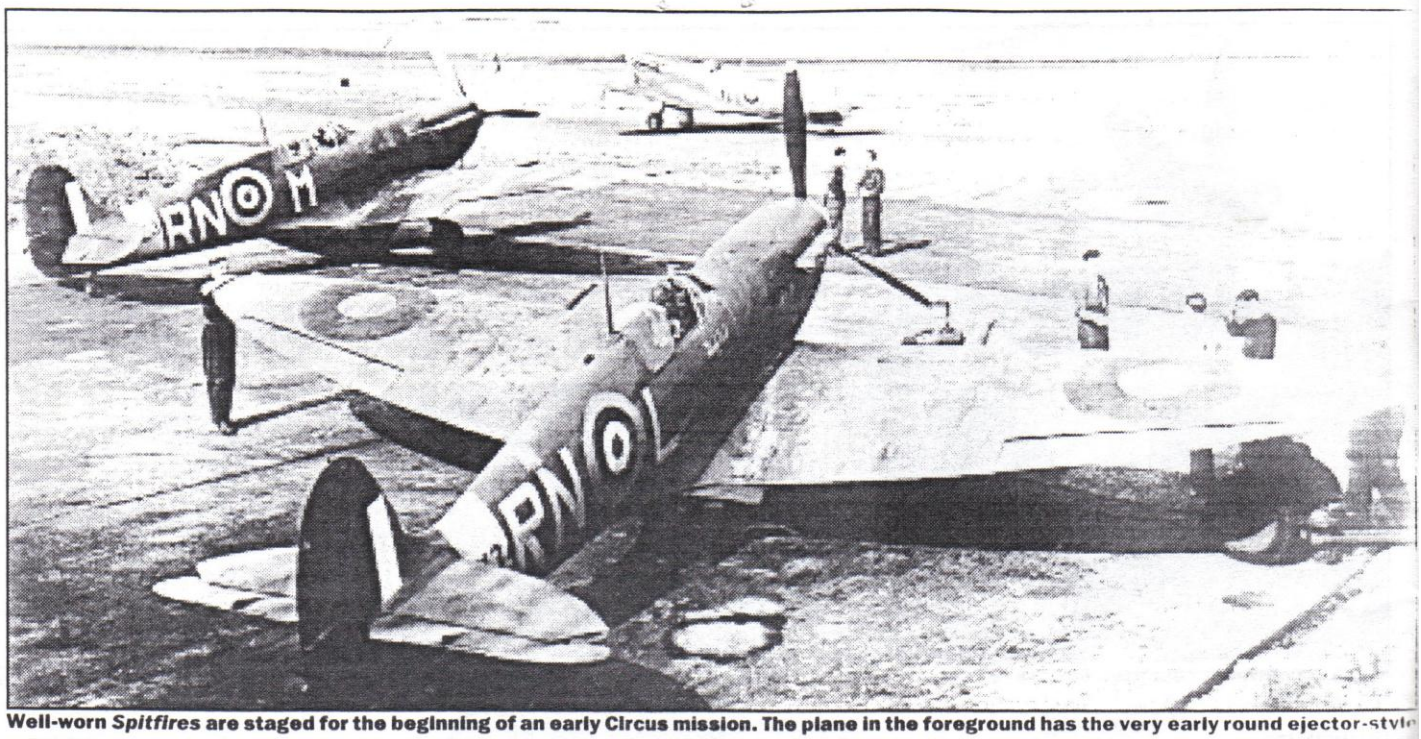
pit was masked with damp tissue and I sprayed the upper surfaces with *Model Master* dark earth. Once this had dried, I masked off the standard RAF day fighter pattern with *Tamiya* masking tape, pressing each piece against my forearm before applying it to the model. I intentionally refrained from burnishing down the edges. This resulted in a nice, tight but feathered pattern when I airbrushed the model with *Model Master* dark green.

The bottom of the aircraft had me a bit stumped; would it be overall sky, or half night and half white, a spec that had gone out of use two months before the plane was lost. Profiles of Deere's plane showed a black port wing, but they also showed the plane as P9398, which records show to be inaccurate. I decided to paint the entire bottom sky, because I thought such a change would have been a likely occupation of the ground troops in the brief slow period between Dunkirk and the start of the Battle of Britain, especially for the aircraft belonging to Deere, who was something of a celebrity.

The now-camouflaged *Spitfire* was now given a healthy coat of Varathane to prepare it for decals. The markings came from a variety of sources, including a very early *Superscale* sheet that provided the "Kiwi" logo, an *AeroMaster* sheet that gave up its fin flashes, and another *Superscale* sheet that provided the code letters. Other data decals came from various *Superscale* sheets, most of which were most notable for the remarkable variety of the colors used for the roundels! The only problems I had were with the upper wing roundels; one of them responded very badly to setting solutions and wrinkled up fatally. I took it off using masking tape and then applied a second decal; only after the decal was dry did I notice that the red center was ever so slightly deeper than that of its opposite number! There are many more data decals on the *Spitfire* than you might imagine; the next time you look at a scale Spit, try to count all of them!



A Spifire Mk. I named for its designer, R.J. Mitchell, awaits delivery to its first unit, a training squadron, in January of 1941.



Well-worn *Spitfires* are staged for the beginning of an early Circus mission. The plane in the foreground has the very early round ejector-style exhausts.

When the decals were dry, I killed the shine with a coat of *Testors* dullcote heavy thinned with lacquer thinner. This mixture keeps the dullcote from going on too thick, thus avoiding the yellowing problem that many have reported.

Next, I painted the propeller. First, the yellow tips were painted and masked; then, the blades were sprayed with black. The prop was installed into the spinner and carefully masked; then, the spinner was painted with a shade of very dark gray to provide some contrast between the spinner and blades.

The landing gear was nice, but I noted that the wheels were of the four-spoke variety, not the proper five-spoke type. I robbed the *Revell* kit of its wheels, painted them and gave them a wash; only later did I see that *Tamiya* included both types of wheels! The landing gear struts were cleaned up and painted silver, and these were inserted into the wheel wells at the proper angles. The wheels and then the wheel covers came next. The very nice tail wheel was painted, given a wash and installed into the slot in the tail.

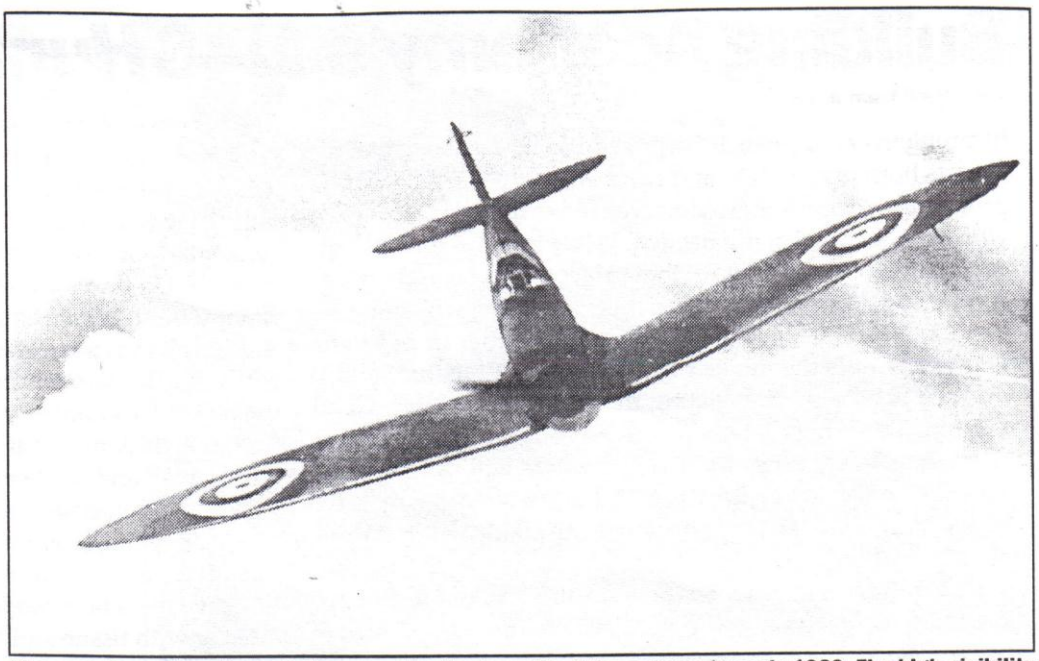
At this point, it was time to add the small bits. The exhaust stacks were weathered with *Rustall* and installed; I used some clay in the attachment slots to prevent an unsightly case of "see-through-itis." The propeller, pitot and cockpit side door were added, as were the control column and the seat, which had been painted burnt sienna to replicate the bakelite used to make the seat.

The antenna mast was added, as were bits of metal tubing to the gun ports to simulate the .303 gun barrels. The wingtip

Sergeant Bernard Jennings of 19 Squadron scrambles on September 27, 1940. This plane survived the war, only to be scrapped in 1947

and tail lights were painted and then given overcoats of clear red or clear green paint, and the whole model received a wash of dark gray watercolor paint. A vacuformed canopy from *Squadron* provided the final touch—or so I thought.

In this condition, the model competed in the Kickoff Classic and was thoroughly beaten. I went back and weathered the model's guns, wing roots and exhausts, and I replaced the windscreen, which had gotten goobered up in the process of removing *the Bare Metal Foil*. The antenna mast was improved through the addition of an aerial made from a strand of nylon from a pair of smoke-colored panty hose.



The prototype goes through its paces for the benefit of the camera in early 1939. The high-visibility roundels would soon be a thing of the past.

Most nerve-wracking of all, I went back and replaced some panel lines that had been obscured during construction and painting. I cut these in with an X-Acto knife and gave them a black wash—they look great, but had I slipped with the blade, it would have taken quite a bit of effort to repair!

Although I am disappointed in the *Tamiya* kit, which gave me lots of extra work in terms of correcting shape problems, I am pleased with the outcome of the model. My thanks go to Jim Priete and Roy Sutherland, whose help resulted in a much more accurate model, and to my friend Keith Bunyan, a Kiwi who provided me with some extra inspiration to finish my *Spitfire* in the colors it finally wore!

Building *Academy*'s 1:48 *Hunter* as an F.5

Continued from page 1

fit problems at all, which surprised me. I have heard many reports both in the press and from other modellers about fit problems with the wings. Mine went on easily and seamlessly with no filler at all being needed. While grateful for this and the resulting preservation of the surface detail, I was puzzled. A friend was working on one of these kits at the same time, so I watched and took notes. The key to whether or not your wings will fit is the intake trunking. If you glue this solidly into the fuselage while joining the halves, then you will be fighting the wings later. If you leave it trapped but still floating as I inadvertently had, the wings will fit as well as mine, the only down side being a slightly wider seam to fill inside the intake lips themselves as the trunking will seat itself slightly further aft.

Aeroclub gives instructions on repositioning and reshaping the tailplane position and bullet fairing. The work requires only an hour's work to fix. Lastly I replaced the kit tail pipe with the three-part injection and metal *Aeroclub* one, did a little filling and sanding around the joint line and, in two nights' work, had a basic airframe complete.

While flying the model around the room (go on, tell me you don't do that), I started to grow dissatisfied with the nose. I found a good side view photograph and enlarged it on my scanner until it had an outline the size of the model held at arms length. The nose is off in side view. The tip of the nose is too high in that it rests on the aircraft centreline rather than being a little below it. To fix this I built up the lower forward fuselage from the nose to the rear of the nosewheel bay with layers of Zap-A-Gap, set it off with accelerator and set to sanding it. It took about four hours to arrive at a shape that matched my photographs in profile and plan. I seem to be the first person to feel this way about the kit but I am sure that the photos do not lie and the kit built from the box will have a different profile.

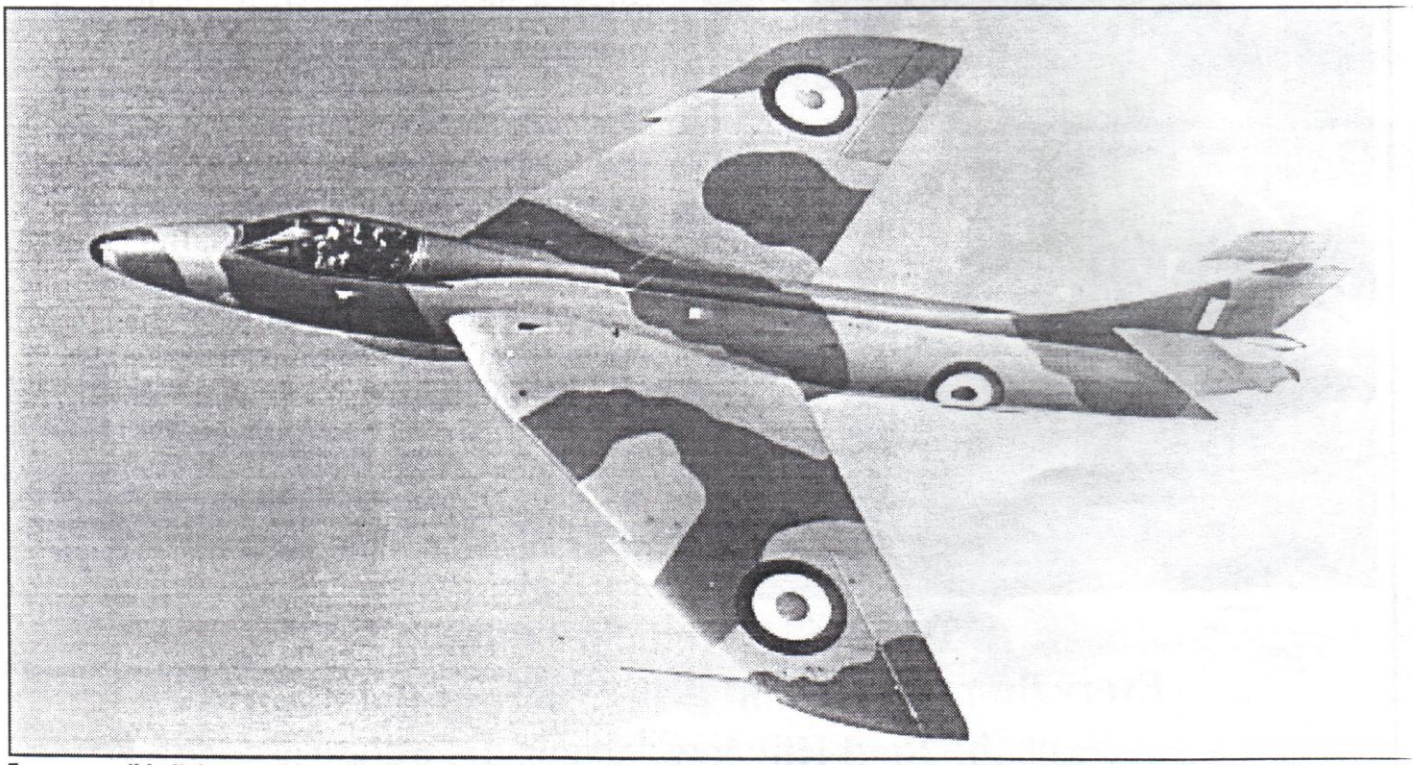
Still, I was three days into the project and getting ready for some paint, with just the windscreen left to go on. I thought I would be using the *Aeroclub* vacuform windscreen and canopy but after staring at it for a while I decided that the *Academy* windscreen is actually better. The canopy is a different story. The *Academy* item is moulded with a rear frame that the real one did not have, and it is too short to overhang the fuselage decking as it is supposed to do. So... *Academy* windscreen and an *Aeroclub* canopy for fitting later.

The lower surfaces of *Hunter* F.5s were finished in High Speed Silver paint, which looks just like *Halfords* Aluminium. Luckily, I have a small stock of this carried over from the UK, so I gave the whole model a coat, having masked the cockpit interior with tissue and Maskol. This coat of paint also acted as a primer for the upper surfaces and would provide a metallic "skin" to be revealed selectively later while weathering.

I masked the lower surfaces with paper tape. This task is made more complex by the camouflage returning under the leading edges of the wing and tailplane. For the camouflage I elected to use *Model Master* enamels. Their RAF colours are very good and they spray very well. After an overall coat of Dark Sea Grey I tuned in the fine head on my Badger 150 and sprayed the pattern freehand.

For the Suez markings, I measured out the width of all five stripes and masked off the rest of the model, giving the stripe areas two coats of *Humbrol* Trainer Yellow.

A day later I removed the masking and gave the whole model, windscreen and all, two coats of Johnsons Kleer



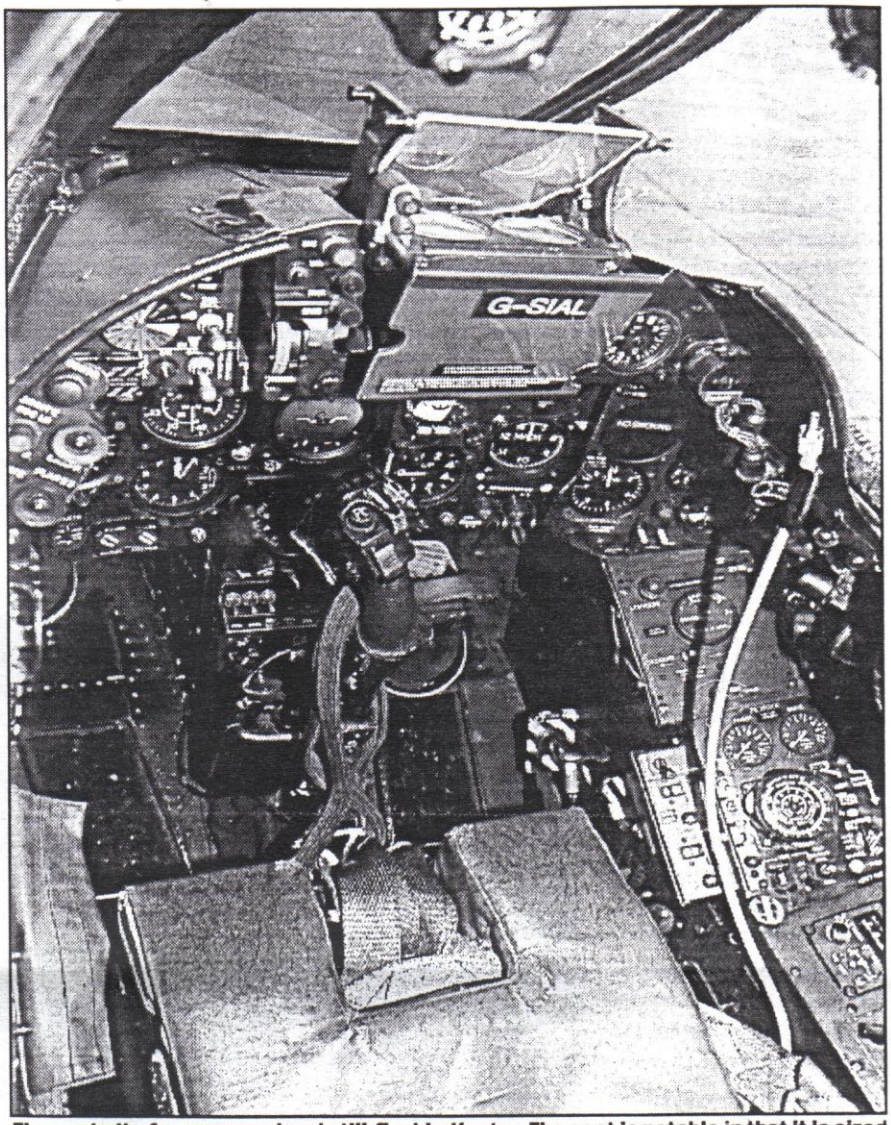
To cure a mild pitch-up problem, the *Hunter*'s wing was modified by the addition of wing leading edge extensions, starting in the Mk. 6.

(Future).

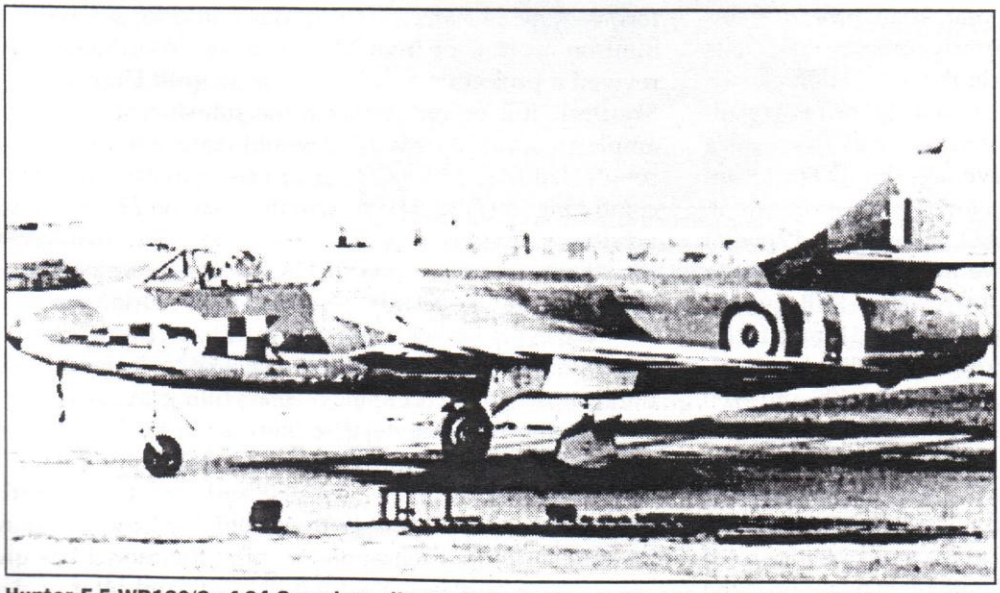
To start work on the decals, I used strips cut from a solid sheet of *SuperScale* black trim film and worked these onto the yellow areas to make the distinctive bumblebee markings. The kit sheet has a very good selection of stencilling, and this took some hours to get on the model. I used *Microscale* setting solutions and was happy with the results. For the national insignia and the squadron markings I turned to one of the superb *AeroMaster* decal sheets devoted to the *Hunter*. All of the required markings for my selected subject were to be found on one sheet... Good for the wallet, that! Although the roundels were opaque enough around most of the model, those which sat over the black and yellow Suez stripes did show a little transparency, so I used an extra pair and set these over the first. Due to the excellence of these decals there was no evidence of thickening. In fact, the surface detail showed through both layers so sharply that I was still able to pick out the panel lines with the same dark grey wash I used on the rest of the model.

The windscreen and canopy framing I made up with strips of black decal trim film that I sprayed Dark Green while I was doing the camouflage. One more coat of Future and after masking the clear parts again I gave the whole model a coat of *Humbrol* Satin Kote mixed 3:1 with Gloss Kote.

I replaced the kit undercarriage legs with the white metal *Aeroclub* parts. These castings are as delicate and fine as the *Academy* parts they replace. They even accept the kit retraction struts and torque links. The *Aeroclub* wheels are very finely detailed and respond well to burnishing and washing. The *Academy* kit provides first class gear bay doors and jacks. Added to the well detailed gear bay moulds in the wings themselves, a remarkably complete set of underside apertures can be found without scratch building or the further purchase of accessories.



The cockpit of a preserved and still-flyable *Hunter*. The seat is notable in that it is sized for an adult, as opposed to the undersized kit seat



Hunter F.5 WP130/S of 34 Squadron sits ready for action at Nicosia during the 1956 Suez Crisis.

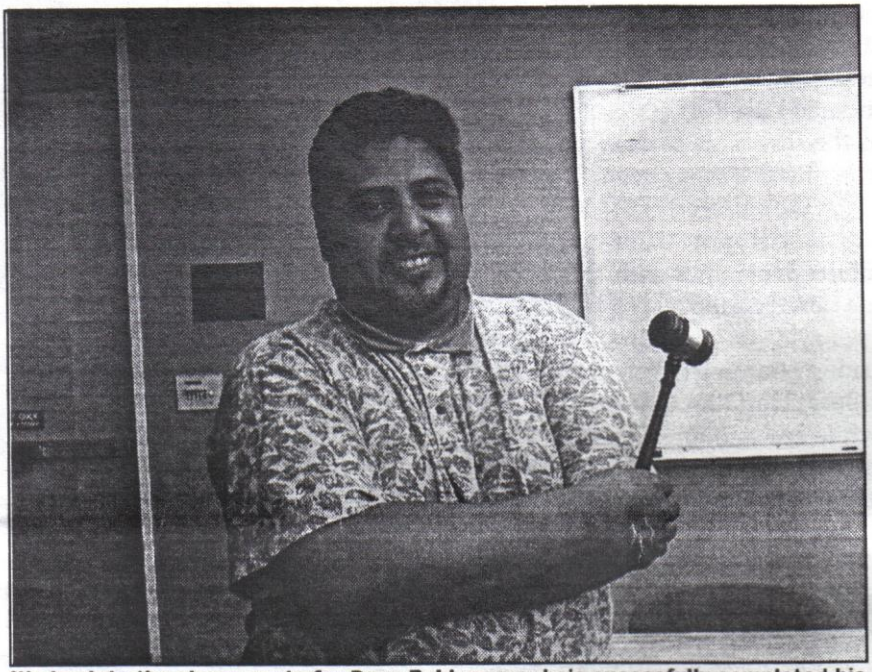
The only external stores applicable to an F.5 are the external tanks and these were much in evidence on Suez aircraft so I fitted these well detailed kit parts to the model and it was complete. One week's work and I had a model I was happy to place on a competition table. Wow.

The basic kit is a wonderfully moulded set of parts. With the help from *Aeroclub* in fixing the errors (apart from the nose) and the resin cockpit making the office a breeze to build, and *AeroMaster* providing a great selection of high quality markings, this was fun modelling. Please have a go yourself—If you enjoy the process half as much as I did you will find it time well spent.

MARCH MINUTES

At the March meeting, we discussed the contest, which was pronounced a success all around. The bottom line was that the club lost a total of $147... and upon that, Steve Travis presented the club with a $150 check, effectively balancing the books! Thanks, Steve! Our contest chairman and head judge also extended their thanks to the judges and to the sponsors of the trophies; our membership gave a lot to make this contest happen! We are very appreciative of your efforts.

The March meeting was the scene of our elections for 2001-2002. Outgoing president Dave Balderrama thanked the club for its support in the past year, and retired the old gavel by replacing it with a new, beautifully engraved gavel he bought for use over the next 30 years! Thanks for your efforts, Dave! You presided over a good year!



It's back to the cheap seats for Dave Balderrama; he's sucessfully completed his first term as president of SVSM. Thanks, Dave!

The elections were carried out with more efficiency and swiftness than a Pakistani military coup. Mike Meek and Mike Burton nominated Brad Chun for president; Brad and Laramie Wright nominated Mike Burton for vice president; Mike Burton and Chris Bucholtz nominated Jim Priete for vice president, and Brad and Mike Meek nominated Angelo Deogracias for vice-president. The membership voted by acclamation its support for the new president and our three-headed monster of a vice president. By acclamation, the membership also extended Bill Ferrante and Chris Bucholtz' terms as treasurer and secretary/editor for another year. Brad promptly announced that the club will hold quarterly contests; the details of these contests appear elsewhere in the newsletter.

In model talk... Steve Travis killed his red '29 Ford as a result of post-angioplasty impatience, but the car was reborn as a dragster, still in its gray primer. Steve says the '32 Ford from *AMT* is a bad kit, but he's putting a lot of extra effort into it, including new wheels and tires, LED taillights, and several other aftermarket accessories. Steve also sought to regain patience by building seven engines in a row! Ken Miller wants to build an Aloha Airlines collection; he's armed himself with decals to build the every set of markings the airline has used, and he has models of the 737-100, -200, -300, -400 and -700 from *Airfix*, *Revell* and *Minicraft* in various stages of completion. Ken also has a 1:144 Boeing 377, in the markings of a bread-running freighter, and a C-130 firebomber made from the frustrating *Revell* kit. Cliff Kranz made a C-130 himself, or, to be more accurate, a Lockheed L-150, a proposed stretch version for a civilian transport. Cliff built his conversion in the early 1980s and repaired it recently. Ron Wergin painted his new-ish *Academy Typhoon* II with 33-year-old *Humbrol* paints! He opted to use a newer paint—*Testors' Acryl*—on his *ICM* 1:48 *Spitfire* Mk. IX, which has some really bad wheels, according to Ron. Frank Babbitt is building *Revell* of Germany's Ar 240A-02 nightfighter straight from the box, and he's finishing it off with the late, lamented *AeroMaster* paints. Greg Plummer went to town with his Fiat 500F, lowering the suspension, modifying the engine and adding a turbocharger and intercooler to the tiny car! It was finished in *Tamiya* spray paints, and, fittingly enough, won Greg a second place at *Tamiya*Con. Greg also took *Tamiya*'s World Rally Car and turned it into a street dragster with the aid of a new engine. Kent McClure built a couple of *Nitto* robot fighting vehicles straight from the box, finishing one in an urban camouflage scheme. Kent also finished up a very antique-looking *Riveresco* Austin armored car, and a weapon of the future, a BAV (bovine assault vehicle), a subject we've all thought about far too much. Kent's next weapons system may be modeled around the stock sheep he had positioned on the BAV's flank. Chris Bucholtz was rescribing *Airfix*'s A-26 Invader until he heard that *MPM* has a kit in the works; the fate of this model is uncertain. He also had his finished *Spitfire* Mk. I, finished in the markings of Alan Deere, and the seat for the forthcoming *Obscureco Tempest* Mk. V interior set, which he built on an airliner from Miami to San Jose! Mike Burton revived a project from the past, his *Meikraft* Douglas D-558 *Skystreak*. It'll be red, because the translucent plastic and ample amounts of body filler would make a white paint job rough sledding. Mike's Me 262 Lorin conversion, made by combining the *Johan* Messerschmitt with the *12 Squared* conversion, won a third in the Seattle contest. Brian Sakai says the *Blue Water Navy/MB Models* 1:350 S-Boat submarine is a little expensive, but the results were spectacular. Brian drilled out each and every limber hole on the small sub. Mark Schynert's Pa.22 from the *Model Aire International* kit took eight hours to build, most of them occupied by seam filling; he says there are more seams in this model than there is plastic. Mark has also whipped the *Pavla* Borovkov-Florov I-207 into shape, although he says it is a "vile kit," and he's taking out his frustrations on *SuperModel*'s Bv 138 "Flying Clog." Or maybe it's taking out its frustrations on him; the model has given Mark pause to plan the extra bulkheads and interior detail

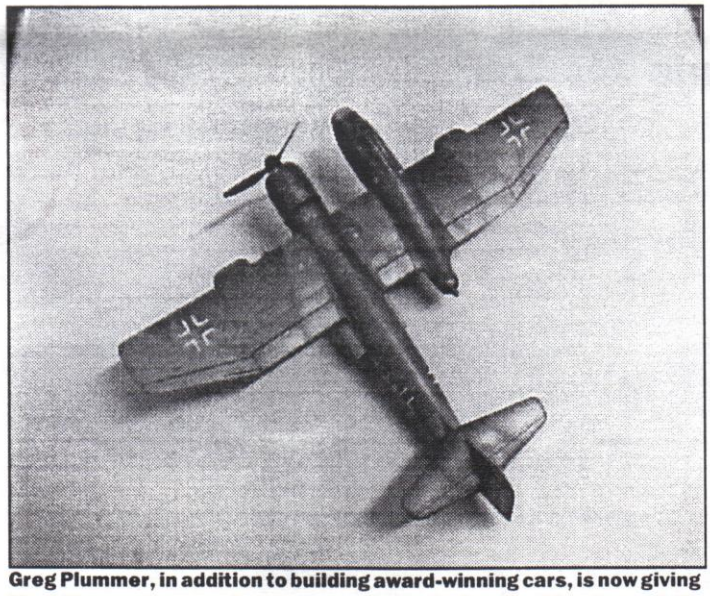
that are needed to make the model somewhat up to modern standards. Postoria Aguirre's first model after 20 years (and several years of SVSM brainwashing) is an *AMT* Fiero, which he calls a "practice model." His practice thus far has included hollowed out wheels, valve stems on the tires, a detailed engine, detailed front suspension, folded passenger's seat and an open gas cap! Just think of what he's going to do when he's done practicing! Roy Sutherland has *Tamiya* paint and *AeroMaster* decals on his *Mosquito* NF.13 conversion, and he's getting back to work on an Fw 190 "rammjager," getting it also almost ready for paint. Laramie Wright bought reference books and took multiple photos at the Littlefield collection before engaging the *Tamiya* M41 in combat. Laramie wants to build a pre-Vietnam tank deployed to Thailand with the 4th Cavalry in 1962. Laramie has also completed his once star-crossed Sherman Jumbo and his Panzer IIIL was a winner at the Kickoff Classic, but most notable was the Pz. III's base. Laramie's wife Keiko works for Makita and made the base at work with a router on a "get to know your products" day!

Mike Braun took on the minor inaccuracies of *Tamiya*'s 1:48 F4D-1 *Skyray* and added 7-shot rocket pods from the *Tamiya Skyraider* and a sheet of *Eduard* brass parts to finish up this delightful delta. Mike also brought in a colorful Fw 190; this camouflaged plane took less time to paint than the mask-intensive *Skyray*! Ben Pada almost had his F-84G ready for the Kickoff Classic, but it's done now. Ben also had two *Hasegawa* P-47Ds, including one in 1998 Nationals decal markings, and an F-86 *Sabre* that's gained its first layers of paint. Mike Meek has chopped *MPM*'s P-39 *Airacobra* down for racing; the model will be in a two tone scheme of primer gray and bare aluminum! Vince Hutson has his *Hasegawa* 1:32 *Spitfire* Mk. I on a long production schedule. He has the cockpit done, and is bracing for some heavy duty work on the exterior of the fighter. And Mark Hernandez had *Trumpeter*'s 1:32 A-10 kit on display, partially complete and massive as expected. He says the kit has good detail everywhere except for the cockpit. A 1:72 A-10 provided some comparison of just how big a 1:32 jet could be.

EDITOR'S BRIEF

All the subjects in this month's issue are British or French—and next month we'll have Bob Miller's article on scratch-building a British World War I 6-inch monitor (if we can get a few more pictures of this odd vessel). What's a xenophobe to do? Thanks go out to Robin Powell and Mark Schynert for their articles—they made the issue. And a reminder: without your input, the Styene Sheet will remain a piler of blank 11-by-17 pages. Please, please, please contribute any and all articles!

Coming up this Sunday is the first ever HornetCon, to be held aboard the U.S.S. *Hornet* at the former Naval Air Station Alameda. This event promises to be a good one, and it will also introduce many modelers to the beautifully preserved *Hornet*. Unlike her sister ship *Intrepid*, which has been turned into a ticky-tacky tourist museum, the *Hornet* remains largely as she was when retired in 1973. There are an increasing number of naval aircraft on display and in restoration, and the areas below decks is very well maintained. This event will give you a unique opportunity to combine a model contest with a trip to the museum, all at the same time. Admission to the contest for participants is $5, and for non-participants the usual $12 fee stands; our advice is that you bring a model and save $7! Talk about an incentive to drive up the model count!



Greg Plummer, in addition to building award-winning cars, is now giving Mark Hernandez a run for his money in the Luftwaffe '46 category! He sent in this shot of his Bv 138 hypothetical fighter.

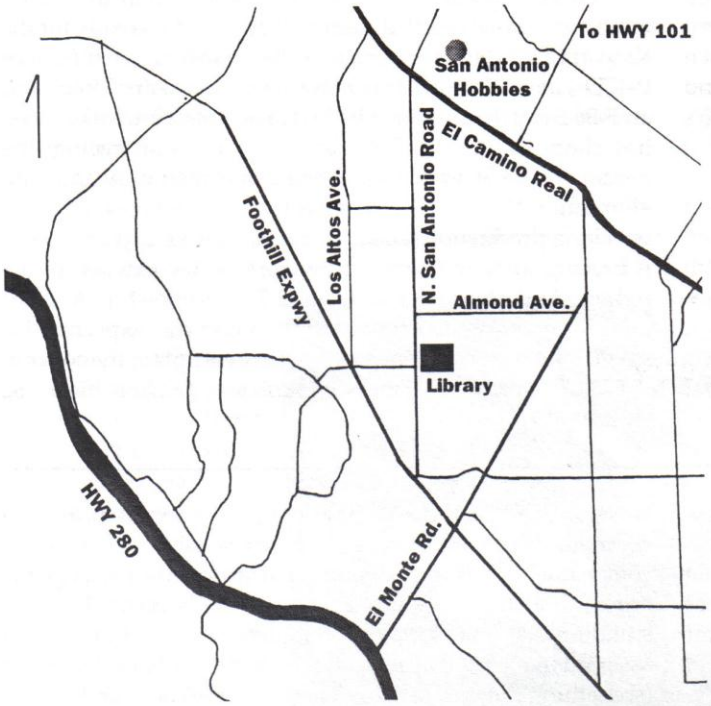
The meeting place for April's meeting is once again the Los Altos Public Library. Our former home at the Milpitas Public Library seems to become more distant with each passing month; the story of our departure from that site is a weird and frustrating one that makes one wonder about the staff at that branch. According to Rich Pedro, who has been the contact between SVSM and the Milpitas Public Library for more than six years, the library changed its policy on allowing use of the community room in December and now only reserves the room on a month by month basis. This is certainly not a situation that will work for a club like ours. The library staff asserted that we left a mess after our pizza party in December (something those of us who cleaned up the room know to be untrue). They say that the policy revision is the result of a county-wide re-examination of all library community room usage (something the Los Altos folks seem to be unaware of).

Clearly, SVSM is getting the runaround from the Milpitas library staff. Meanwhile, listings of our club on the IPMS USA website and in other online resources have not been updated, and how can they—we don't know where the meeting site will be from month to month.

Your editor is of the opinion that we have two choices: to launch an effort to regain the room in Milpitas by appealing to the library staff, the Milpitas Library Advisory Committee, and ultimately the mayor; or to officially make Los Altos our new home. This is an issue that can't be made on a whim: while the Los Altos Library has treated us well and has a very nice facility, we have six years of tradition at Milpitas. If the members have any feelings about this, please e-mail the editor at bucholtzc@aol.com or the president at chun325@aol.com and give us your opinion so that we can chart a course toward a final, permanent resolution of this issue.

—*The Editor*

Make a note of the Location!



Next meeting:

7:30 p.m., Friday, April 20

at the Los Altos Public Library 13 S. San Antonio Rd.

For more information, call the editor at (408) 723-3995

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