



## Second-generation Zero: Hasegawa's A6M3

By Laramie Wright

When the Mitsubishi Rei-sen (Type 0 Fighter) appeared in the skies over China it was an immediate and crushing success in aerial combat. A hundred miles an hour faster than

the opposing Chinese fighters and carrying the then massive armament of two 20mm cannon in addition to two 7.7mm machine guns, the highly maneuverable Zero was a seemingly unstoppable foe whose very appearance sent Chinese biplane fighters scrambling for safety. The highly

trained and motivated aviators of the Imperial Navy were supremely aggressive and believed themselves invincible. Events in the next two years would do little to dent that confidence.

Many Japanese sources have indicated the decision to embark on the Pacific War against the U.S., Britain, and the Netherlands was predicated on the confidence that the Zero was so superior and capable that the opposition could not mount any successful counterattack. The Zero embodied the ancient Samurai spirit and ethos for the Japanese and would form the razor sharp cutting edge of Japan's assault.

Designed by Jiro Horikoshi of Mitsubishi, the Zero was designed to be a lightweight, high-performance air superiority fighter that could dominate any foreseeable enemy to allow the Japanese Navy to gain complete air superiority. Horikoshi did a masterful job of creating a lean, lethal airframe around the best radial engine then available. Based on doctrine and input from Japanese combat veterans, it was

designed for fast, slashing attacks with amazing maneuverability. Armor plate and self-sealing fuel tanks were rejected at the insistence of the veterans. They placed their faith in maneuverability and piloting skill to achieve victory, believing

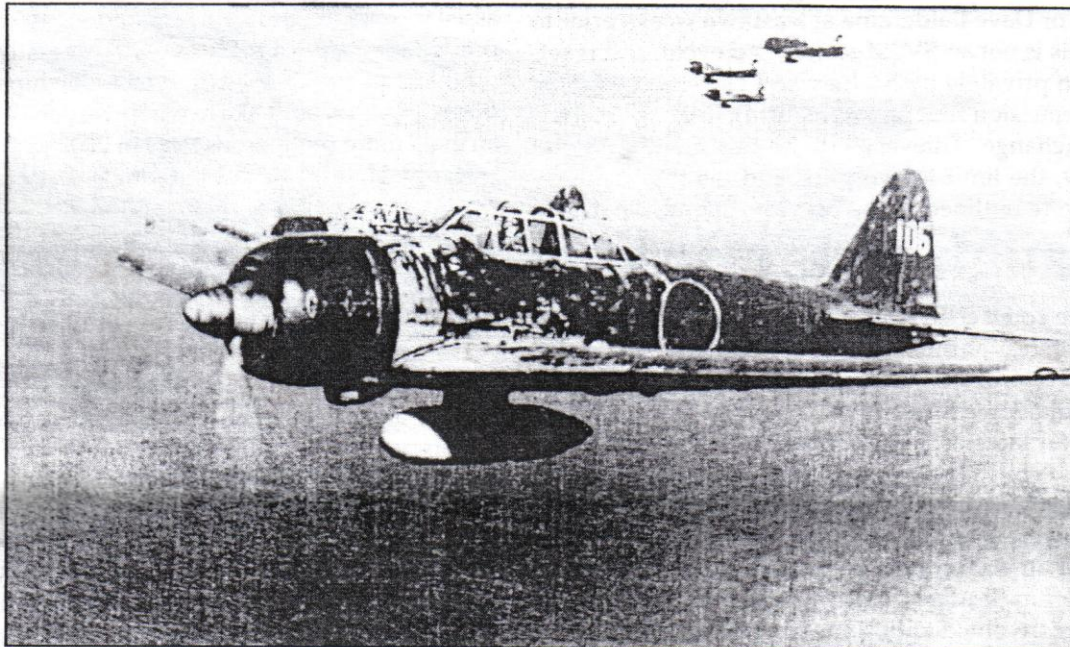
there was no need for such protection as armor and self-sealing tanks.

From Pearl Harbor to Malaysia, through the Philippines and Netherlands East Indies, the Zero swept all aerial opposition, allowing dive-bombers and torpedo planes nearly unrestricted freedom to operate. Allied

air forces, when they were able to get off the ground, tried to mix it up with the Japanese and fight classic World War I-style dogfights. The Japanese aircraft bested all opponents. Buffaloes, Wildcats, P-40s, P-36s, Hurricanes and even Spitfires could not survive dogfighting against the nimble Zero. To be sure, some allied pilots lived long enough to develop tactics that gave some chance of success, but the Zero remained king. Japanese aircraft nomenclature was cumbersome and unknown to most Allied personnel so a simple reporting system was devised, assigning male names to fighters and female names to bombers starting in July 1942. Under the system the Zero was assigned the name "Zeke."

Like all weapons systems, the Zero was continuously upgraded to meet and counter enemy aircraft. By July 1942 the A6M3 model 32 was in production. It was modified from the earlier A6M2 Model 21 that had rampaged across Asia and the Pacific. A larger engine was installed and the wing tips short-

Continued on page 10



Perhaps the most familiar of the very few photos of Japanese A6M3s in flight is this photo of the plane flown by NAP 1/C Hiroyoshi Nishizawa, an 87-kill ace. At the time, of the photo, June 1943, Nishizawa's 251st Kokutai was operating out of Rabaul.

# FROM THE PRESIDENT

Happy Holidays, and welcome to the December 2001 Styrene Sheet. Wow, the year is practically over. That was quick!

First, I need to mention that we will be meeting in Los Altos this month. I know that it was announced at the November meeting that the "thievery" would occur in Milpitas, but due to the time constraints, I made the executive decision to hold it in Los Altos. At least this way, members won't be rushed to get to Milpitas by 7 p.m. and out of the room by 9:45 p.m. I know how bad traffic is on Friday nights, and the holiday season is just making it worse.

I also need to mention, that if you plan on doing a seminar at Reid-Hillview that you must first get approval from Rodney Williams or Dave Balderama at least two weeks prior to your date. This is not an SVSM-sanctioned event, and is set-up and put on privately by Rodney and Dave, so you must have their permission first if plan on using Reid-Hillview.

The Gift Exchange/Thievery will be this month. As you already know, the limit is two gifts, and the minimum requirements were outlined in the previous month's newsletter.

## Yule laugh, yule cry: the SVSM gift exchange rules

We've made some changes this year to our annual party. First, in the interest of time, and so we don't have to watch certain members stuff their faces using behavior usually seen only in orangutans, we won't be having pizza. Please feel free to stuff your fat faces at home, Chim-Chim and Koko. You know who you are.

So as not to offend any members, this year, in the spirit of inclusion, we were going to call our holiday gift exchange a celebration of RamaHaunaKwanzMas. However, many great spiritual and ethnic leaders from around the world begged us not to get them involved with something as unsavory as our gift exchange, so we're instead going to dedicate this year's event to St. Mortimer, the patron saint of model club meetings that last way too damn long.

Here's how to participate in these proceedings: bring an already wrapped gift to the meeting. The gift should be valued at \$12 or more; the more expensive the gifts, the sooner the ugly nature of your fellow club members will come to the surface.

Please make these gifts items you would like to receive yourself. *Lindberg*, early *Aoshima*, *Lifelike* and *Starfix* kits should be left at home, or better yet, dropped off at the landfill on the way to the meeting.

Each participant will have his name written on a slip of paper, which will go into a hat, can or other drawing-worthy container. This year, we'll also put your name on the gift. That way, if the present is inappropriate, like a *Monogram* F-86D box with a bag of Cheetos in it, the giver will be identified, mocked, beaten with a whiffle bat, given his gift back and then excused from the rest of the exchange.

Otherwise, things are unchanged from last year. The first name is drawn, and that person picks a gift from the pile and opens it for all to see. The second person whose name is drawn has the option of opening his own present or stealing the first gift. If the first gift is stolen, first person whose name was drawn must open a new gift. The third person drawn can steal

ter. Make sure your gift is numbered when you walk in prior to placing it on the table. Chris will have an example on how this works for those "first timers" in the club.

I will have a few tables set aside at the back of the room for any members who would like to display models, finished or not. Hopefully, there won't be any greasy hands handling the models since there won't be any pizza.

We will still be collecting kits for the Veteran's Drive this month also.

The Kick Off Classic for 2002 is just around the corner. The club will need much more assistance this year as we are moving to a new and larger location. We are going to need assistance with setting up, registration, the raffle, and trophy presentation. Any assistance will be greatly appreciated.

I'd just like to THANK the membership for their support this year, and would like to wish everyone a safe holiday, and an even more prosperous year in 2002!

Happy Holidays and Modeling!

—Brad Chun

either of the two now-open gifts or open his own present.

The ground rules are thus:

1. Models may be stolen three times. After that, the model is dead and goes home with the last person to steal it. The secretary/editor shall keep track of when things are stolen.

2. Please bring no more than two models per person.

To illustrate how this works, let us create a scenario. Name 1 chosen is Mike Meek, who opens a *High Planes* "Nemesis" kit. "I can't wait to put this on a stick," says Mike. Next comes Steve Travis, who gets confused by the idea of a racer and steals "Nemesis." Mike swears loudly, then opens up a *Monogram* SB2C *Helldiver*. Next is Frank Babbitt, who opens a *Tamiya* 1:72 Fw 190D-9, which bums him out since it's not a jet from an impoverished third-world country. Hubert Chan is next and he opens a *Tamiya* Marder III. Next is Postoria Aguirre, who opens a *Tamiya* McLaren Formula 1 car. Dennis Ybe is next and he steals Hubert's Marder. Hubert steals Mike's *Helldiver*, and Mike steals back "Nemesis" from Steve. Steve steals the McLaren from P.A., who then steals the Marder from Dennis, who then steals the Fw 190D-9 from Frank, who then steals the McLaren from Steve, who then opens an *AMT* PT Cruiser. Next comes Randy Ray, who steals the Marder—the third steal, so he keeps it. Then, P.A. steals the McLaren (third steal—it's his!), Frank steals the *Helldiver* from Hubert, and Hubert steals the Fw 190D-9 from Dennis. Meanwhile, Jim Priete sits in the corner, waiting to steal the "Nemesis" kit from Mike or any kit opened by a small child—essentially, anyone who is likely to start crying the minute their kit happens to be stolen.

This continues until all models are opened or until Bert McDowell's ship is stolen, whichever comes last.

The secretary-editor will keep score, as always, and will determine when models are dead.

Come on out for fun, friendship, and an opportunity to watch Brad Chun sigh in disgust as his models are stolen out from under him!

# MPM's O-49/L-1 *Vigilant* lands a little short

By Chris Bucholtz

The beginning of World War II found the U.S. Army Air Corps with a number of transitional types still in front-line service, like the O-47 and the A-13. These were aircraft whose roles had been made obsolete by the new nature of warfare and by technological advances by America's enemies.

On the cusp of that category was the O-49 *Vigilant*, built in 1940 to augment the USAAC's two-seat observation fleet. The

O-49 was a braced high-winged monoplane that seated two. Powered by a 285-hp Lycoming R-680-9 engine, the O-49 had excellent low-speed characteristics thanks to large-span flaps and leading-edge slats that spanned nearly the length of the wings.

142 O-49s were followed by 182 O-49As. In 1942, their designations changed to L-1 and L-1A, and some were supplied to the British under lend-lease.

Unlike the O-47, the low-speed characteristics of the L-1 kept it from being relegated to training duties. It was used throughout the Pacific and Europe for artillery spotting duties, liaison and medical evacuation. Still, its success was tempered by the arrival of the lighter, faster and more versatile L-5 *Sentinel*.

MPM's kit of the L-1 is something of a head-scratcher. Comprised of 36 gray and two clear plastic pieces and 12 photoetched parts, the kit reverses a trend for MPM toward greater detail and the use of resin. Instead, what you get is an airplane with a huge glass area and perhaps the most Spartan cockpit MPM has ever offered.

The cockpit is made up of a floorboard, a rear bulkhead, two seats, a control column and a blobby-looking instrument panel. There is no sidewall detail (unless you count the ejector pin marks inside the fuselage), no seat belts are provided, no detail is present on the floor. In the not-so-distant past, MPM would have provided at least a few interior parts in photoetched metal, but there are none in this kit.

The cockpit is sandwiched inside the fuselage, which has the right shape and boasts an effective fabric pattern, although the protruding fuel filler is missing. The horizontal tail butt-joins the fuselage. At this early point in construction, the two-piece canopy must be added; this has a seam in its center along a panel line that must be filled. The canopies are very clear, which should show off the rudimentary cockpit in

fine fashion.

The wings attach to the canopy at another set of butt joints. Use 5-minute epoxy or superglue here, and be careful! One false move and you'll have a nasty glue smear on your clear parts. The wing has its leading-edge slats in the retracted position, perhaps the kit's biggest problem. The box top shows a real L-1 and the slats are as plain as the nose on your face; this is a detail that MPM really ought to have tried to

portray.

The engine and cowl ring are acceptable in detail, as are the landing gear struts. The wheels themselves are provided as halves with flat mating surfaces.



The versatile L-1 could function well on wheels, skis or floats, although only wheels are provided in the kit. Here is an L-1 based in Iceland in the search and rescue role.

The braces have an airfoil cross section and attach to subtle mounting points on the lower wings. The cowling air scoop and the propeller are reasonably well detailed but may take some effort to remove intact from the trees.

Photoetched parts provide the flap hinges and mass balances. Why MPM couldn't have thrown in a few extras for the cockpit on this sheet eludes my understanding. They do score some points by providing a head-on drawing that illustrates the dihedral of the wing and the position of the aerial antennas.

The decals offer four planes. First is an L-1 used in Alaska in 1942 in a sand/olive drab over azure blue scheme, which seems dubious, since the aircraft on the boxtop wears the same markings except for a light gray undersides. Besides, how often are the skies azure blue in Alaska? Option two is for a medical evacuation aircraft in overall aluminum dope seen near Remagen in May 1945. The third aircraft is an OD-over-neutral gray machine based in Burma. The final option is an O-49 in a similar scheme but with white wing tips and white circles for cocades from the Louisiana Maneuvers on 1941. The decals are printed sharply and in register and are complete down to the propeller maker's logos.

This kit represents a step back for MPM after years of progress. Perhaps they are holding back in advance of an "Upgraded" version, as they have done with many of their older kits. I hope not, because if that means more models as lacking in details as this, modelers may start waiting until the upgrades arrive to buy new kits, and the upgraded versions might never come. This is a decent model of a fairly obscure type, but it will require more work to complete satisfactorily than it ought to have.

# Hitting the beach with *Heller's* 1:400 LCT(6)

By Bob Miller

Go back in time to the 2000 Kickoff Classic. Bert McDowell, our Haze Gray Admiral, was so dismayed by only two ship models in the entire contest that he was cornering everyone interested in ships and extracting a promise that they would have a model for the 2001 show. Okay, I would finish Monitor M29. But I couldn't have just one model going, could I? What else would be interesting? *Hey, how about a landing ship?*

"A landing ship? interesting?" you're thinking. Why? Well, some models must stand out in everyone's memory. Mine is at the Washington Navy Yard Museum in D.C, tucked into an alcove at the side. It's a big (about 1:10 or 1:12) full-hull model of an LSM. It's not detailed in an IPMS sense, but it's done in transparent acrylic, with all the interior spaces and detail visible in three dimensions as you walk around it. Here's a warship you can understand. U.S.S. *Hornet* is incomprehensible: if I'm not on the flight or hanger deck, I'm probably lost. I can only wonder what it was like when sailors scrambled to battle stations. The LSM was so basic that it isn't hard to picture moments like that. They did happen: At Okinawa, when everything

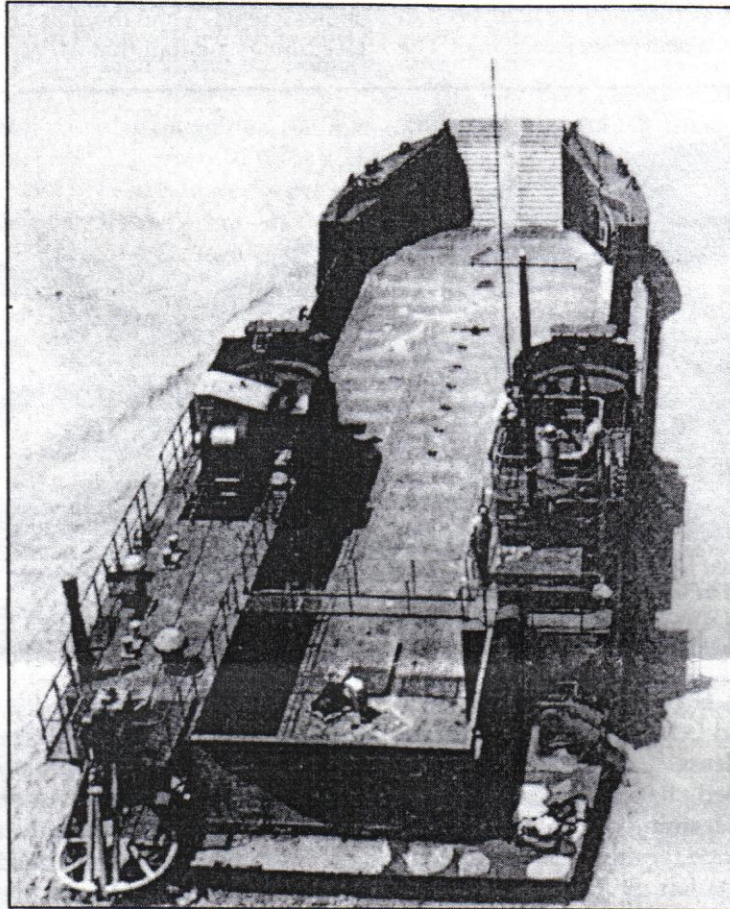
available was being pressed into service for the outlying picket stations, at least one LSM(R) with full load of rockets was assigned to accompany a destroyer. Doubtless, the LSM(R) was there just to add a little gunfire and assist if the destroyer were hit, but it became itself the target of a kamikaze. The whole load of rockets went up in the resulting cataclysm. It seems unlikely that there was anything left for the DD to assist.

My first choice was an LSM, but the only kit I know of is by *Skywave* in 1:700, and I saw some immediate problems about accuracy. Okay, what else? I was not about to tackle another scratchbuilt model this time! How about *Heller's* 1:400 LCT(6)?

The LCT(6), packaged with an LCT(4), shared with the LSM that intriguingly asymmetric little bridge, perched off to starboard and well abaft midships. It's not hard to picture Halsey or Yamamoto or Gallery commanding their fleets from a bridge soaring above the guns or the flight deck, but how about a Lt(JG) captaining his ship from an eight-foot square box he shared with the radios? Is this the same war?

I've heard of the use of the Internet for modeling, but never

found it of any value before. This time I was venturing into an area I knew nothing about and on which there is little published. I was fortunate to find, early on, [www.ww2lct.org](http://www.ww2lct.org), an absolute treasure of a web site, a time-warp jump into times and places I had barely heard of. Here is a collection of stories by anyone who cared to post as well as photos, a detailed plan



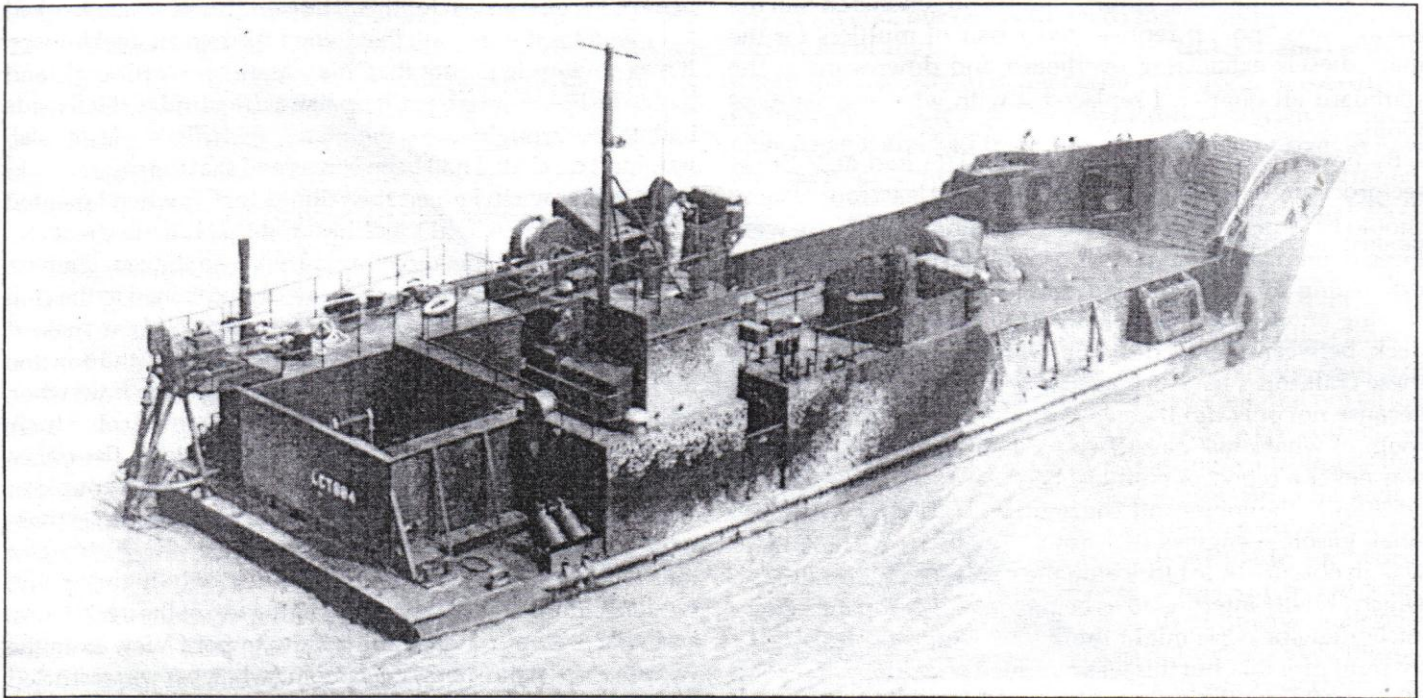
By moving the pilothouse to the side, the LCT(6) provided stern loading capabilities and could still carry the same amount of cargo as the LCT(5).

of the deck house interiors, and histories of individual LCTs. After an hour or two, the LCTs and their sailors began to seem real. Posting a inquiries brought responses from a few veterans, particularly Bob Blegen and Harry Allston of LCT-1019, who answered several e-mails full of questions. Many thanks for the help.

The *Heller* kit includes about 28 parts for the LCT(6) in all-purpose gray styrene. The molding work is good and the dimensions fit the published values well. That is nearly the last good thing I'll say about the kit. Every part except two little ventilators and the lower hull needed to be modified or replaced. Doubtless, I would have had to do something about that hull if it hadn't been half submerged.

The main deck and deckhouses are molded in one piece, with the deckhouses represented as one structure on each side.

There are actually two structures per side. The starboard pair consists of the officers' quarters/offices forward and the head, showers, and 20mm magazine aft (that's one space: 20mm clipping was apparently done right adjacent to the head. That's the first clue that LCTs were not like the battleship navy.) Port side were crew's quarters forward and the galley aft. The two pairs of deckhouses were separate because LCT(6)s were built in three sections for carriage as deck cargo, with one pair being built onto each of the two aft sections. I sawed out a gap in each side and put in new walls, deck, and doors between, then added catwalks between the decks atop the fore and aft houses. *Heller's* officer's quarters had something looking like a fireplace chimney running up the side that never showed up in photos or drawings: that had to go. 20mm gun tubs were molded as 12-scale-inch thick barbettes. I replaced them with aluminum tubing drilled out to the thinnest walls I thought I could part off, then thinned further with a taper reamer so the upper edge was sharp. Wrapped around the stern was another apparent armor belt that represented a lightweight bulkhead intended only to keep seas



If you're tired of painting gray ships, consider a landing craft; this LCT(6) wears an assortment of Navy greens and browns in a dappled camouflage pattern.

from washing over the stern and onto the main deck. I cut that off and replaced it with a better proportioned wall of thin aluminum. I later found I had made a error here: there should have been a walkway about 3 feet wide around the stern, and I had made it only about half required width. I left it.

The LCT(6) was a surprisingly refined and versatile design. I had gone into this with the image in mind of LCVPs on Omaha Beach, smashed and abandoned, imagining all landing craft as "no deposit-no return" expendables. This was far from true. For instance, this light bulkhead across the stern of the T(6) was intended to be removed in case a bridge was needed to convey tanks or trucks to the beach from LSTs (which needed a steeper beach gradient to land). The "Tees" would unload and then remove the bulkhead to transform themselves into bridges to the beach, onto which the LSTs would drop their ramps. But one sailor on the website described what happened when they tried it: The Sherman that rolled onto their stern was so heavy that the stern went deep and they briefly feared that the Sherman would slide backwards clear off the deck and out of sight. No one else seems to have tried this.

Nor was it true that these little 300-ton craft were only for landings. Among the Pacific islands they filled the function of pickup trucks, to the "18-wheeler" role of bigger ships like the *Jeremiah O'Brien*. They motored between islands stacked high with rations or truck tires or cases of beer (apparently the most prized of loads). This worked out well at times. The Tee crews were evidently at the bottom of the food chain, literally, in a navy that had a reputation for eating well. One sailor wrote that they acquired several cases of rations from an Army cargo, and considered this to be good eating while it lasted. (First time I've ever seen Army rations described as good eating!)

But the beer cargoes were the prizes. The Army, after a time, became suspicious and loaded their beer in neat rectangular blocks, so that if a case were missing it would be obvious. The

Tee guys were forced then to steal an entire row so it would still be a neat rectangle when they were done. (The little craft had intricate structures under the main deck: crews became proficient at hiding the loot in obscure compartments and then flooding surrounding spaces that could be inspected, so that a suspicious Army officer who insisted on lifting a deck plate would be confronted by nothing but sea water ballast.)

The *Heller* kit had some strange and inexplicable parts, like #14 and #19. I pondered them for a time and then tossed them. The 20mm guns were overlong but the shields and mounts looked good, so I cut the guns down. The ramp needed an additional 20 mils or so added to each side to fill the space, but even with this fixed, it posed a problem: *Heller* had evidently added an ejector pin in the midst of the ribbed tread on the ramp. Lacking confidence in my ability to replace the tread if I sanded it off, I tried scraping and filing. The pin outline didn't look good when I began and didn't look much better when I finished. I glued the ramp in anyway. I cut off the mooring bits and replaced them with wire of a better looking size. Part 16, I concluded, was supposed to represent the galley cookstove chimney. Way too big, and the cookstove certainly wasn't where they put the hole. I made a replacement of wire and tubing and moved it to the proper location. The mast was brass wire tapered by sanding in a Dremel, with a soldered-on cross-arm at the top. This was used only for signaling flags in the Tee's. They evidently carried only relatively short-ranged high-frequency radios with a whip antenna at the inboard forward quarter of the pilot house, so the usual array of mast-head antennas was absent. There also was no stern flagstaff, so if they flew a U.S. flag in port or at anchor (which they did not always do, surprisingly) it would be at masthead. The antenna appeared to be a thin whip mounted atop a rigid pole, which I represented with a fine tungsten wire in a piece of fine hypodermic tubing, set into the pilot house.

Part 7 was another piece that caused me to ponder whether

Heller knew something I didn't, but I soon concluded that the answer was "no." It represented a pair of mufflers for the main diesels exhausting overboard and downward at the starboard aft quarter. I replaced it with wire and stainless tubing.

By now I was into engines. The LCT(6) had at least six reciprocating engines, gas and diesel, and at least four of them should have been accounted for in the modeling. There were three main propulsion diesels of 225 horsepower each, two exhausting to starboard and one to port, plus one engine driving an electrical generator, all housed under the main deck, between the aft deckhouses. The "Motor-MACs" on these craft must have been an extraordinary bunch of guys because not only did they work in the very restricted headroom of what must have been hellishly noisy spaces, there was never a report of craft lost because of engine failure. In addition to the engines aft, the ramp was raised by one or two small gasoline engines (it wasn't clear which). Then, there was an obscure little block atop the port forward deckhouse, which I finally interpreted as being the radiator of the kedg-anchor engine. One might think they would use electric or hydraulic for this, but this was mounted on a different section of the craft from the main engines, which would have necessitated joining up some heavy power when they assembled it: this was a 140 horsepower engine, and that is a lot of auxiliary power to pull from a 225 hp main engine. 140 hp sounds excessive, until you consider how they used it: Approaching a beach, they would drop the anchor some way out then use it to "kedg" or pull themselves back off the beach. If the tide had receded somewhat or if they had hit the beach fast, it would have taken a serious pull to drag them off.

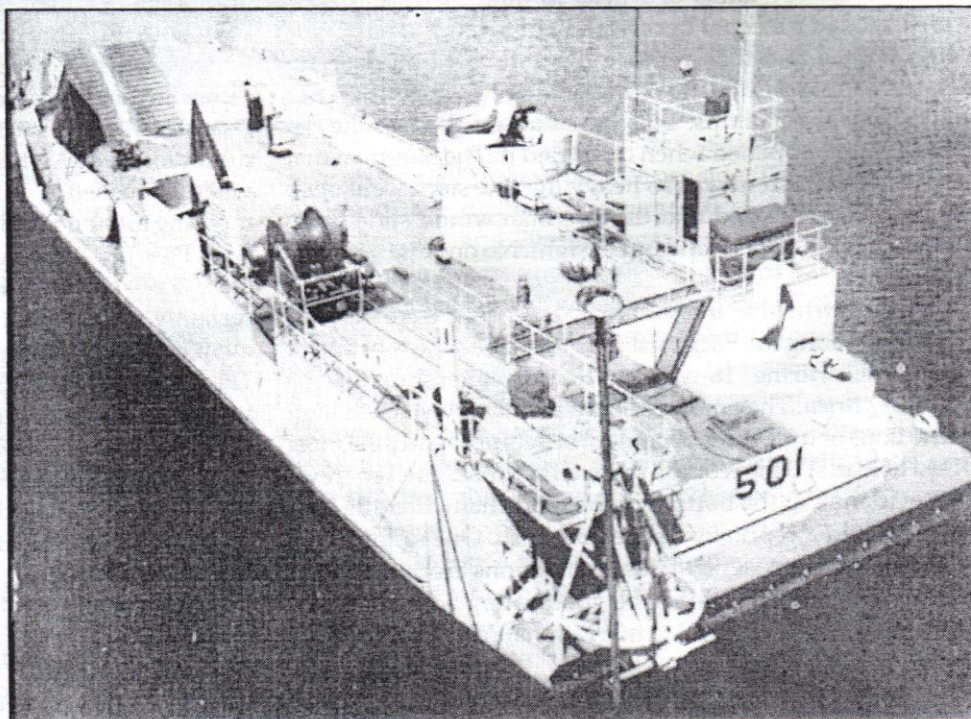
I added a cover for the engine itself, built a new anchor winch, and connected them with a piece that could have covered a chain or gear drive. The cable was a piece of thread running all the way to the stern, with a length of chain connecting to the anchor, taken from a *Gold Medal* sheet. The anchor guard and stern catwalk supports were too complex to represent precisely except in photoetch, which I wasn't prepared to do, so I replaced them with an assemblage of fine wire and a transparent half circle of sheet with the tubes painted on to represent the guard itself. I ended up with about two-thirds of the pieces represented in some way. I felt this came out well.

Some Tees carried a floater raft. I never had a picture of both sides of any one craft, and Harry Allston says 1019 had no raft but did carry a dingy. Given this uncertainty, I settled on mounting one floater. To avoid a tedious plastic-carving job, I made it by bending thin rectangular brass strip (Train Shop carries it for the model railroaders) into two turns of a rectangle, filling in with solder, and finish sanding. For the woven bottom, Orchard Supply carries brass screen down to 100 mesh: I

believe I used 80 mesh for this. The same brass screen worked very well for the catwalk that joined the two aft deckhouses. It was obvious in photos that this was an open grillwork, and had to be light enough to tilt up like a drawbridge if tall loads had to be brought over the stern, so Heller's plastic slab wouldn't do at all. I had been concerned that the mesh would fill in, either when I glued the railings to it or when I painted it, but just using a light touch assured that it looks great.

I wanted to try this model underway, so it needed a base representing water. Bert has repeatedly explained to the club and to me how he does it, but I'll be damned if I can make it work to my real satisfaction. I also ended up with the bow too high. The specs say they drew six inches at the bow when light, but my ramp hinge is well above water line. It obviously represents a Tee on speed trials, surging along flat-out at almost eight knots. A Tee underway also needs a couple of seamen on watch: for a T(6) this meant at the highest somewhat-sheltered forward position available, the 20mm gun tubs. Not exactly a crow's nest, but the only higher point, without shinnying up the mast, was the top of the deckhouse, and it lacked both shelter and a view to port. View from the wheelhouse/radio room/chartroom/whatever was restricted to narrow vision slits offering some protection against gunfire from a beach, but very little view of the surroundings. A *Tom's Modelworks* sheet of 1:350 brass yielded two sailors (very tall on a 1:400 craft), which I added only after the contest season was over. (Railings were also 1:350 brass from *Tom*.)

Here was another curiosity: the crew of a T(6) consisted of 12 men, plus or minus one, so gunners for that pair of little 20mm's represented 1/3 of the crew complement. It didn't seem worth it, but maybe it was: with a draft varying from six inches to three feet, they obviously didn't worry about torpedoes, and it was equally obvious that they couldn't afford enough gun power to win a shootout with heavy warships like, for instance, subchasers, so air attack was probably their



The stern anchor and the catwalk across the cargo hold are clearly visible in this shot.

only concern. This proved true in Europe. A side aspect of a 12-man crew was that it was apparently a good size for having some fun upon occasion. One photo on the web site shows a basketball backboard and hoop at the front of the port deckhouse, installed on the diagonal to take best advantage of the deck space. The small crew size seems to have

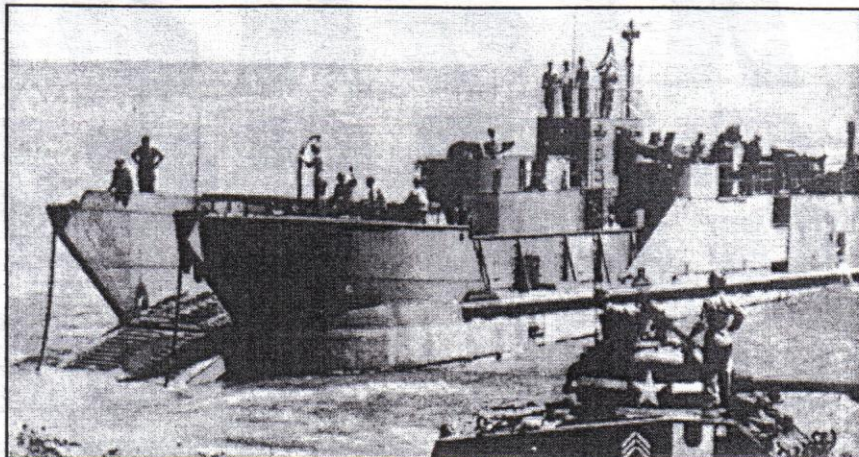
made for less rigid separation between officers and men than ashore or in the big ships. The officers (perhaps a Lt(JG) and a PO 2nd cl) were both too few and too close in age and experience to the crew to invite anyone to be referred to as "the Old Man". Tees normally operated in flotillas of 12 or more, so the flotilla commander seems to have been the one to apply the heavy hand of the martinet

when called for. One sailor's story told of solving the Tees total lack of portholes (which must have made them uncomfortable to the extreme in tropical waters) by somehow acquiring some bronze mountings from the supply system and cutting their own portholes. Several craft followed suit before the flotilla commander angrily memo'd all of them that such unauthorized mods were not to be tolerated and they were to weld up the holes and return the mountings. Shortly after, the command boat was noticed to have acquired nice, bronze-mounted portholes. The same sort of thing happened when a crew decided that shadow-shading the plain numbers on the sides would look good. The first directive from the flotilla commander instructed them to put the numbers back the way they were, and the second ordered all boats in the flotilla to shadow-shade their numbers.

This small crew size apparently engendered a real pride in the crews of the individual Tees. When starting to paint, I asked Harry Allston about colors and about what places rusted first and worst, hence needed the most severe weathering. He gave two seemingly conflicting answers: they were a gray of some persuasion, and, as a result of the Tees being so far down the "food chain," they would touch up with any gray that they could get hold of, so could conceivably be touched up with an Army or Air Corps paint instead of a Navy standard. On the other hand, the crews took great pride in making their boat the best-looking in the flotilla, so they never showed rust or weathering if they could help it. I briefly envisioned a craft done very neatly in a checkerboard of slightly different grays, but settled on a factory-fresh paint job of light Navy gray with hull red below the waterline. There is a small flag locker abaft the pilot house, which shows up as noticeably darker than the rest of the craft in all the photos. It was plywood, presumably mahogany, and I picked a brown to match one of our old mahogany chairs. I did not make any significant adjustment to colors for scale effect.

I haven't mentioned which Tee I modeled. Obviously I needed to choose one. There were enough good stories to pick

any of several, but (as mentioned) there was not a complete picture set of any but the prototype, LCT(6)-501, and I wanted a craft that had served in the Pacific. The decision was driven by the style of numbers. They were different from the usual USN design, and had to appear in two different sizes at bow and stern, in identical styles. After considerable frustration,



**A 32-ton Sherman tank heads away from its LCT. Judging from the attitude of the LCT crew, this is a training exercise.**

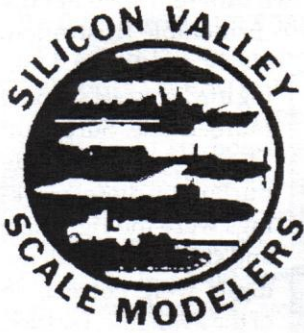
Harry suggested looking in *Microscale's* model railroad line. Sure 'nuf! The HO-scale Burlington diesel markings were the right size and style. But not all the digits were correct, so of the available, I settled on the 962. Oh, well. I suppose decisions have been made for worse reasons. (By the way, like so many of *Heller's* kit components, the decals were utterly bogus, unless possibly they

represented French boats operating in Vietnam. It makes me wonder how accurate other *Heller* ship models are.)

When finished, I was overall quite pleased with my little Tee. The IPMS-Nationals rules produce the weird result of placing my 1:400 model in the 1:700 category, where I am 75 percent off-scale compared with the rest of the entries. But at the HornetCon competition, I finally got to compete head-to-head (bow-to-bow?) with a much more comparable *Tamiya Yamato*. I lost, as I had expected, but with just a 12 percent scale discrepancy, I enjoyed comparing the biggest with one of the smallest and trying to imagine. It should be a reminder that WWII wasn't won just by *Enterprise*, *Missouri*, or even the destroyer escort *England*. The Tees were essential, too. During the great majority of the time when they weren't storming the beaches, they were acting as lighters for islands that had poor harbors, or hauling loads between islands. They went to sea, also. Though termed "craft," because at 285 tons empty they were expected to be transported on larger ships rather than sail independently, at least one flotilla of 36 boats motored all the way from Pearl Harbor to the Philippines, taking 35 days for the trip. A flotilla was at sea during "Halsey's Hurricane," though doubtless not in the worst of a storm that folded back carrier decks and capsized destroyers. But the stories are there of trying to keep the slow, underpowered craft under enough control to avoid colliding in the darkness of the storm, and hoping that when it eased, they wouldn't be spread over so much ocean that they would never find each other again with the limited view from their pilot-house roofs.

Far from being throwaways, LCT(6)s served long after other WWII landing craft were scrapped. They went to Korea, and were reclassified as LCUs, and when they were reclassified again as YFUs for Vietnam, there were still over 60 of the original near-1000 left. As of 1999, Greece still had three afloat, though in reserve. Not bad for these little craft that were often delivered four weeks after... Well, it can't be after "keel-laying," since I don't think they had keels. Nonetheless, not a bad record at all.

SILICON VALLEY SCALE MODELERS PRESENT THEIR NINTH ANNUAL



# KICKOFF CLASSIC

## MODEL CONTEST

SUNDAY, FEBRUARY 17

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46 CATEGORIES, PLUS SPECIAL AWARDS INCLUDING

BEST WEEKEND WARRIOR SUBJECT (NATIONAL GUARD, RESERVIST) • BEST SMALL AIR FORCES SUBJECT

ARLIE CHARTER MEMORIAL AWARD—BEST USAAC SUBJECT, PACIFIC THEATER

AYRTON SENNA MEMORIAL AWARD—BEST COMPETITION AUTOMOBILE • BEST CALIFORNIA SUBJECT

MIKE WILLIAMS MEMORIAL AWARD—BEST SCI-FI, FANTASY OR REAL SPACE SUBJECT

TED KAUFFMAN MEMORIAL AWARD—JUDGES' BEST OF SHOW (SENIOR) • BEST FLESH & BONES SUBJECT

BILL MAGNIE MEMORIAL AWARD—JUDGES' BEST OF SHOW (JUNIOR/YOUTH) • BEST 60TH ANNIVERSARY MIDWAY SUBJECT

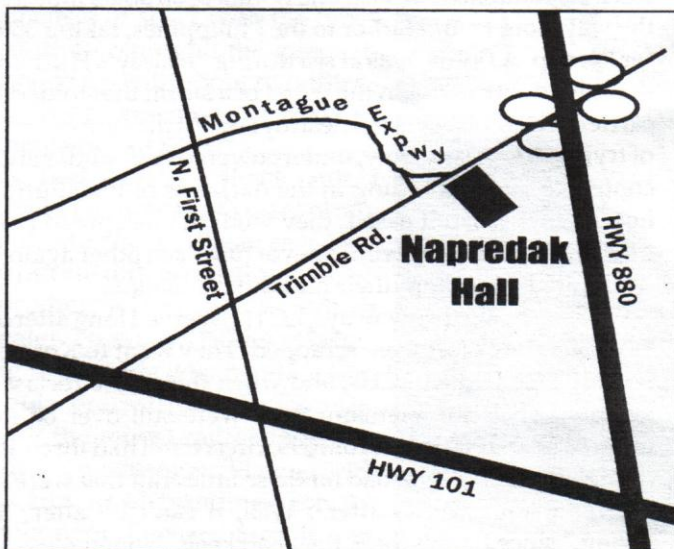
BEST BRITISH SUBJECT • BEST AIRCRAFT IN FOREIGN SERVICE • BEST VACUFORM • BEST AFV (INCLUDING SOFTSKINS)

BEST U.S. ARMOR SUBJECT, ETO, 1942-45 • BEST WW2 NORTH AFRICA THEATRE ARMOR SUBJECT • BEST AIR RACER

BEST NEED FOR SPEED THEME SUBJECT • BEST NON-TURRETED ARMOR SUBJECT (ANY ERA)

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DAY OF EVENT (IF AVAILABLE)



## SENIOR (18+ YEARS)

- S1. Single Engine Jet or Rocket Aircraft, 1:72
- S2. Multi-Engine Jet Aircraft, 1:72
- S3. Single-Engine Prop or Turbo-Prop Aircraft, 1:72
- S4. Multi-Engine Prop or Turbo-Prop Aircraft, 1:72
- S5. Single-Engine Jet or Rocket Aircraft, 1:48
- S6. Multi-Engine Jet Aircraft, 1:48
- S7. Single-Engine Prop or Turbo-Prop Aircraft, Allied, 1:48
- S8. Single-Engine Prop or Turbo-Prop Aircraft, Axis and Neutrals, 1:48
- S9. Multi-Engine Prop or Turbo-Prop Aircraft, 1:48
- S10. Jet and Rocket Aircraft, 1:32 and larger
- S11. Prop Aircraft, 1:32 and larger
- S12. Biplanes/Fabric & Rigging, all scales
- S13. Rotary Wing Aircraft, all scales
- S14. Civil, Sport and Racing Aircraft, all scales
- S15. Jet, Prop and Rocket Aircraft, 1:144 and smaller
- S16. Military Vehicles, Softskin, 1:35 and larger
- S17. Armored Fighting Vehicles, Closed-Top, to 1945, 1:35 and larger
- S18. Armored Fighting Vehicles, Closed-Top, post 1945, 1:35 and larger
- S19. Armored Fighting Vehicles, Open-Top, 1:35 and larger
- S20. Towed Artillery and Ancillary Vehicles, 1:35 and larger
- S21. Military Vehicles, all types, 1:48 and smaller
- S22. Ships, 1:400 and larger
- S23. Ships, 1:401 and smaller
- S24. Automobiles, Stock, all scales
- S25. Automobiles, Custom (Other than Low-Rider style) all scales
- S26. Automobiles, Competition, Open-Wheel, all scales
- S27. Automobiles, Competition, Closed-Wheel, all scales
- S28. Automobiles, Specifically Styled as Low Rider, all scales
- S29. Space Vehicles, Fictional (Science Fiction or Fantasy), all scales and types
- S30. Space Vehicles, Real, and Missiles, all scales and types
- S31. Figures, Historical, all scales
- S32. Figures, Fantasy and Fiction, all scales
- S33. Out of the Box, all types and scales
- S34. Dioramas, all types and scales
- S35. Hypothetical Vehicles, all types and scales
- S36. Miscellaneous
- S37. Collections, all types and scales

## JUNIOR (13-17 YEARS)

- J1. Aircraft
- J2. Military Vehicles
- J3. Automobiles
- J4. Dinosaurs and Figures
- J5. Miscellaneous

## YOUTH (12 AND UNDER)

- SJ1. Aircraft
- SJ2. Military Vehicles and Ships
- SJ3. Automobiles
- SJ4. Miscellaneous

## SPECIAL AWARDS

- SA1. Ted Kauffman Memorial Award—Judges' Best of Show (Senior)
- SA2. Bill Magnie Memorial Award—Judges' Best of Show (Junior Youth)
- SA3. Arlie Charter Memorial Award—Best U.S. Army Air Corps Subject, Pacific Theater
- SA4. Ayrton Senna Memorial Award—Best Competition Automobile
- SA5. Mike Williams Memorial Award—Best Science Fiction, Fantasy or Real Space Subject
- SA6. Best Flesh & Bone Subject
- SA7. Best British Subject
- SA8. Best Aircraft in Foreign Service
- SA9. Best California Subject
- SA10. Best AFV (including softskins)
- SA11. Best WWII North Africa Theatre Armor Subject
- SA12. Best U.S. Armor Subject, ETO, 1942-45
- SA13. Best Air Racer
- SA14. Best Vacuum
- SA15. Best Non-Turreted Armor Subject (any era)
- SA16. Best Midway Subject Celebrating 60th Anniversary
- SA17. Best Weekend Warrior Subject (National Guard and Reservists)
- SA18. Best Small Air Forces Subject
- SA19. Best NEED FOR SPEED Theme Subject
- SA20. Tim Curtis Award—Given to honor service to the Silicon Valley Scale Modelers IPMS chapter

### SCHEDULE OF EVENTS

- 9 a.m.-noon—Registration; Contest Opens
- 11:45—Judges' Meeting
- 12:00-3 p.m.—Judging
- 4:15 p.m.—Awards Presentation

### FEES

- Seniors: \$5 Registration, \$1 per model entered
- Juniors: \$1 Registration, .50 per model entered
- Spectators: Free

### GENERAL RULES:

1. IPMS/USA rules and criteria will be used for this contest. However, no model may be handled by the judges. Model placement will be handled by the builder. SVSM invites members of other chapters to participate by joining our judging teams.
2. The contest director will make the final ruling on all disputes during the contest and may split or combine categories based on the number and nature of the entries.
3. No model that has won an award at an IPMS National contest is eligible, nor are any models that were first entered in any Re-

- gion IX competition prior to Feb. 27, 2001. SVSM appreciates the honor system, and hopes participants will as well.
4. SVSM asks that all contestants keep away from judging teams during the course of judging to ensure impartiality. Interference with judging teams by the contestants will be handled per IPMS/USA rules, and could render the offenders' models ineligible for award consideration.
5. All work done on model entries must be done by the entrant.
6. All contestants must have fun—otherwise, they aren't doing this right!

# Building a Hasegawa Zero Type 32 in 1:48

continued from page 1

ened and changed to a squared-off profile. The result was a slightly heavier plane that, while it was faster than its predecessor, lost performance in all other areas. It was still a deadly opponent, however.

When first encountered by the U.S. in the Solomons in October 1942, the New Zero was initially thought to be a new

early Zeroes, while the recessed tab was for later marks. Learning from recent experience with my Yak-9T, I reinforced the seams from the inside with superglue. No popped seams, please!

The square-tip wings and larger cowling for the bigger Sakae 21 engine are provided to turn the generic Zero kit into a "Hamp." The instructions call for opening holes under each wing and attaching bulges for the 20mm ammo magazines. This goes quickly and easily. There is an insert at the front center of the lower wing that can be a little awkward to fit if you aren't very careful and precise in the operation. Ask me how I found out! This is the result of another interchangeable part for the different oil cooler scoops between different marks and is not a real difficulty if properly done. I got mine off-level a bit and had to rework it. That caused a small misalignment of the leading edge wing root, necessitating some filling and sanding, followed by rescribing lost panel lines. Just be careful and you will avoid this pitfall. The rest of wing construction was uneventful. Once dry, the seams were cleaned up and panel lines restored.

The cockpit was a real pleasure to build. As provided in the kit, it is pretty complete

and attractive with a good deal of detail, and it fits well.

I added various little switches and levers as well as a set of seat belts and the air duct for cockpit climate control. I drilled out all the lightening holes in the seat using the part's shallow impressions as a guide, then thinned it to a more scale-like appearance. I painted all major parts with a slightly darkened Tamiya sky acrylic to approximate the Mitsubishi cockpit



A captured A6M3 in flight, showing the type's distinctive squared-off wingtips.

design and was assigned the name "Hap," in honor of Henry "Hap" Arnold. As he was not amused, a rapid change occurred resulting in the name of "Hamp" being given the A6M3. Most of the 343 "Hamps" built fought in the Solomons.

By that time, the U.S. Navy and Marines had learned how to stay alive and beat the Zero. Good tactics and use of superior speed in dives and high-speed maneuverability enabled the Americans to wrest control of the skies from the Japanese more often than not, even though outnumbered by superior aircraft. The arrival of the first F4U Corsairs in mid-1943 gave the U.S. the qualitative advantage for the first time. The "Hamps" and other Zeroes fought valiantly but were defeated.

Hasegawa's 1:48 kit is a good example of modern molding and kit design. It fits together beautifully and the areas that I had trouble with I attribute to my own ham-handed technique. Like their Bf 109 series, the Zero series is designed to get the maximum number of versions from the original tooling. The fuselage parts are the same on all versions, with different cowlings and wings depending on the version purchased. In all cases molding is excellent and details are clear and restrained with good recessed panel lines.

I filled and smoothed away the trim tab molded into the rudder then joined the fuselage halves. There is a fixed trim tab on the edge of the rudder that is appropriate for the



The Tainan Kokutai left this A6M3 behind when they evacuated Buna in 1943.

color. Details were picked out in various colors and the whole cockpit washed with a dark brown-green mix to shadow and darken the paint. The pilot's headrest was painted brown.

I then highlighted raised surfaces with *Tesiors Model Master* enamel sky. All instruments were painted black, detailed with white, red and yellow as appropriate, then clear coated with super glue to simulate glass. Some light scuffing was simulated using a silver pencil. Machine guns

were painted flat black, highlighted with a No. 2 pencil. The reflector sight was painted flat black with a brown cushion. I replaced the glass panel with thin acetate and attached a ring and bead sight from a *CMK* set to complete the pilot's office.

The cockpit was fitted to the assembled fuselage halves and the gun deck attached. Only minor filling with *Mr. Surfacer* 500 was needed along with some fine sand papering of the joints. A quick run with a dental pick restored panel lines that had been clogged with residue.

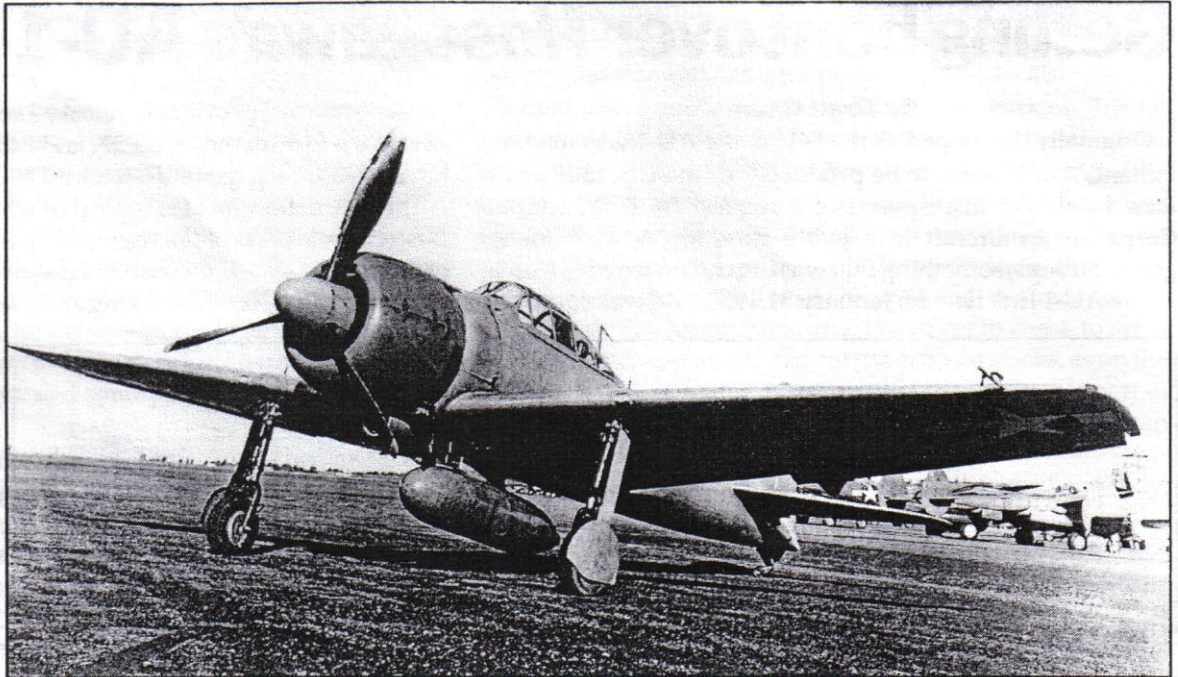
All major subassemblies were joined and some work was needed around the tail fillets and the front wing roots. These were the results of my errors in both cases. After a little *Mr. Surfacer* and sanding all was well, however.

I cleaned the model with dish soap and warm water. The next day I painted the leading edge areas in yellow tinted with a bit of red. The ID panels were masked after drying. I next shot it overall with *Tamiya* IJN Gray paint. Areas to remain gray were masked and the topsides shot with *Tamiya* IJN Dark Green. All masks were stripped after drying and touch ups were done here and there. As the markings for this scheme were fairly simple, I decided to paint the Rising Sun national insignia rather than using decals.

I measured the kit decals then used an *OLFA* circle cutter to cut masks from painters' masking tape. I placed the inner circles on the wings where the markings were to go, then put the mask around them. I removed the inner circle and smoothed the edges down around the mask. I shot light gray in light coats to make a good background for the topside *Hinomarus* and after it dried I shot upper and lower markings in *Gunze Matte Red*. After a bit, I removed the masks and I had instant Japanese markings, with no stress and no strain.

The fuselage *Hinomarus* were a tad bit more complicated. I cut two inner circles, one the diameter of the red portion and the second the diameter of its white surround. I applied the mask as described before, then shot light gray.

After a bit I applied two light coats of flat white. Allowing



**A6M3 in American hands. After the fall of New Guinea, wreckage from several A6M3s was assembled into a single flyable example and then sent to the U.S. for evaluation. Five A6M3s are preserved around the world.**

that to dry overnight, I placed the narrow ring inside the mask and after burnishing it down shot the red. I removed all the masks and had a nice set of white outlined meatballs on my Zero. To be sure, there were some minor touch-ups needed to get it perfect, but it looked good when done.

The model was gloss-coated and the remaining decals applied. They were then sealed and a dark wash used to pick out panel lines. I used a silver pencil to apply paint chips around panels and leading edges. I went for fairly light weathering to illustrate a fairly new aircraft.

The kit engine was assembled and ignition wiring added. I painted the engine steel washed with black. The crank case was dark gray and push rod tubes black. The exhaust collector ring and exhausts were painted to show rust and soot from use. The cowling was painted in an 80/20 mix of flat black and royal blue to approximate the IJN Cowling Black color. As with the rest of the aircraft, the panel lines were picked out and paint chips applied. The propeller and spinner were painted with *Polly S Steel*.

The wheel wells and interior of landing gear doors were painted in metallic blue to approximate the Aotake lacquer coat used by the Japanese. I added brake lines to the gear legs that were painted black with steel accents and silver oleo sections. The wheels were painted black and the tires were painted *Tamiya* Nato Tricolor Black, a dark gray that looks more like rubber than plain flat black. Once done that model was given a flat coat to tone it down to a more realistic aspect.

The canopy sections were masked with thin tape and masking solution, painted first with the interior green color and then IJN Green over that. Masks were removed and the canopy attached to the kit with good old *Elmer's* glue mixed with a little IJN Green paint to blend in. I attached the pitot tube and antenna lead to finish.

All in all a nice project I enjoyed very much. I can recommend the *Hasegawa* Zero series to modelers of all levels for sheer pleasure in building. NOW, back to *Shermans*!

# Getting bent over *Hasegawa's AU-1 Corsair*

By Brad Chun

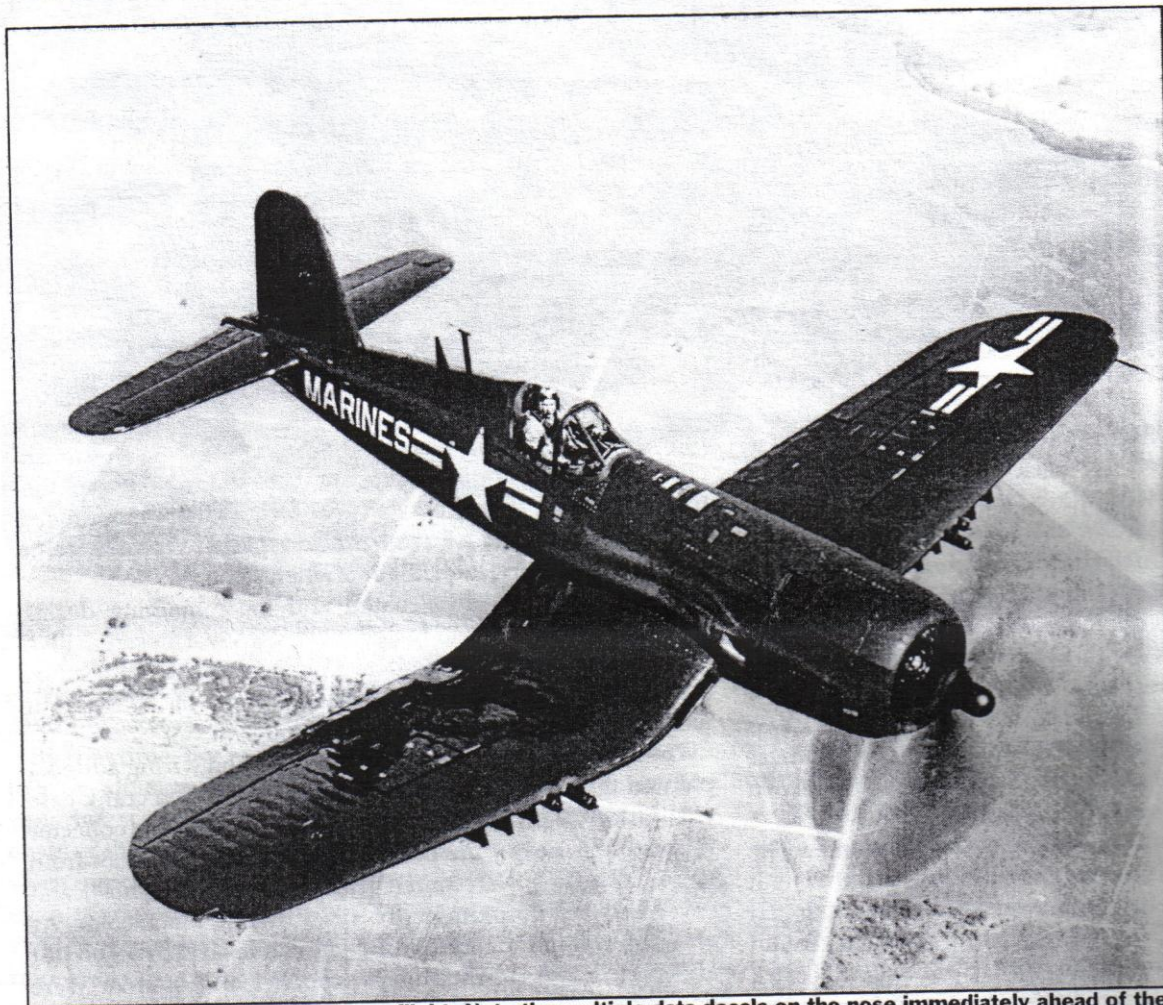
Originally developed as the F4U-6, the AU-1 was the final variant of the *Corsair* to be produced for the U.S. military. It was developed in response to a request from the Marine Corps for an aircraft to provide close air support for its ground troops, something that was urgently needed in Korea. The AU-1 first flew on January 31, 1952, and was equipped

*Hasegawa* had previously released some "late" model *Corsairs* in the form of their F4U-5N and F4U-7 kits, and now they have released the ground-attack AU-1 *Corsair*.

The instruction sheet is typical of what is found in most of *Hasegawa's* kit. It is of the foldout variety and contains a brief history of the AU-1, the universal symbols for assembly, 14-step assembly process, marking and painting section, and the

usual decal application instructions. The instructions are modified from the instructions of the F4U-5N release, although they still tell the modeler to open the hole in the fuselage for the Dash-5's exhausts shields in Step 2. *Hasegawa* also provides the modeler with different paint callouts for the two different versions.

The gray injection-molded parts are all contained in one bag, and this results in a number of fine scratches on some of the parts. The fuselage is modified from the F4U-5N molds and unfortunately it shows. When *Hasegawa* inserted the different mold for the front fuselage area, the mold was not properly aligned. This resulted in an offset step across the fuselage that the modeler will



An AU-1 Corsair on its acceptance flight. Note the multiple data decals on the nose immediately ahead of the windscreen

with a 2,300 hp Pratt & Whitney R-2800-83W, single speed supercharged engine specifically designed for low-altitude operation. As a dedicated ground-attack aircraft, the AU-1 was equipped with ten underwing pylons for rockets and 250- and 500-pound bombs, and two wing root pylons for fuel tanks, bombs, or napalm. Externally similar to the F4U-5, the AU-1's distinctive feature was its nose, which lacked the two air scoops seen on the Dash 5. Additional modifications were made to protect the aircraft from ground fire by relocating the oil cooler inside the front area of the fuselage, as well as fitting armor to the engine, fuel, and cockpit areas. Gun armament was four 20mm cannon.

Vought produced 111 of these ground-attack *Corsairs*, and after their service with the U.S. military, some saw service with the French Navy. The U.S. Naval Reserve also utilized them for a period and retired their last one during early 1956.

have to putty, sand, and rescribe the lost recessed detail. The severity of the offset varies from kit to kit, from what I have seen, as in the previously released F4U-5N and F4U-7 releases. I also found an offset step on the modified cowlings.

The ordnance sprue is doubled in this kit, as in the F4U-5N/F4U-7 kits, and still has the ejector pin marks that will need removal or filling on the rocket bodies. There are numerous ejector pin marks on most of the parts, and a lot of time will be required for cleanup. One would not think that there would be so many ejector pin marks to fill and remove with a newly-tooled model, especially in today's modern age. It should also be noted that the instrument panel is the same one included in the F4U-5N kit.

The flaps are molded separately in the lowered position. Unfortunately, the wings are molded in such a way that there is no option to display the wings in the folded position. The R-

2800 is one of the best representations that I have seen in a while. Just paint and drybrush it and the engine will look good.

There is a separate sprue for the underwing pylons and air intakes, which are the same as those in the F4U-7 French *Corsair*, even though the wing root intakes should be different.

The clear sprue contains the canopy and windscreen. The clear parts look good, but there is a seam on the canopy that will need removal, and both parts will benefit from a dip in Future. The seam on the canopy is necessary, as there is a cross-section that needs to be molded properly. A few minutes with a sanding stick and some polish will take care of the seam.

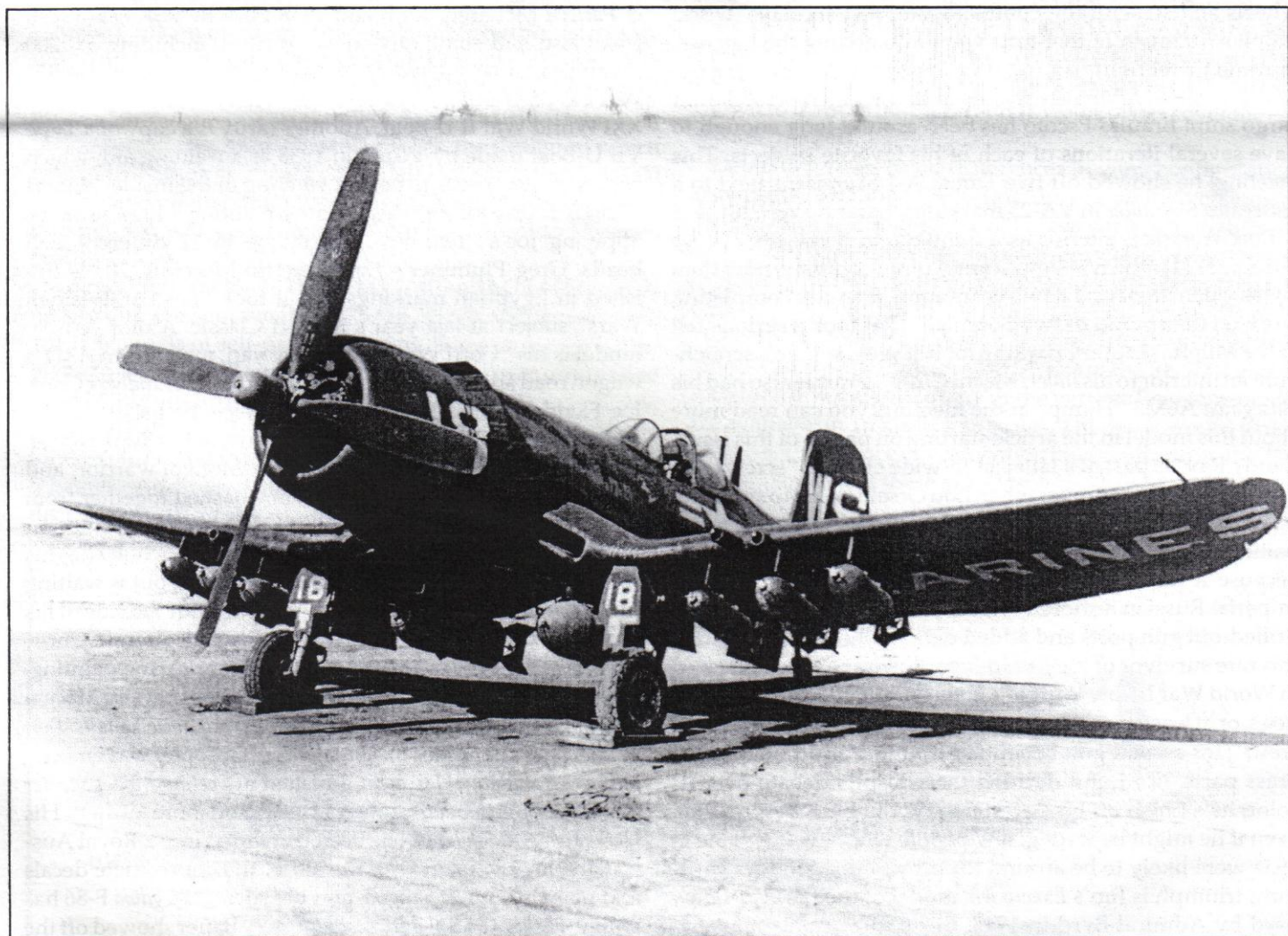
There are decals for two AU-1s. The first is a gray over white AU-1 assigned to AES-12 (12 Aircraft Engineering Squadron) MCAS Quantico, and the second version is an overall glossy sea blue AU-1 assigned to VMA-212 in Korea.

The instrument panel decals are also included in two versions, one on a clear background, and one on a black background. I prefer the clear background, as the modeler can produce a realistic looking instrument panel without having to buy an aftermarket photoetch set. Once the instrument panel is painted, all you need to do is apply the decal, hit it with some solvent, clear coat, and add some epoxy or clear to replicate the glass on the instruments themselves and presto,

one realistic instrument panel. The decals are nicely printed, and I could find no problems concerning registration concerning the star and bar, and propeller logo decals.

I have also completed some preliminary work on this kit and have noticed a few more areas that will require attention. Besides the mold part line removal that is required for the forward fuselage area and engine cowling, the modeler will also have to add strips of .030 strip styrene along the wheel well wall edges to close the gap. Unfortunately, this is required, as the wheel well walls do not touch the lower wing, unlike their *Tamiya* counterparts. I have yet to check to see if part N14 will need modifying for the exhaust stacks, as on the F4U-7. Unfortunately, *Hasegawa* failed to modify this part in the F4U-7 kit, as it has different exhaust configuration than the F4U-5N, for which it was designed.

This model is not one you will want to assemble quickly. With the number of ejector pins marks on the majority of the parts and the seam cleanup of the mold part line, this *Corsair* will require considerable cleanup, not to mention the possible modification for the mounting of the exhausts stacks. At least we now have some modern tooled late model *Corsairs*, but the number of ejector pins marks on a new-tooled kit is a bit disappointing. Maybe, just maybe, someone will release a proper instrument panel and wing root oil cooler intakes to make the AU-1 a bit more accurate.



An AU-1 from VMF-323 is bombed up and ready for a mission in Korea on Feb. 20, 1953, with six 500-pound bombs and two 1000-

# NOVEMBER MINUTES

At the November meeting, president Brad Chun was absent because he had to go view a U2, or something to that effect. We expect full photographic documentation, including detail shots, at the next meeting. Mike Burton filled Brad's shoes at this meeting.

It was decided that some of the models we collect in this year's veterans drive will be sent to Fort Huachuca, where Frank Beltran's National Guard unit is currently stationed. Frank, who is non-deployable for health reasons, says these San Jose soldiers are stuck in the middle of the desert with little to do; we think that helping veterans extends to those still in uniform, especially to our fellow Californians.

In model talk... Robin Powell vowed to finish his *Conrail/Aircraft In Miniature* vacuform kit of the Vickers *Valiant* for the U.K. Nationals, and he was true to his word. The *Valiant* is complete down to a scratchbuilt interior painted with the shade of green Robin saw when he got to take a peek inside a real *Valiant* some years ago. Robin also brought back examples of the 1:48 *Aeroclub Canberra B.6* and the *Magna Firebrand TF.2* from his trip to old Blighty. If you think starting with a vacuform kit is something, check Ralph Patino and his scratchbuilt German armor in about 1:24 scale! Ralph has a Jagdpanzer IV completed, which he started nine years ago; its companion is a similarly-scaled PzKfw 234/2, which is on its wheels and structurally complete after just six days' work! Ralph says much of that time went into getting the hatches, gun and turret right. Too big to be brought to the meeting but also part of Ralph's recent output is a 65-inch scratchbuilt cargo ship! Braulio Escoto has been around long enough to have several iterations of each of his favorite subjects. This meeting, he showed off two *Fujimi A-1 Skyraiders*, next to a *Hasegawa Skyraider* in VA-25 markings. Laramie Wright used a *Tank Workshop* interior as a template to detail his *Tamiya SdKfz 221/1*, which is significantly more complete now than it was when he started it two years ago! Laramie's completing work on the second of two *Shermans* that took a serious fall in the Milpitas Library parking lot last year, and he's scratchbuilt an interior to his *Italeri Machi C.202*. Laramie also had his *Hasegawa A6M3 "Hamp"* at the meeting; you can read more about this model in the article starting on page 1 of this issue. Randy Ray, as part of a failed club-wide effort to "screw with Lou" that came a-cropper when Lou Orselli failed to show up, has a Italian medium tank 13/40 from *Italeri* together and painted. Randy says it's a nice distraction from other kits because it fits together so well. Vladimir Yakubov has his Imperial Russian armored cruiser painted and detailed with drilled-out gun ports and added detail. Vladimir is finishing this rare survivor of the Russo-Japanese war as she appeared in World War I. Row Wergin's *Tamiya StuG III* has gone to the dogs, or at least to one dog, namely the plastic pup he gave the crew! This assault gun benefitted from the addition of some brass parts. Jim Lund decided that, despite debate over its color, he's finish off his Latecouere 521 in blue, betting that, even if he might be wrong, few people who saw the plane in 1935 were likely to be around to correct him. Another vacuform triumph is Jim's *Execuform* model of the Barkley-Grow used by Admiral Byrd in 1947. Bill Abbott enjoyed assembling *Airfix's* old *Jaguar* kit, and it gave him a chance to create

his own technique for painting weathered fiberglass (white, followed by a thin coat of brown). Bill also spent a couple of quality hours with an *Academy* Boeing 377, although much of that time was taken up by puttying and sanding the nacelles! Ken Miller is also working on a 1:44 Boeing 377, although his is a little farther along; his latest additions are decals for the propeller blades, a drilled-out APU intake and landing lights. Ken used the *Cobra Company* props and nacelles to help avoid the pitfalls Bill has suffered. Ken also had a herd of Boeing 737 fuselages on hand; he's hoping to add photoetched details to these, which will form an Aloha Airlines collection. Mike Meek kitbashed his *Super Corsair* from five kits—*Frog*, *Airfix*, *High Planes*, *Johan* and *Hasegawa*. He also threw an *Aires* cockpit to bring the total up to a half-dozen! Mike's next 1:48 racer is *Precious Metal*, and he's now armed with a *High Planes* kit to build it with. On the automotive side, Mike brought in his award-winning *Hasegawa* Ferrari 640, as driven by Nigel Mansell in 1989, and the body for a Corvette conversion he's developing. Mike Braun's latest Luftwaffe labor is a *Koster* conversion of *Monogram's* Dornier Do 217 into a Do 217K, which carried the Fritz X and Henschel glide bombs. The conversion has involved the amputation of the entire forward fuselage and its replacement with a large, clear bulbous nose. Mike's also got the car bug, as his *Fischer Model & Pattern* McLaren M6B and 1958 Porsche RSK can attest. Mike also had some other resin rarities, including a 1:200 "Mavis" flying boat and a bunch of subs, including a World War I U-35 U-boat, a 1:400 Soviet "Victor" class and a Type XXI World War II U-Boat. Another rarity is a copy of a Type VII U-Boat made by *Viking* in 1938 as a training aid, which comes in two pieces to permit viewing of the inside. Hubert Chan is taking Joe Fleming's figure painting advice to heart, applying Joe's "two-tone" technique to 12 different 1:35 heads. Greg Plummer's *Hasegawa* 1:48 Macchi C.205 is finished in Egyptian markings and it took "Best Arab-Israeli Wars" subject at last year's Kickoff Classic. A more glossy model is his "Cord Wood" delivery van, made from *AMT's* wagon road and spruced up with bits from the *Lindberg* Cord. Joe Fleming thinks the Fw 190 is so nice, he built it twice, constructing a D-9 from the *Italeri* kit and an F-8 from *Tamiya*. Joe's figure focus is now moving to a Mongol warrior, and he's also doing another T-34, this one bashed together from the *DML* and *Tamiya* kits with bits of a *Tank Workshop* interior, scratchbuilt parts and an *RPM* engine. Chris Bucholtz has his *Academy* *Tempest* Mk V painted and decalced, but is waiting to scrounge up the appropriate code letters for the side of his plane. He plans on finishing it as an RNZAF aircraft. Chris' *Academy* F6F-3 *Hellcat* has its tail on and is nearing painting. Also on the fighter line in his workshop is a *Hasegawa* Macchi C.202, with at least part of an interior from *True Details*. Ben Pada's past adherence to a "no jets" philosophy was embodied by a *Tamiya* F4U *Corsair*, finished in *Testors Model Master* paints, but Ben's been venturing more and more into jets. His *Hasegawa* A-4 *Skyhawk* has been converted into a Royal Australian Navy version with the aid of the appropriate decals and paint by *Gunze Sangyo*, and his latest *Hasegawa* F-86 has a shine courtesy of *SnJ* and *Testors*. Barry Bauer showed off the new *Tamiya* 1:72 F4U-1A to compare to his re-built *Italeri* F4U-

5N conversion, which features a .090 plug at the firewall, a new engine from a *Revell of Germany P-47M*, and a propeller cast by Bill Ferrante. Also present was Barry's *Italeri AU-1*, on which he's fixing the wheel wells, rebuilding the tail wheel and re-engining it with an R-2800 from the old *Revell B-26*. Barry swiped the propeller from the ancient *Fujimi F4U-5N*. Mike Burton wrote about his *High Planes Mirage IIID* in the *Styrene Sheet* a couple of months back, but it made its club debut in November. Mike's no scale bigot, as is evidenced by

## **SVSM BOOKSHELF**

### *Reggiane Fighters in Action*

Squadron/Signal Publications' Aircraft no. 177

50 pages (2 pages of color, with color cover and back)

### *Italian Medium Tanks in Action*

Squadron/Signal Publications' Armor no. 39

50 pages (2 pages of color, with color cover and back)

Call this the "Italian Double-Feature." The format and layout of Squadron's "In Action" series is well-known and needs no further explanation.

In the book on medium tanks, author Nicola Pignato (with illustrations by Andrew Probert and Richard Hudson, color by Don Greer) starts with a brief introduction to the beginnings of armor in the Royal Italian Army in 1918. Those first tanks were license-built Renault FT-17s, the design of which evolved into the variety of Fiat models including the Fiat 3000 (which is available in kit form from *Tauro*). After this introduction, the text moves quickly into Fiat-Ansaldo M series tanks.

The book covers the M11/39, M13/40 and M14/41 tanks. It also covers the Semovente da 75/18, 75/34 and (briefly) the 105/25 models of self-propelled guns. Some coverage is also given to the M15/42 tank. The color images cover one each of these models (with an additional M13/40 as well), save for the Semovente da 75/34. The text gives call-out FS-equivalents for the colors used in the variations of Italian armor camouflage schemes. Additional detail drawings cover variations on deck layout, tread detail, track-tools, fuel cans, idler wheel

his 1:48 *Hasegawa F4U-4B Corsair* in Naval Reserve colors, finished with *Testors Model Master, Polly S* and *Halfords*. And the Model of the month goes to... Vince Hutson's 99th Fighter Squadron P-40L *Warhawk*! Vince converted the model and used *Cutting Edge, True Details* and *Eduard* parts to bring the plane up to standard, then applied decals from *Three Guys* to finish it off. Vince says it "only" took two years to finish! Congratulations!

and track-tension adjuster and a summary of various tactical signs and vehicle registration plates. The true wealth lies in the collection of archival photos collected by the author. Besides the usual action pictures, there are many that clearly illustrate stowage arrangement, and several that highlight the cross-country transport vehicles used by the Italian Army in World War II.

This volume is an excellent reference for anyone interested in adding a little extra to the *Italeri* kits of either the M13/40 or Semovente da 75/18.

In *Reggiane Fighters*, author George Punka (illustration by Ernesto Cumpian and Andrew Probert, color by Don Greer) lingers briefly on the Seversky P-35 origins to the Reggiane 2000 prototype, before moving on to the type itself. This book covers the Re. 2000 Falco, Re. 2001 Falco II, Re. 2002 Areite and Re. 2005 Sagittario models from Reggiane, as well as the Hungarian MVAG license-built copies of the Re. 2000, known to them as the Héja I and II. Color plates cover the each of these models.

Detail drawings cover differences in wing configurations, armament variations (including dive-bombing versions), as well as differences in the usual areas such as radiators and engines. Of course, the usual collection of photos is presented, including at least one factory shot of aircraft under construction.

Shortly following this book's release, Squadron mail-order ran specials on the *Supermodel* 1:72 kits of the Re. 2001 and Re. 2005 for a few months. Many of the various Reggiane models are available in 1:72 and 1:48 scales. This book would make a good basic reference on service markings and in-the-field settings for any of these subjects.

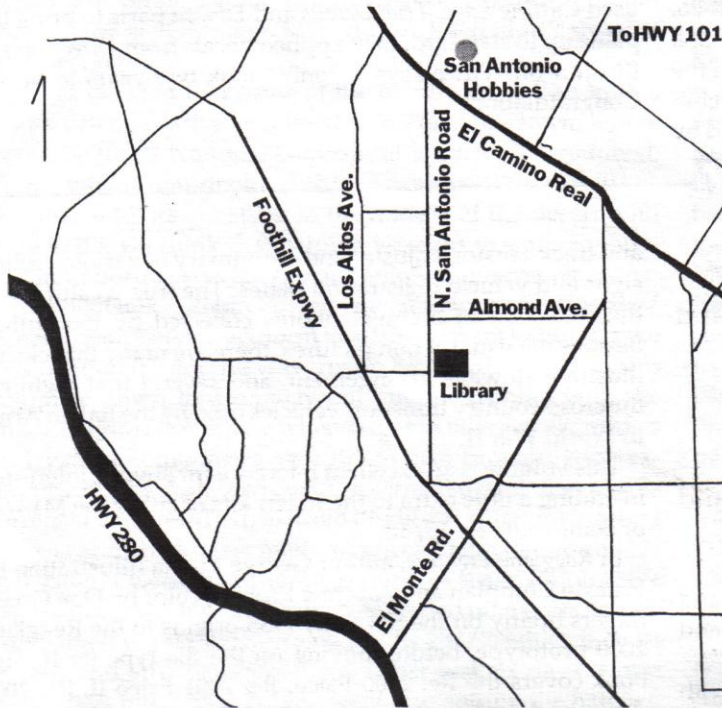
—Randy Ray

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