

Special issue: Martin Maryland in depth



THE STYRENE SHEET



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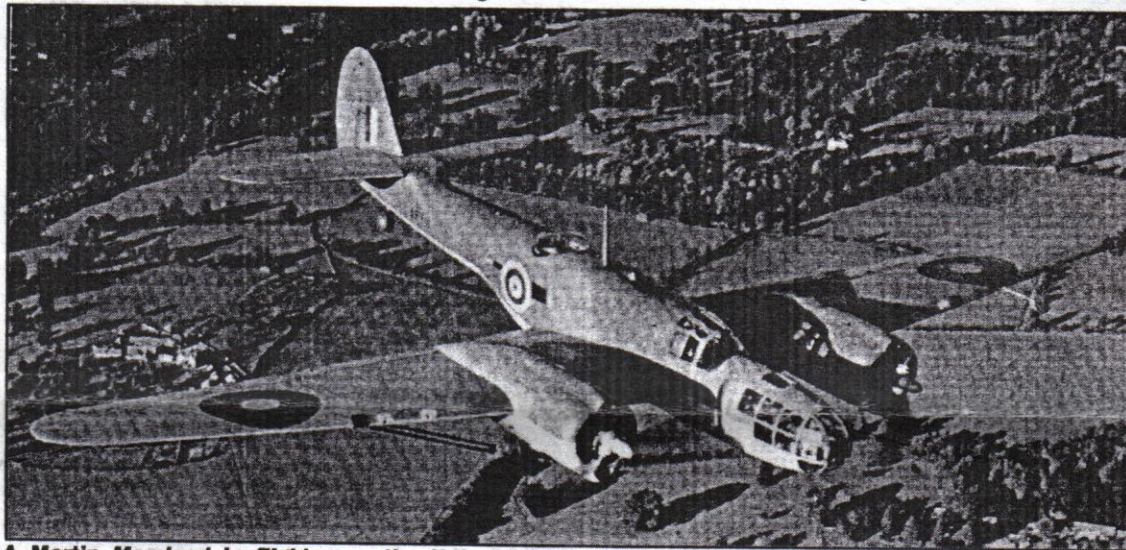
December 2002

Model 167: Martin's first twin-engine attacker

By Bob Miller

To most of us, mention "1941" and immediately the words "December 7" attach themselves, but we tend to forget that to much of the world, this was the second or third dangerous

year of a long war. To the British, the epic event of the year was the sinking of battleship *Bismarck* and the wide-ranging fight that led up to it. Aircraft played a crucial part in this battle, from



A Martin Maryland in flight over the U.K. Originally built for France, the type performed well as a reconnaissance platform for the RAF.

the reconnaissance *Spitfire* that located the ship in its Norwegian lair, to the *Catalina* with the Yank "exchange student" aboard that found her after she had escaped the pursuing fleet, to the *Swordfish* that delivered the crucial torpedo hits that finally brought her to bay.

But there was another aircraft involved in the story that somehow is missed in most accounts. This one really raised the curtain on the drama by bringing the news that *Bismarck* had left her fjord and was loose in the Atlantic. Here was a type that did good work for a brief moment, then left a small legacy. It's also a rather neglected one for modelers, and a bit of a mystery in several regards: the Martin 167 *Maryland*.

The *Maryland* was a jump forward for Martin, at least in appearance. Their previous land-plane type had been the B-10 series with its corrugated skin and appearance that seemed to have more in common with inelegant prewar French styling than with World War II American design. The *Maryland* offered a considerable gain in speed, though its lighter bomb load and four wing guns made it "A-for-Attack" rather

than "B-for-Bomber." As the A-22, it was entered in the Army's 1938 competition for a new attack type, but it lost to the better-performing DB-7/A-20/*Boston*. The French were desperate for aircraft, though and ordered a batch, which proved

good for the U.S., as this offered both the requirement and the funding for a new factory, one that would be needed in two years for producing the B-26 *Marauder*. It was also a testing time for the chief designer, one James

MacDonnell, who would shortly leave Martin and head west to start his own company.

The French got some of their airplanes, and after their collapse, many flew with the Vichy forces in Africa, fighting on the opposite side against the remainder of the production which had gone to Britain. In due time, several French crews defected with aircraft that the British happily put to use, some five becoming unusual twin-engine combatants with the Fleet Air Arm, to serve alongside the FAA's desert-camouflaged *Martlets* and *Buffaloes*.

When the prototype A-22 appeared, it included some interesting features.

The upper turret in the aft fuselage was retractable, its cutout being covered by a sliding hatch. This was originally a manual design with the gun on a partially-flexible mount that trained around with the turret. This was a transition time for gun mountings, with power turrets being installed on aircraft like *Hudsons* and *Defiants*, but the lighter manual types were

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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.

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EDITOR'S BRIEF

Here, as always, we shall explain the workings of the gift exchange. It is not as complicated as it sounds or will seem come Friday. Trust us, we've been there and done that.

First of all, we're holding it at a pizza place—Round Table on Saratoga and Moorpark (see the map on the back, Tim).

Here's how to participate in the exchange: bring an already wrapped gift to the meeting. The gift should be valued at \$12 or more; make it something you'd like to receive yourself. *Lindberg*, early *Aoshima*, *Lifelike* and *Starfix* kits should be left at home; bringing one will earn you a severe taunting and possible mob justice at the hands of your fellow modelers.

The club voted in November to institute the anti-Jim Priete rule, so bring just one gift this year.

Each participant will have his name written on a slip of paper, which will go into a hat, can or other drawing-worthy container. Again, this year, we'll also put your name on the gift. That way, if the present is inappropriate, like a *Huma He 280* box filled with pencil shavings, the giver will be identified, mocked, struck about the head and shoulders with a live mackerel, given his gift back and 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 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 one model per person.

To illustrate how this works, let us create a scenario. Tom Trankle opens the first gift, an *Accurate Miniatures* TBF, and immediately begins asking questions about what detail sets are available for it. After Tom is quieted down and guided to his seat, Chris Bucholtz opens the next model and curses in disgust when he discovers the *Revell* #3 Monte Carlo is not in 1:72 scale. Mike Burton is next, and he steals the TBF, prompting Tom to open the next gift, an *AMT* B-52H. Bill Abbott is next; he decides he wants to build a Goodwrench racing plane for next year's club contest, so he steals the stock car from Chris, who steals the B-52 from Tom, who steals the TBF back from Mike. Now, Mike opens the next gift, a *Tamiya* M113. Next up is Randy Ray, who steals the M113 from Mike, who steals the TBF from Tom—its third steal, so it's Mike's to keep. Now, Tom becomes confused and tries to steal a fire extinguisher. After Tom is redirected to the pile of presents, he opens a *Tamiya* 1:350 *Fletcher*-class destroyer. Bert McDowell begins to salivate reflexively. Roy Sutherland is next; he opens a Trumpeter Tu-16 (hey, it could happen). Next is Cliff Kranz, who steals what he calls "The Big Funny Russian Plane;" Roy steals the B-52, Chris steals the Tu-16 from Cliff, Cliff steals the NASCAR, and Bill opens the next present, a shoebox full of \$20 bills (again, please feel free to be generous).

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 hopefully an opportunity to watch Jim Priete make a little kid cry!

Also, don't forget to keep bringing those donations for our Veterans Administration hospital drive. Our volunteers have been busy delivering kits to hospitals all year long, and it is because of the generosity of our club members that this expanded program has been such a rousing success.

—The Editor

CONTEST CALENDAR

January 11, 2003: **The Low Vintage Car Club** presents **First of the West**, a model car contest and swap meet, at the Newark Community Center, 35501 Cedar Blvd., in Newark, California. The theme is Impalas. For more information, call Miguel Murillo at (408) 929-7391 or Joe Estrada at (510) 305-2783.

February 16, 2003: **Silicon Valley Scale Modelers** presents its **Tenth Annual Kickoff Classic Model Contest** at Napredak Hall, 770 Montague Expressway, Milpitas, California. This year's theme is "That '70s Contest." For more information, call Chris Bucholtz at (408) 723-3995.

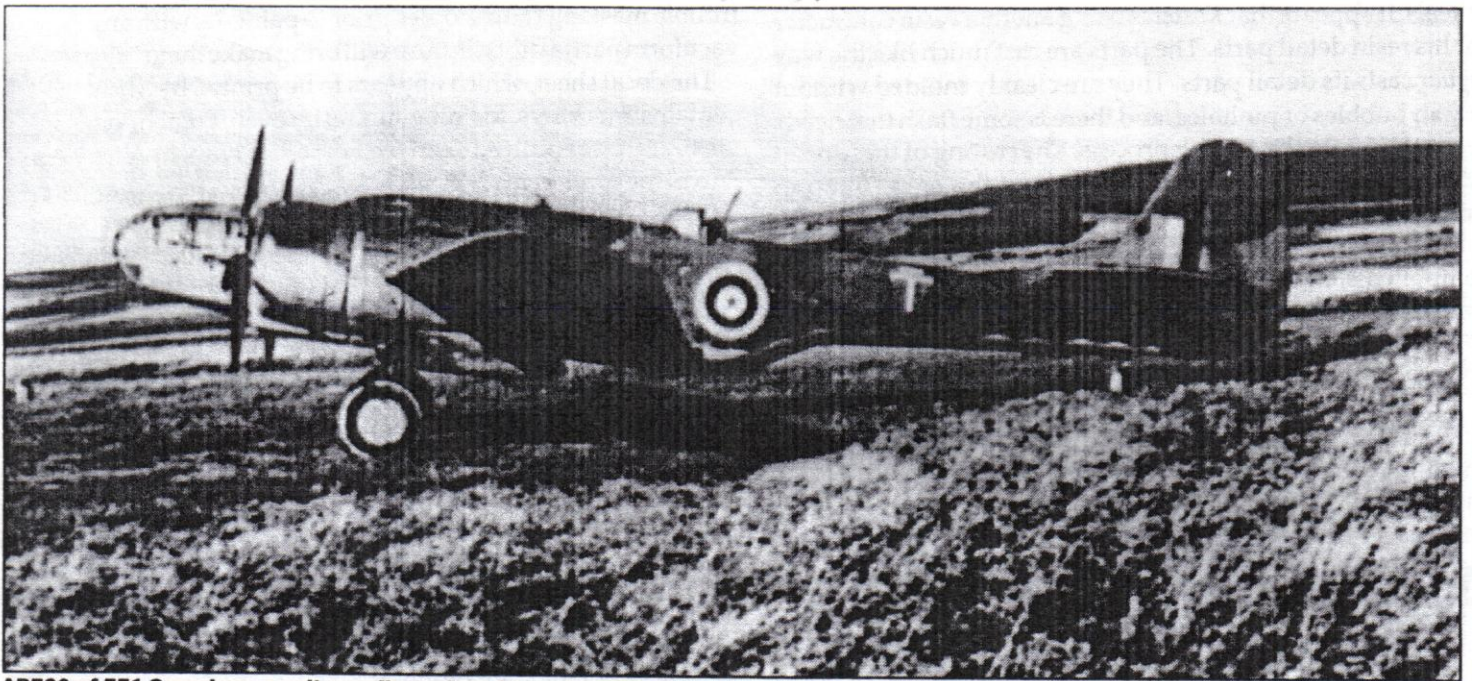
March 14-15, 2003: **The 2003 SCHAMS California Show**, held at the Doubletree Hotel, 100 The City Drive, in Orange, California. For more information, see the website at www.schams.com.

May 10, 2003: **IPMS/Santa Rosa** hosts its 2003 Model Expo. More details as they become available.

May 30 and 31, 2003: **IPMS/Las Vegas** hosts its **annual contest** at the Imperial Palace Hotel and Casino, 3535 Las Vegas Blvd. South, Las Vegas, Nevada. For more information, call Jim Mitchell at (702) 254-6386.

June 21, 2003: **IPMS/Ontario** (formerly IPMS/Chino) plans to hold a contest. More details as they become available.

April 24, 2004: **IPMS/Fresno Scale Modelers** host the **Region 9 Convention and Contest**, to be held at the Fresno Air National Guard station or, in the event of national defense conflicts, at an alternate site. More details to be announced.



AR720 of 771 Squadron, a unit usually assigned target-towing duties but which was tasked with reconnaissance missions that revealed the *Bismarck's* movement from Norway.

Koster's 1:48 Maryland a buildable beauty

By Bradley D. Chun

The Martin 167 was one of the Glenn L. Martin Company's entries in a competition held in 1938 by the U.S. Army Air Corps for a two-engine attack aircraft (its other entry being the *Baltimore*). The preference of the USAAC for the Douglas XA-20 in the competition was not a total loss, because in January 1939 the Martin Company received an order from France for 115 Model 167s even before the type made its first flight on March 14, 1939.

The French variant of the Model 167 was designated the Model 167F, "F" standing for French. It was designated the Martin 167 A-3 while serving in the Armée de l'Air. It would be better known as the "Glenn" to its air and ground crews. The French, who would employ it as a medium level bomber placed two orders, with a second batch of 100 aircraft ordered later in 1939.

With the German invasion of France, the four *Groupes de Bombardement* equipped with the "Glenn" made their combat debuts in May 1940 on France's northern front against bridges, panzer concentrations and supply convoys, suffering heavy losses to German flak. With Italy's declaration of war, the bombers were transferred to the new southern front a few days prior to the Armistice signing.

After the armistice, the aircraft were then dispatched to the Vichy Air Force and Aeronavale units in Africa where they fought against the Free French and British. The 167F also served with Col. Leclerc's Free French Forces in 1942-1943, and in 1944 took part in the destruction of German strongholds at Royan and Point de Grave along the Atlantic coast.

Before the entire French order could be delivered, France fell and the last 50 of that order were diverted to Great Britain. A further 30 Martin 167s were absorbed from the Armée de l'Air. Designated *Maryland I*, they were used for ancillary duties, except those of 771 Squadron, who performed useful maritime reconnaissance missions. Great Britain subsequently

ordered 75 additional *Marylands* built to the Model 167 standard and 175 improved *Maryland IIs*, which used the two-stage R-1830-SCG4-G Wasp engine instead of the original R-1830-37.

Most of the *Maryland I* and *IIs* of subsequent orders were delivered direct to the Middle East. 72 of them went to service in the Royal South African Air Force. Italian forces opposed the *Maryland* over Malta and East Africa. They would also fight over the desert against the Afrika Corps and the Luftwaffe, performing bombing, reconnaissance, and patrol missions.

There was no readily available kit of the *Maryland* in 1:48 until the *Koster Aero Enterprises* kit. In the kit, the modeler will find two pages of instructions, two vacuform sheets of parts, two bags of resin parts, a bag of white metal parts, a clear sheet of vacuform parts, and a decal sheet.

The instruction sheet consists of two 8 1/2" x 11" sheets printed on both sides. This includes the a basic "how-to" on constructing vacuform kits, 11-step assembly process, and color and markings section. The construction is straightforward, with text describing what is to be completed at each step, parts call-out, and construction tips. The color and markings section is also printed in color.

The two white vacuform sheets contain the parts for the main aircraft components such as the fuselage halves, upper and lower wing halves, wing spars, main landing gear doors, and tailplanes. The molding is what we have come to expect from *Koster*: sharply defined parts with recessed scribing and defined areas that need removal, and parts with no blemishes. All of the parts are nicely arranged so that the thickness of the vacuform parts are uniform throughout. No thin parts are found here! What more could any vacuform builder ask for?

The two bags of resin parts contain 34 tan-colored detail parts such as the cockpit and bombardier interiors, main landing gear bays engines, engine cowlings, propellers, and

wheels. It appears that *Koster* is using another resin contractor for his resin detail parts. The parts are cast much like the way *Jaguar* casts its detail parts. They are cleanly molded without any air bubbles or pinholes, and there is some flash that needs removal, due to the casting process. The casting of these resin parts is definitely an improvement over the ones found in previous *Koster* kits.

The white metal parts consist of the main landing gear components, the 7.5 mm MAC 34 French machine guns, and Lewis guns with extra ammunition drums. The white metal parts are nicely molded, have acceptable detail, and only require the mold part line to be removed for clean up.

The clear vacuform sheet consists of the main canopy, bombardier canopy halves, gun turret, lower gun position, and wing landing light covers. As with the white vacuform sheet, the parts are sharply molded and blemish free. The detail is so crisp; the vacuform modeler will not have any

trouble masking the canopies prior to paint. As with any clear vacuform part, a dip in Future will bring make them "clearer."

The decal sheet, which appears to be printed by *Microscale*, contains markings for nine aircraft, seven French, one English, and one South African Air Force. For France's Vichy Air Force, the markings are no. 14, summer 1940, unit unknown; no. 23, marked "7," Groupe de Bombardement 1/63, West Africa, summer 1942; no. 223, marked "3"; no. 221 Aeronavale Escadrille 2B Agadir, early 1942; no. 21, marked "6-2B," Escadrille 2B, fall 1942; no. 213, marked "5-2B"; and no. 53, CO of Escadrille 4F prior to the Syrian campaign. One RAF aircraft, "AR711," based in Great Britain, 1940, and one RSAAF aircraft, "1637," late 1941 Libyan front, are also provided.

Thank you Bill Koster for releasing the *Maryland*; maybe the *Baltimore* will be next? I wish I had the time to build this kit in time for the 2003 Kick Off Classic. Until next time, Happy Vacuform Modeling!

Azur gives the 1:72 modeler a modern *Maryland*

By Chris Bucholtz

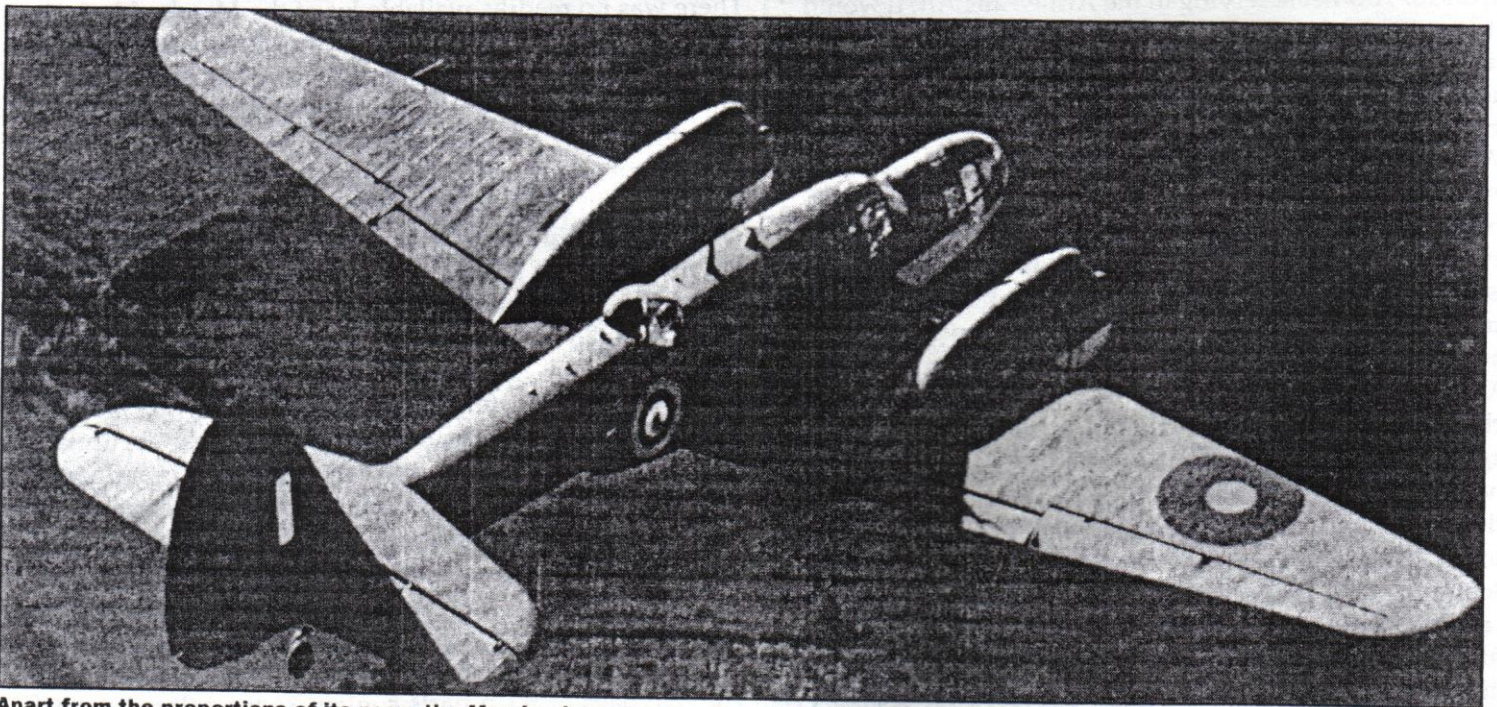
After years of struggling with the old *Frog* kit, 1:72 modelers have a new *Maryland* to mess about with. The fine folks at Azur have issued a *Maryland* of their own, and it shows how expectations have changed in the 35 years since *Frog's Maryland* first graced the hobby store shelves.

Detail is certainly better, and the complexity is correspondingly greater. There are 43 injection-molded parts (plus six very nice injection-molded clear parts) and 19 resin pieces, and the arrangement of some of these parts makes this a kit for modelers with a little experience.

The cockpit construction begins with the addition of a styrene radio set and a plastic box with a resin trim wheel to the port cockpit side. Some convincing rib detail is provided for this to mount against. The starboard side gets a resin console that is rather crude; a bit of work would go a long way

here. The corrugated bombardier's compartment floor is rendered very well, as are the canted control columns and their resin yokes (take care removing these from their carrier plugs). The control panel is a plastic affair with little detail beyond the recessed holes meant to represent instruments. The seats are simplified and lack belts, and there's no attempt to replicate the spaghetti-like tangle of hoses and wires in the pilot's cockpit, but the kit parts give you a fairly good start on an accurate cockpit, and something for the superdetailers to build upon.

The upper turret consists of a clear part which needs a quadrant of plastic to be removed, a styrene ring, an oversized French-style machine gun and a platform. Photos show that this platform wasn't in the real plane—the gunner simply stood on the floor and manually turned the turret. However, the rear of the fuselage has no floor; the photos in this issue



Apart from the proportions of its nose, the *Maryland* was an attractive aircraft. At a top speed of 304 mph, it was fast for its day.



Another 771 Squadron Maryland at Hetson. debate continues whether this aircraft, AR717, or AR720 flew the mission to locate the *Bismarck*.

and a few bits of styrene could easily overcome these problems. The machine gun is another thing; a replacement from *Aeroclub* would be very useful, as this is the most visible feature of the turret.

The propellers are all resin: hubs with separate blades. Care will be needed to get the blades and hubs off the carriers in the proper shape, and modelers may want to use another kit's three-bladed prop as a guide to line up the blades during assembly.

The nose transparencies are comprised of two halves and a nose piece. The instructions show this being assembled before the fuselage is closed; My suggestion is that you add the halves to the fuselage after it is joined to minimize seam filling and to make painting the interior parts of the nose much easier. The tail wheel is good for a shot run kit and is trapped between the fuselage halves during assembly.

The panel lines on the fuselage are restrained and very much in-scale, but the small side windows are molded solid and could stand to be opened and filled with clear styrene. The wings and horizontal stabilizers come in upper and lower halves; it would be prudent to drill out the holes in the lower wings where the landing gear mounts before assembly.

The engines are represented by a bank of rather shallow cylinders; these are totally unconvincing and may be the kit's

weakest point. These go into the nacelle halves, which slide over the wings—take caution lining the nacelles up or face some nasty alignment issues later. A front ring with some very shallow scoops goes on the front of each nacelle. These could stand to be made a little deeper.

The landing gear and landing gear doors come next. The wheels are provided as halves, but the main gear struts are good. The exhaust pipes for the engines are resin and have a little depth to them, a very nice touch.

Final assembly involves the addition of a resin DF loop, pitot tube and aerial mast. The position of the aerial and lead-in wire is included in the instructions.

The Decals provide two options. First is a Vichy French Martin 167F, based at Bamako in 1942; this plane wears French camouflage and the familiar yellow and red stripes on the cowling and tail, along with blue, white and red stripes on the tops and bottoms of the wings. The second option is for an RAF Desert Air Force *Maryland* from the same year, AH248, finished in the striking dark earth/middle stone-over-azure blue scheme.

This is a very nice short-run kit, and anyone who can handle a short-run single-engined fighter could easily make the step up to this twin. With a little detailing and a good paint job, this kit could build into a real show stopper.



PRESENTS...

FIRST IN THE WEST Model Car Contest and Swap Meet

Saturday, January 11, 2003

9 am - 5 pm

**Newark Community Center
35501 Cedar Blvd., Newark, CA**



THEME: Impalas

ENTRY FEES: \$10 adults, \$5 ages 14 - 17, 13 & younger FREE
No extra charge for model entries.
Spectator admission is FREE.

CATEGORIES: Many adult categories, including categories for Kids (0-8 yrs. old), Juniors (9-13 yrs old), and Seniors (14-17 yrs. old).

AWARDS: First - Third place in each category, including Special Awards: Best of Show, Best Interior, Best Paint, Best Detail and People's Choice.

ADD'L INFO: Model entry deadline is Noon and models must be picked up by 5 pm. Awards ceremony will commence at 4 pm. Judges will place models in next closest category if not enough are entered in a particular category.

HUGE Raffle and Model Car Auction. Also, FREE Make 'n Take Models for ages 13 and younger.

One vendor table is \$25. Additional tables are \$20 each. Table price includes admission for 2. Deadline for table reservation is Dec. 27, 2002.

For *vendor/show* info contact: Ilya Smolyanitsky, (408) 397-3263 Voicemail, or modelking2000@hotmail.com

For *show* info contact: Miguel Murillo, (408) 929-7391, or Joe Estrada, (510) 305-2783

Visit our website: <http://home.attbi.com/~odessit10/firstinthewest.htm>

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Early Maryland kits: Frog in 1:72, Contrail in 1:48

Continued from page 1

still used on *Ansons*. Improbable as it seems in comparison with the standard of just two or three years later, an *Anson* gunner simply planted his feet firmly and shouldered his apparatus around to face the general direction of the threat, then handled his gun like a free-mount. After the A-22 prototype, the retraction feature was abandoned on the M167, but the turret has a 90 degree slice-of-pie cutout that made it seem more a rotating windscreen than a real turret as appeared on the B-26.

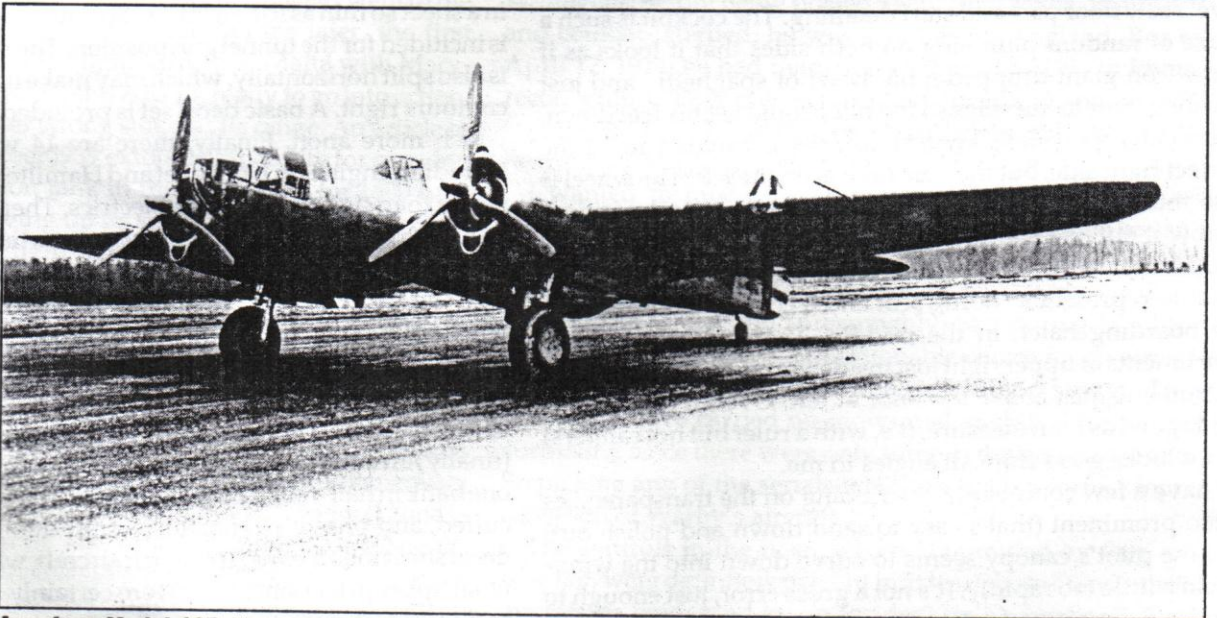
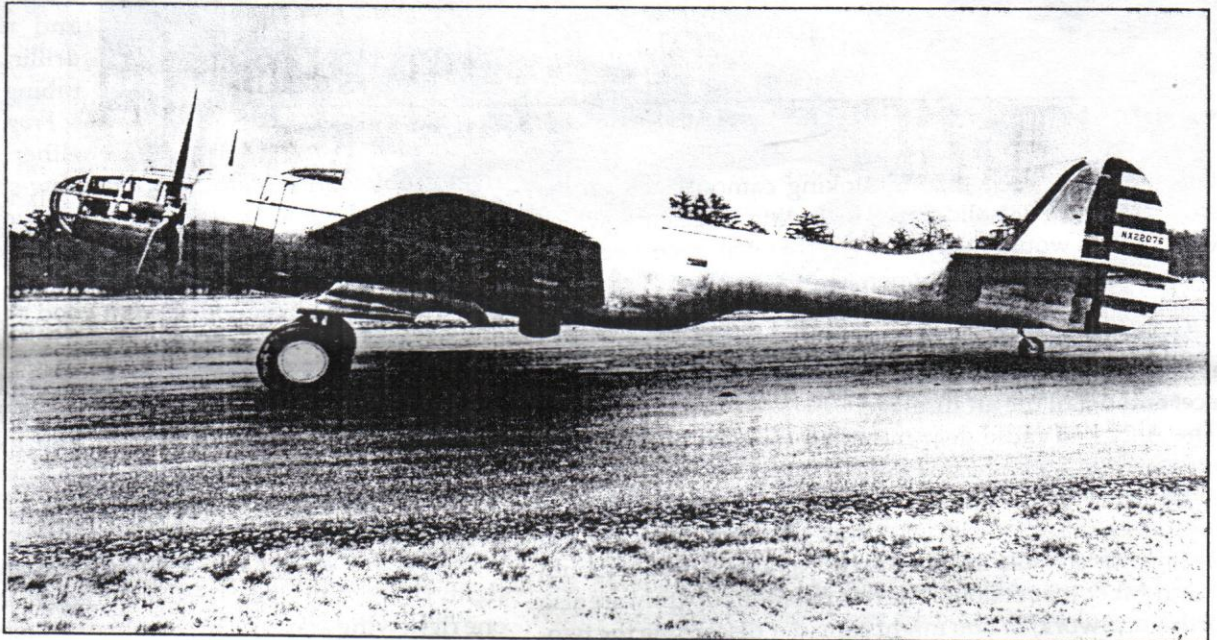
Another interesting feature was the second set of flight controls. American practice favored providing controls for two pilots. Douglas met the requirement on the A-20 by installing a set of controls for the gunner, aft, as had Martin with the B-10. (Considering the view from back there, one can only imagine what kind of landing a stressed-out crewman would be likely to make if the pilot were disabled.) In contrast,

in the A-22, the controls were in the nose. It had a wheel and column mounted on the right side, swinging to lie out of the way against the side of the aircraft, and a set of foldable rudder pedals and partial engine controls were mounted in the consoles. Flying and landing from the nose must have been a unique sensation, with most of the aircraft out of sight over your shoulders and offering no visual reference, but there were no flap or landing gear controls and a scanty set of instruments, so it was for a relief pilot rather than a full-fledged co-pilot. The usual WWII British practice was to use a single pilot, but early-war Coastal Command crews often included two fully-qualified pilots, one flying as observer (see Gron

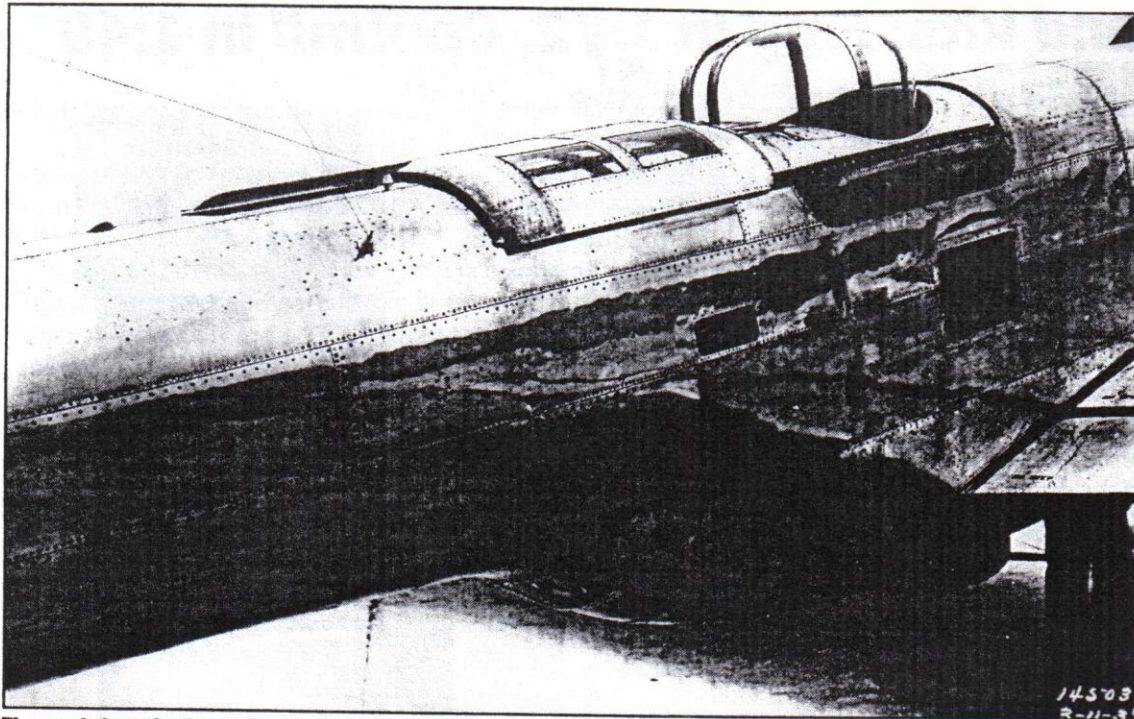
Edwards' *Norwegian Patrol*), so they would have appreciated this feature.

The modeller who wants to try a *Maryland* has had limited choices, but not bad ones. A 1:72 kit has been available since 1973, produced first by *Frog*, then by a succession of East European companies starting with *Novo*. There is a 1:48 kit from *Contrail*, which I have not started but looks good, and now, suddenly, there are kits in 1:72 from *Azur* and in 1:48 from *Koster*, both very good suppliers. I haven't seen either of these, except in photos on web sites, but I have a *Novo* version of the *Frog* in my "started it and got to get back to it some day" list. *Frog's* nearly contemporary Martin *Baltimore* was not at all a good kit, but this one is, despite its age.

There are ten transparencies, two comprising a vertically-split nose which is an excellent choice for fabrication but rather inconvenient in needing the frame areas painted with



American Model 167: the prototype, photographed at Martin's plant in Baltimore March 11, 1939. The aircraft is finished in natural metal with a blue band and red and white stripes on the rudder.



The prototype had a sliding hatch aft of the turret which was deleted in production models.

a little undersize, though they do feature two cylinder banks in full three dimensions with reasonable molded-on detail. *Aeroclub* or similar parts could replace them, for the most serious enthusiast. Martin's design actually allowed for three different versions of the R-1830, differing in fuel octane requirement and in single- or two-speed superchargers, but they are essentially indistinguishable in the finished model. Exhausts are indicated by faint ellipses, and would be worth drilling out and adding tubing stacks.

Frog kits never shared either *Airfix's* overdone

interior color to keep it from looking camouflaged on the inside. There are 38 solid parts, including three crew which few SVSM'ers would likely use. The turret aft seems odd but matches photos, with an open quadrant where the free-swinging gun would mount. It is intended to rotate, with a two-piece base extending down into guides in the fuselage, but a serious modeler would likely toss this, fix the turret in place, and detail the aft fuselage.

The A-22 had radio gear mounted forward of the turret, apparently on the right sidewall, so with the cutaway turret quadrant it would be quite visible, hence worth at least a hypothetical installation. Two turret guns are provided, but only one was actually installed except as a local mod on South African Air Force versions. The two positions up front are also worth some work, so you might consider discarding the two-level seat/floor part and start detailing. The cockpit is such a maze of random plumbing on both sides that it looks as if some iron giant dropped a big bowl of spaghetti, and just brushed it off to the sides so the pilot could set his feet down. Curiously, the pilot's control column is molded to fit the correct right side, but the hole for it is on the left. The wheel is also rotated 180 degrees from the ailerons-neutral position. Throw it out and start over.

Up front, in the bombardier/observer's position, you will want to represent a sliding seat and a corrugated floor with the boarding hatch in the middle. There are some flight instruments at upper right just inside the nose cap and engine instruments just above the floor at left. Overall dimensions are as good as I can measure, (i.e. with a ruler but not calipers) and it looks good from all angles to me.

I have a few complaints: the ribbing on the transparencies is too prominent (that's easy to sand down and polish out) and the pilot's canopy seems to curve down into the windshield a little too rapidly. It's not a gross error, just enough to require a decision whether to use an OK kit part or make a pattern and vacform a replacement. The R-1830 engines look

rivet problem, nor *Matchbox's* chainsaw-size panel lines, so little needs done to the surfaces unless you prefer to scribe panel lines rather than leave the subtle raised ones. All in all, a quite satisfactory model could be built "out-of-the-box", and it is nice to be reminded what good basic kits *Frog* often produced.

Despite my declaration of a few issues ago that *Contrail* is the worst in the business, I like their kits, and looked forward to getting into this one. I haven't cut into it yet, but laying out the parts, I'm impressed by the good finish of the 14 white styrene parts. Engraved panel lines are a little deep but not gross, hinge lines are done right, the little pips common to all vacforms are almost impossible to see, and contours look right. Unlike my *Fairey Seal* experience, they even molded one right wing and one left! Four transparencies are provided in a sheet so thin as to be a little scary and, oddly enough, none is included for the tunnel gun position. The nose transparency is also split horizontally, which may make it difficult to get the contours right. A basic decal set is provided for AR720/W, of which more anon. Finally, there are 14 white-metal parts, including engines in half-relief and Hamilton-Standard props rather than the usual Curtiss Electrics. There are more minor quibbles, but enough said. If I were starting anew, I'd look into *Koster's* 1:48 kit, knowing what beautiful work they do.

Of the *Koster*, I know only what I see in a couple of websites, but that looks good. There are only about 12 vacuformed parts, but *Koster* does these well, and they even provided separate doors for the main gear, a most laudable and seldom observed idea. There are numerous resin parts, including (finally) an interior that looks right, with engines consisting of one bank in half-relief. Props appear to be Curtiss, but they are cuffed, and photos of Hatston aircraft don't show cuffs. The decal sheet includes seven French aircraft, which seems somewhat appropriate since they were certainly the most colorful and varied, though they weren't my choice. There's a desert-camouflaged South African machine, and RAF-1940 camou-

flaged AR711. *Koster* did a clever thing here: The RAF rounds had bright red centers, but they appear to have provided toned-down red in case those were required. A nice touch. Prices I have seen on the net run \$39 to \$45, somewhat more than the *Contrail* kit but very well worth it.

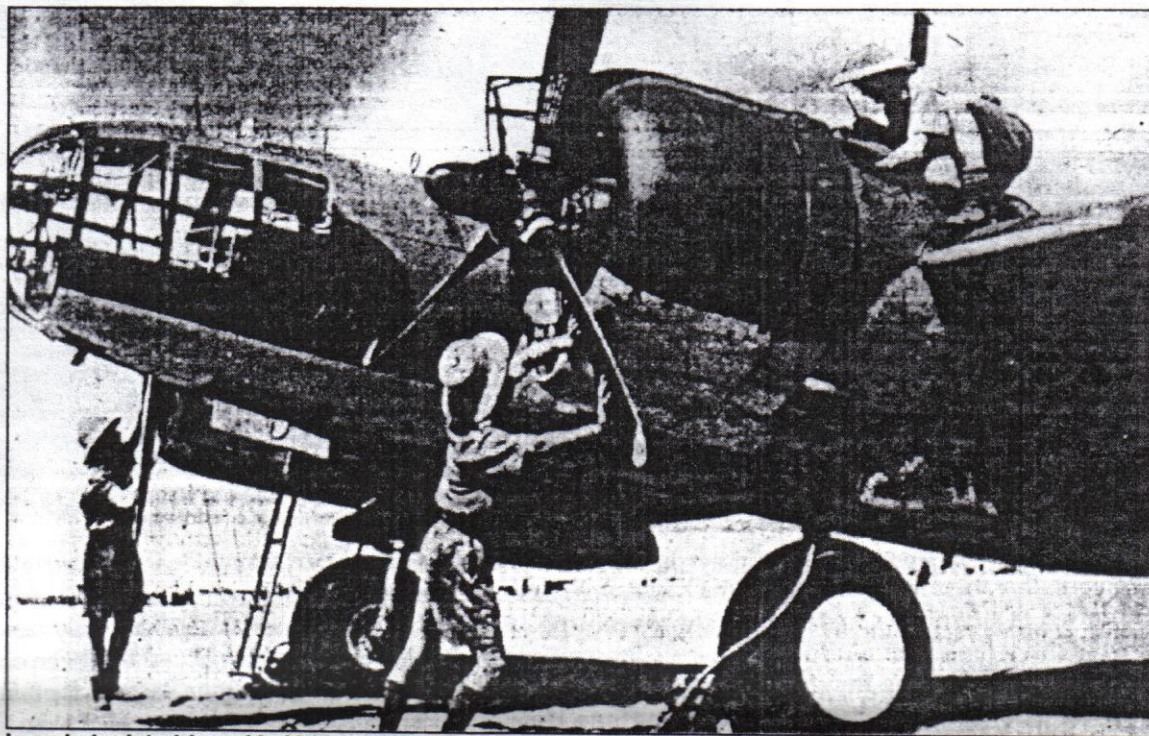
You're perhaps wondering what is so interesting about the *Maryland* that I'd think it worth the time to research it. There were only 440 built, which ranks it down there below the Fiat BR.20 and CANT Z501 in production runs, and they served scarcely two years from introduction to their practical disappearance as more effective aircraft became available. They were never used by the U.S., and one only needed to compare the *Maryland* with the A-20 series to understand why: Top speed 304 mph vs. 340+, 1200 pound normal bomb load vs. 2000+ pounds (depending on version), and traditional (and slightly more accident-prone) tail wheel vs. that very up-to-date looking tricycle gear. (Never mind that the two arguably greatest multi-engine types of the war were tail-wheelers: Tri-gears looked advanced.)

The *Maryland* had two things going for it, though. It was available. Aircraft purchased by France began arriving in Britain within days of France's surrender on June 25, 1940, when the standard British light bomber, the 260 mph *Blenheim* with its 1000 pound bomb load, was faring little better than *Torpedo 8* would at Midway. Yet all the *Marylands* went to the Mediterranean. Just two and a half months later, the first operational unit, No. 431 Flight arrived at Malta with *Maryland* Mk Is AR705, AR707, and AR713, ready to go into action.

The *Maryland's* other strong suit was its range. An article in *Aero Digest* of December 1939 extols its capability for carrying a droppable 250-gallon tank in the bomb bay, for 1800 mile range, all without giving up its six-gun offensive and defensive armament. 431 Flight, a reconnaissance unit, began putting it to use on September 19, 1940.

One Adrian Warburton, a fabulous character, a sort of latter-day Lawrence of Arabia, arrived with 431. He had been trained as a pilot but in 1939 was assigned to Coastal Command as a navigator on *Ansons*, then briefly on *Beauforts*. On arriving at Malta, he was quickly retrained as pilot and given his own crew. (The process of retraining and simultaneously transitioning to a high-performance type in a combat zone is something to wonder at, and "Warby" came near using up 431's allotment of *Marylands* in the process.) He seems to have learned fast, though. On Nov. 30 he took time out from a recon flight over Taranto to shoot down a CANT Z506. He and his

crew would go on to destroy two fighters and four bombers (one a Ju 88) with the turret gunner scoring two of these, plus two fighters damaged. It is said that at one point the gunner in back asked Warburton to slow down a little to give him a shot at a pursuing Italian fighter. But it was Warby and his crew who scouted Taranto before the epochal November 11, 1940 *Swordfish* attack on the Italian fleet. In a story fitting the legend, his *Maryland* made several passes over the harbor at



In a photo dated June 12, 1941, ground crew prepare a *Maryland* for a strike on Axis forces in North Africa.

500 feet while the crew got positive identifications of the ships and the Italian gunners shot up their compatriots on the opposite shores. (Warburton may have been legendary, but one has to wonder what his gunner and observer thought of all this. Maybe the movie *The War Lover* held a grain of reality.)

Warby later flew PR *Hurricanes*, *Spits* and torpedo-carrying *Wellingtons* before being posted away from Malta. Wounded and combat-fatigued, he was sent back to England. But by April 12, 1944, he had made his way into the US 7th Photo-recon group. That day he took off from England in F-5B number 42-67235, headed for Schweinfurt, and was never heard from again.

I wanted to model his Taranto aircraft, but details are elusive. He flew all three of the Malta *Marylands*, but I haven't found which he flew on November 10, 1940, nor exactly what it looked like. *Profile #232* shows all the Martins in Dark Earth/Dark Green and (presumably) Sky during late 1940, even though this seems a questionable choice for an aircraft flying mainly over water from a desert-type terrain. They seemed to have carried no individual aircraft ID letter, not surprising since there were only three in the immediate area. So picking any of the serials would provide a correct representation of Warby's aircraft.

The controls in the nose, which are omitted by *Frog* and *Contrail*, were definitely present in at least these French-order aircraft, as evidenced by an incident on November 2, 1940: Warburton was slightly wounded on this sortie and his

observer flew them home. It had to be from the nose since it was quite impossible to change seats in a *Maryland*.

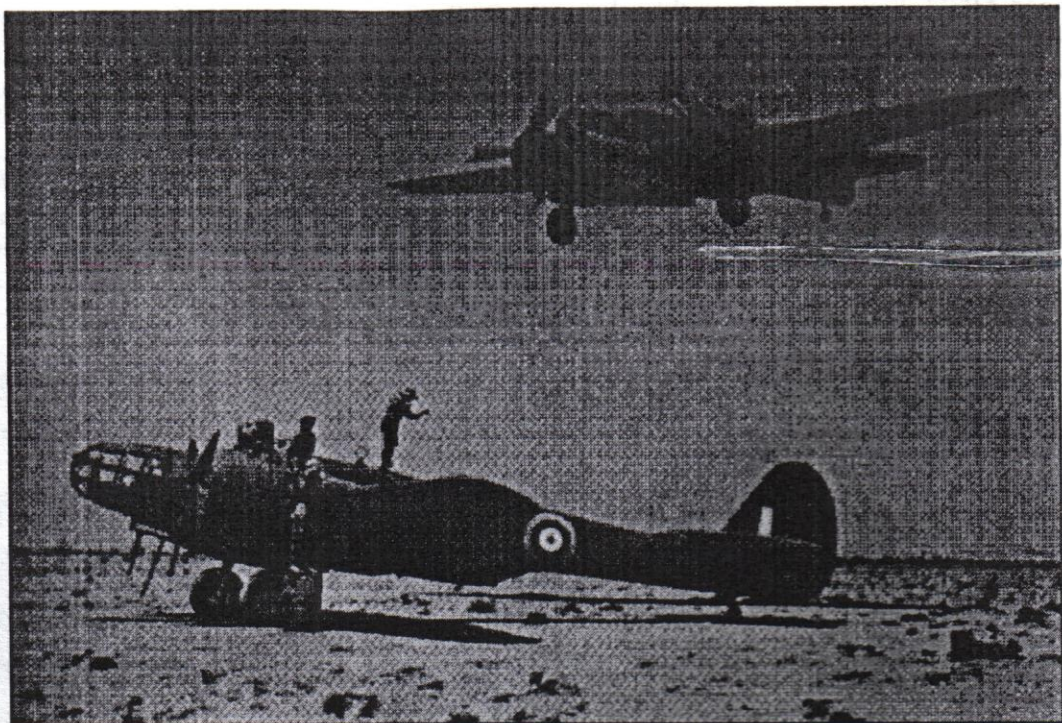
There is also uncertainty about the gun turret. Photos show aircraft with gun turrets by Boulton-Paul replacing the original Martin installations, but these are considerably taller than the originals and would have added substantial drag. For these far-ranging recce flights, it seems likely that more speed and range would have been more valuable than whatever gain in gun effectiveness the bigger turret might confer, so I am modeling a standard *Maryland* I.

But I opened this article talking about the aircraft of the *Bismarck* saga. What about this one?

It was an aircraft from the Fleet Air Arm station at Hatston in the Orkney Islands that discovered that the *Bismarck* had broken out, that much is agreed. But which one was it, out of the reported 14 aircraft that had been handed over to the FAA, and what did it look like? Finding a high-performance twin-engine land plane among the shipboard types that were the FAA's mainstay seemed a bit unusual, yet at one time, Hatston had at least three. After World War 1, the RAF was given major control over all military aircraft in the UK's services, which possibly explains the rather quaint Blackburn *Blackburn* and Avro *Bison*: maybe the requirements just got filtered through too many hands on their way to the designers. But nothing in their charter called for the FAA to operate aircraft like the *Maryland*. Maritime reconnaissance and even weather flights were the province of the RAF's Coastal Command.

Several sources refer to the FAA machines as "high-speed target tugs". This made sense. The fleet was held in endless readiness at Scapa Flow, needing anti-aircraft practice to keep them alert, and target-towing was a demanding assignment for aircraft, requiring engines to deliver considerable power at low speeds. Harleyford's old *Camouflage and Markings...* even includes a color drawing of a *Maryland* with the target-tug's standard black and yellow undersurface striping below a dark earth/dark green topside. Perhaps naval gunners needed the striping to remind them which end of the tow rope they should or shouldn't shoot at.

But that left me wondering: would a commander actually send an aircraft decorated so flamboyantly away to where it might encounter the enemy? *Scale Aircraft Modelling* of January 1991 dissented, showing a FAA *Maryland* in the Slate/Sea/Sky temperate sea scheme. And in the few photographs I found, I never saw a target winch, as is so prominently visible on most aircraft known to be used as target tugs. One respectable-seeming web site speaks of it being used for reconnaissance, but that would likely have provoked an interservice squabble, so this seems questionable.



A returning *Maryland* passes another being prepared for a sortie. Their long range (1300 miles) made the *Marylands* a valuable intelligence-gathering asset in both the North Atlantic and North Africa.

Could they have been used as fighters when the fleet was not available to send up their aircraft? RAF bases on the Scottish east coast were normally tasked with this, but just in case could the *Marylands* have been emergency fighter cover? Were they "Admiral's Barges" for fast trips down to London? Perhaps: the photos I have seen from Hatston show very well-kept aircraft with none of the chipped paint or wear that one might expect at a station with the harsh weather of the Orkneys.

Of the *Bismarck* mission, some things get clearer. Coastal Command deemed the weather "not satisfactory" and quite reasonably refused to send out a single-seat *Spitfire* as they had on the sortie that first discovered the ships in the fjord. If the RN wanted a flight, it was up to them. Of the *Marylands* at Hatston, three have been cited as the actual aircraft used, but the best consensus seems to be that it was AR720. A crew of four flew that day, Commander G. A. "Hank" Rotherham as Observer, Lieutenant Neil E. Goddard as Pilot, and Leading Airmen J. D. Milne and J. W. Armstrong in back. But how did they fit four? And why? An extra pair of eyes, aft? A photographer to work a hand held camera at the tunnel-gun station while the gunner kept watch in the turret? (The *Aero Digest* article did not indicate there were fittings for fixed cameras, but implied that they would be hand held at the various available stations, just as they would have been 22 years earlier in WW1.) The aft fuselage was small at best, only about 5.5 feet high *outside dimension*, and a crewman at the turret gun would practically have been standing on the man at the tunnel gun. Might AR720 have been carrying extra electronics for navigation, or an early radar set? No antennas were visible on any of the FAA aircraft in photos but radar would be making its way into fleet aircraft in the near future, and some provision must have been made for training. Radar would undoubtedly have been useful for a crew facing the prospect of finding a particular Norwegian fjord in bad weather, and



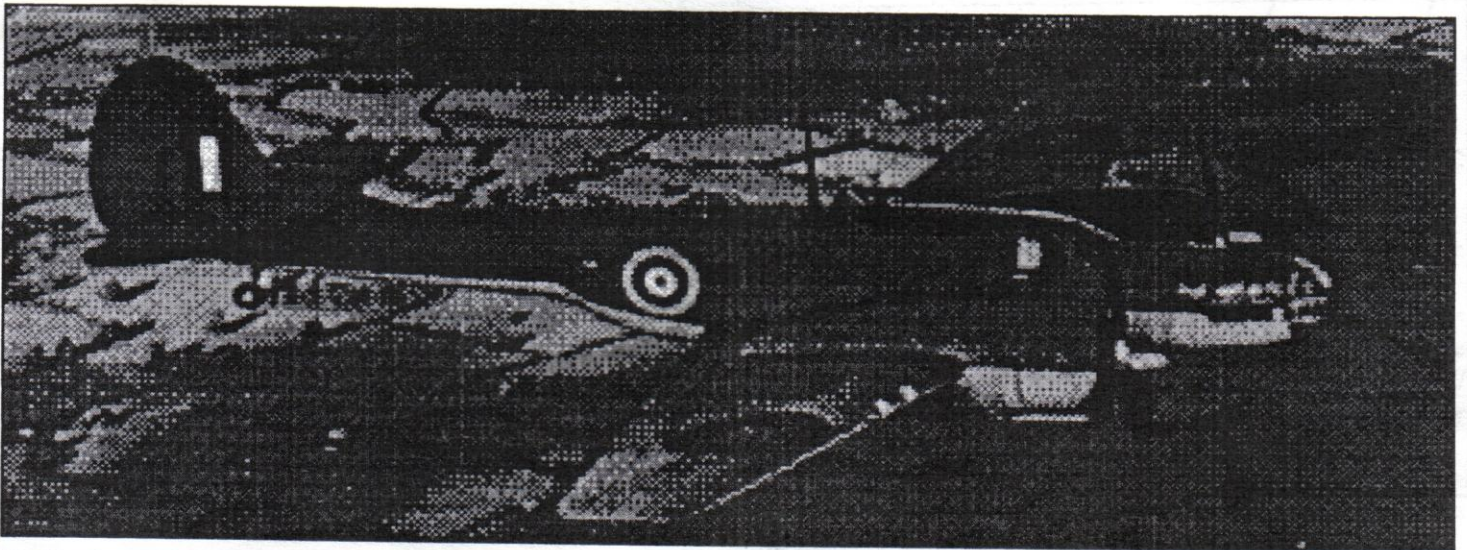
Showing why dust was such a major maintenance headache in the desert, a No. 24 SAAF *Maryland* II taxis for takeoff. Note the bombardier's hatch, open to provide some ventilation in the hot African sun.

probing into it below the clouds. Good thought, but that would push us subtly into the realm of the hypothetical, and the Hatston aircraft were quite real.

What colors for the *Bismarck* aircraft, that's the remaining question. The *Contrail* kit shows AR720 in Earth/Green/Sky with a gray "W" aircraft number and full height fin flash, low color demarcation lines all around. *Scale Aircraft Modelling* shows Slate/Sea/Sky with no aircraft letter, and the British-published *Sky Over Scapa* claims AR717 was the one, with letter "U" and color demarcation at the center line of the nacelles, color unspecified. Since temperate sea scheme was supposed to be the rule from December, 1940, I'll go with the SAM design. Hatston's aircraft were kept show-room new, so weathering would be inappropriate. This seems surprising, but when the fleet was out they had little to do, and may have stayed busy keeping their resident aircraft looking good.

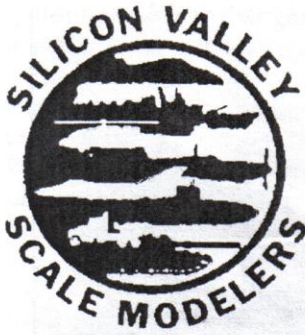
So that's the *Maryland*. Like Sherlock Holmes, doggedly

pursuing The Hound of the Baskervilles, I've looked for it in archives from Wright-Patterson to Yeovilton's FAA Museum, and the uncertainties remain. You could model quite a collection, but the Vichy French aircraft, among the most colorful of WWII, don't much attract me, having had little to distinguish them except for being used in Syria against their litter mates flown by their once-and-future allies, the British. And, at Casablanca, they may provided the first occasion when American-flown aircraft (*Wildcats* from the *Ranger*) shot down American-made aircraft flown by the Bad Guys *du jour*. A minor conversion would get you the prototype, with its bright-polished aluminum airframe and hatch to close the turret opening if you preferred. The *Marylands* took the stage, played their minor parts briefly, then disappeared from the story, leaving only two memorable moments in the vast epic of World War II.



Marylands were used by the British and French until replaced, in many cases, by their Martin stablemate, the *Baltimore*.

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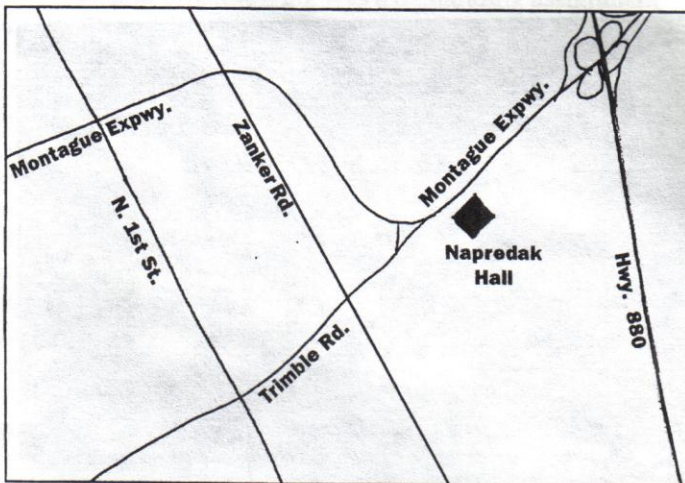
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- S1. Single Engine Jet or Rocket Aircraft, 1:72
- S2. Multi-Engine Jet Aircraft, 1:72
- S3. Single-Engine Prop or Turbo-Prop Aircraft, 1:72
- S4. Multi-Engine Prop or Turbo-Prop Aircraft, 1:72
- S5. Single-Engine Jet or Rocket Aircraft, 1:48
- S6. 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 1970s Subject
- SA7. Best Arab-Israeli Wars Subject
- SA8. Best Pioneer of Flight
- SA9. Best Muscle Car
- SA10. Best Vacuform
- SA11. Best Tank Destroyer
- SA12. Silk Purse Award—Best model from the worst kit
- SA13. Best Air Racer
- SA 14. 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, 2002. SVSM appreciates the honor system, and hopes participants will as well.

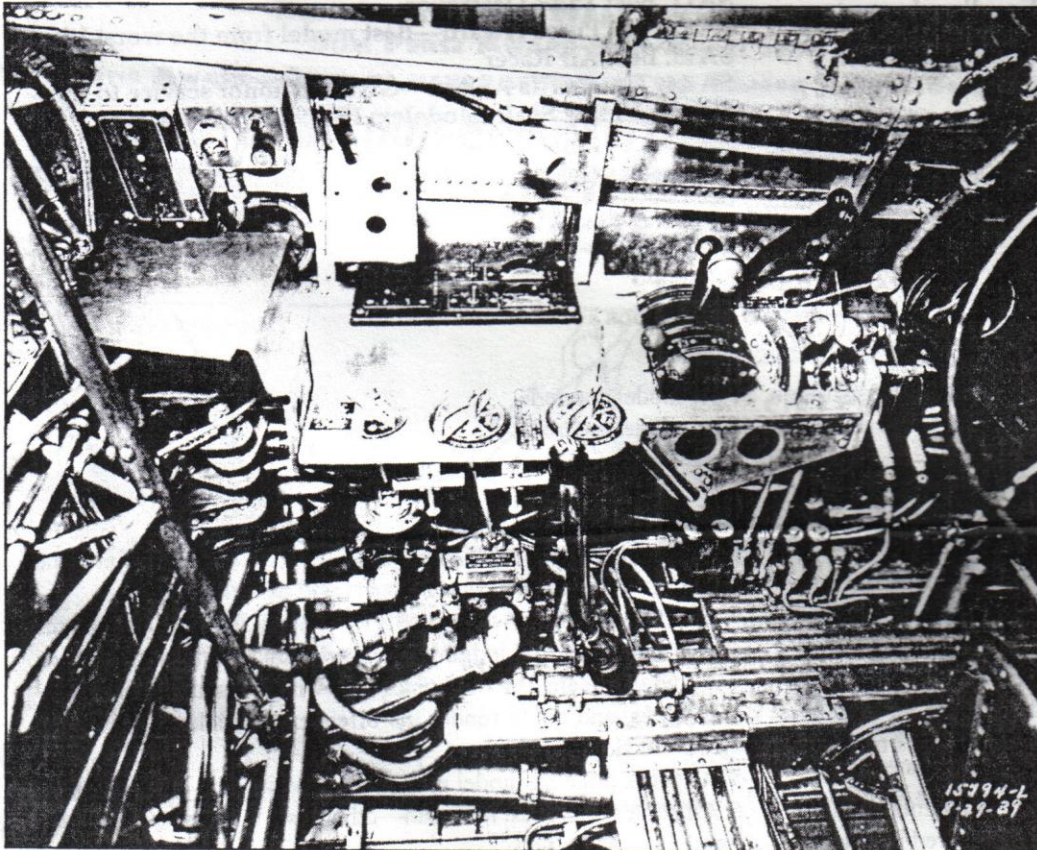
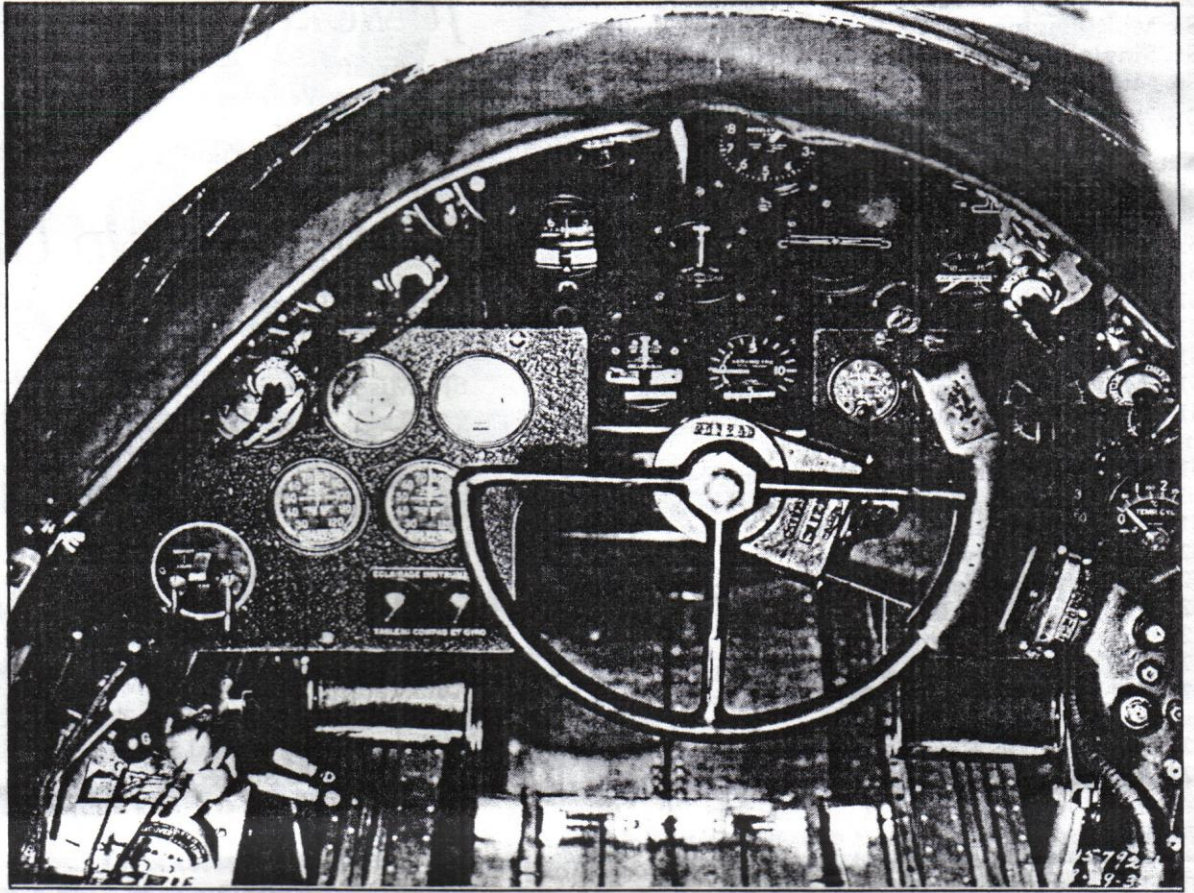
4. SVSM asks that all contestants keep away from judging teams during the course of judging to ensure impartiality. Interference with judging teams by the contestants will be handled per IPMS/USA rules, and could render the offenders' models ineligible for award consideration.

5. All work done on model entries must be done by the entrant.

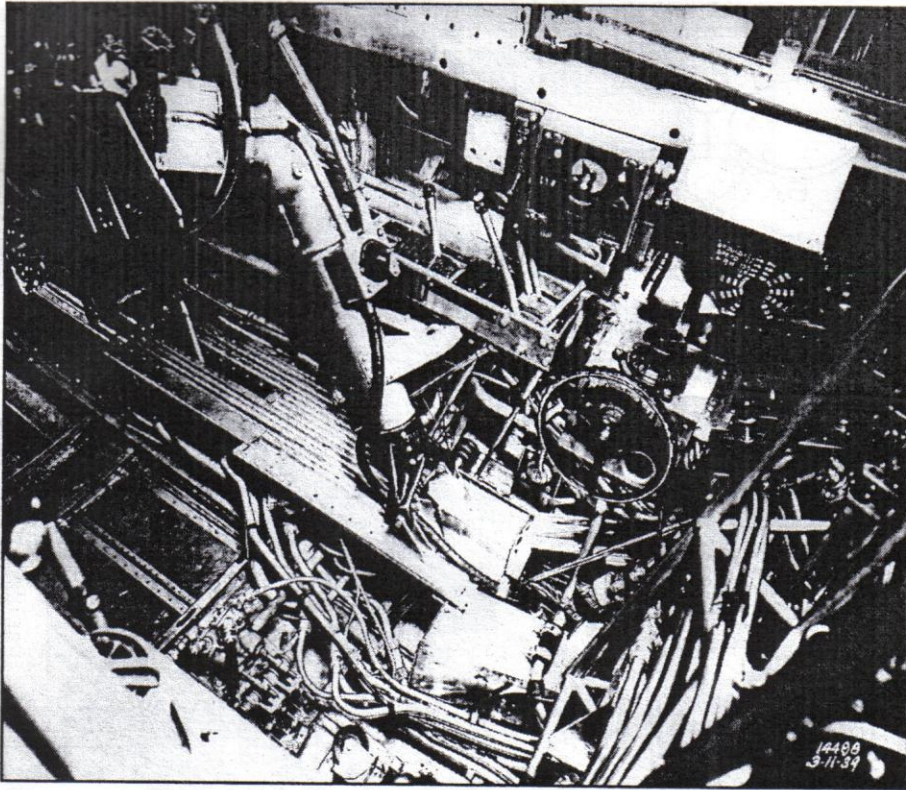
6. All contestants must have fun—otherwise, they aren't doing this right!

Inside the Martin *Maryland*

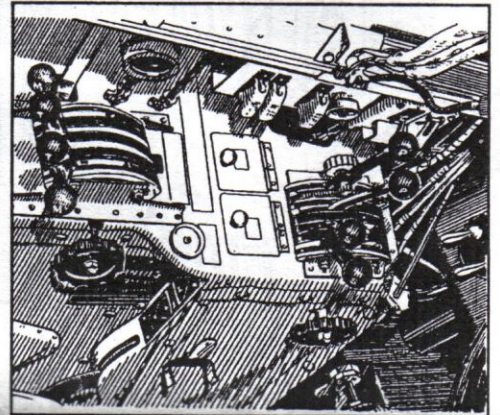
Right: Control panel
on a production
Model 167



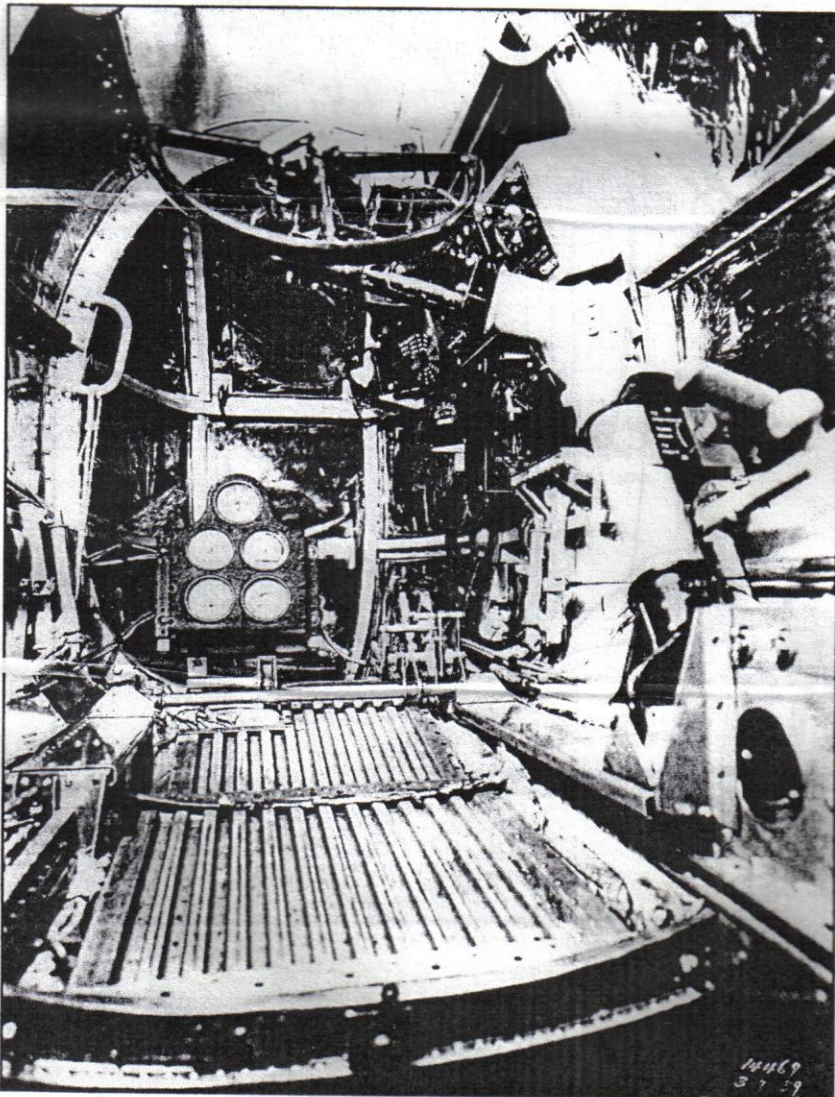
Left: the left side of the cockpit.



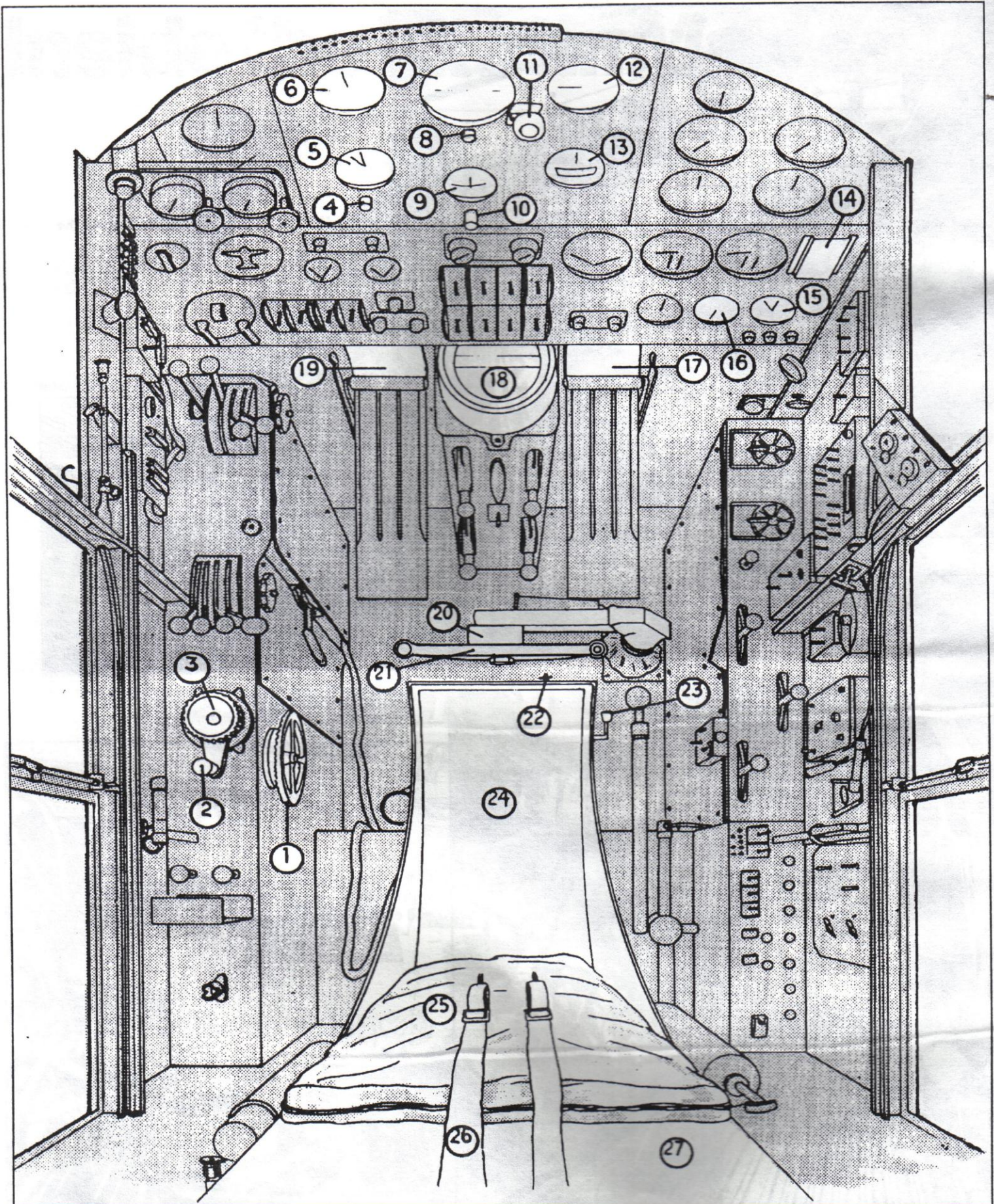
Right: the right side of the cockpit. Note the



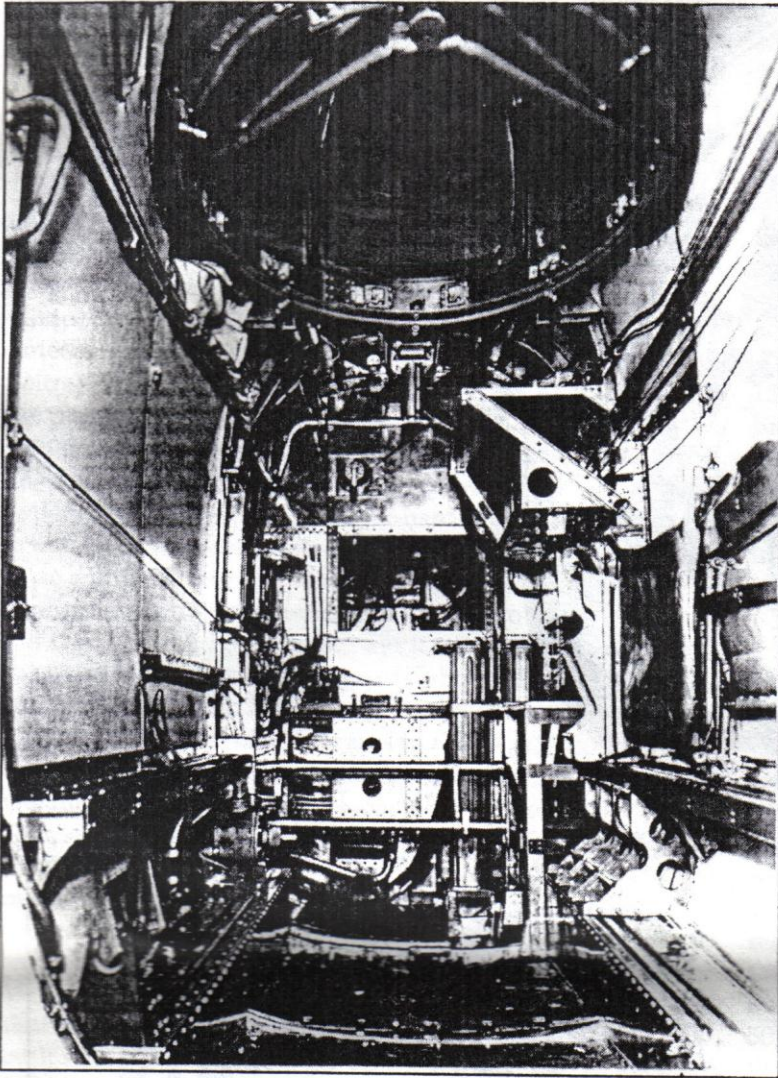
Above: drawing of the pilot's engine controls.



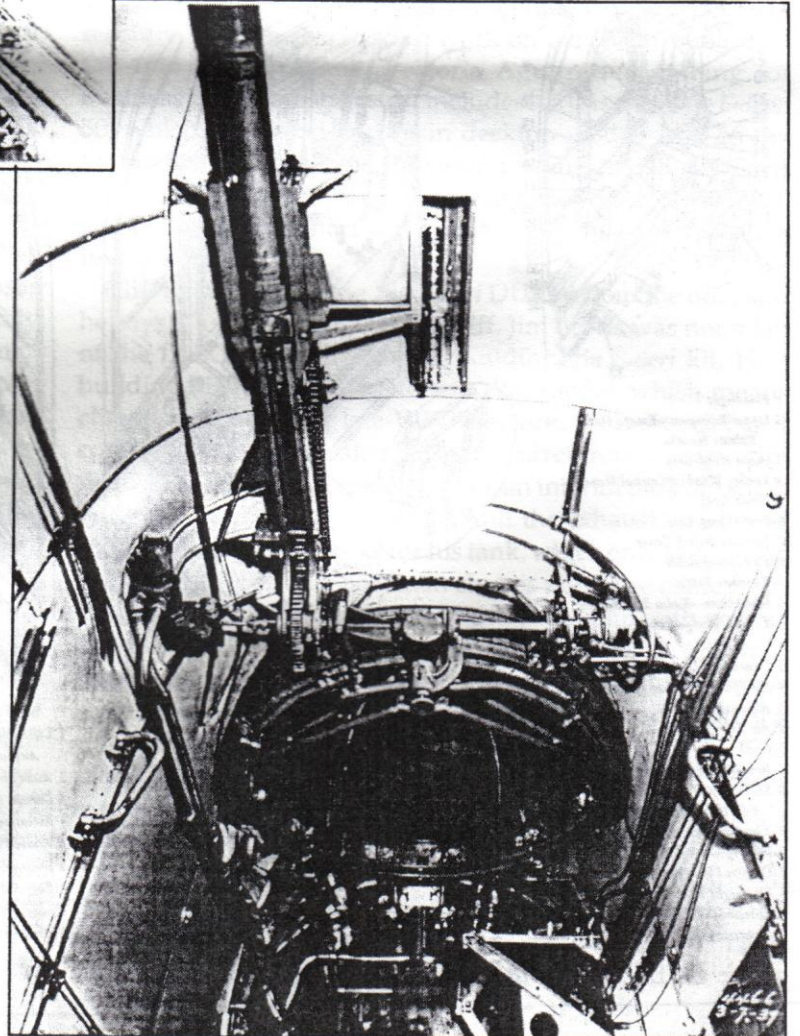
Left: The bombardier's position, with auxullary flight controls and control column in place.



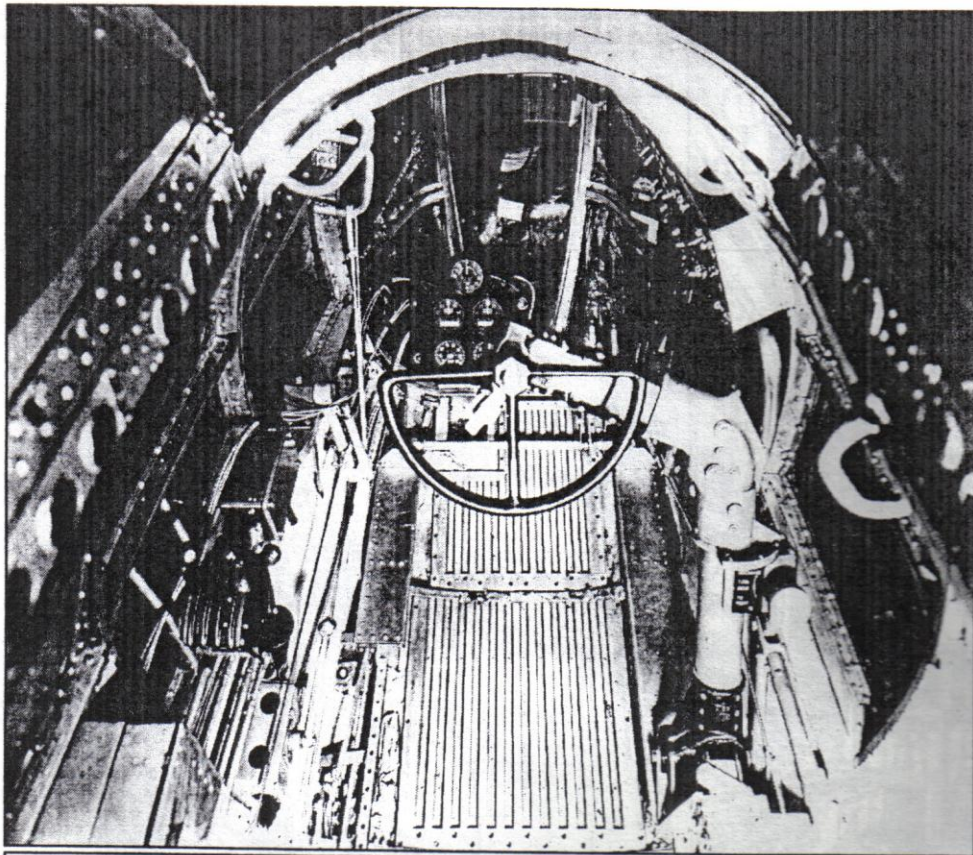
Overhead drawing of the layout of the pilot's compartment.



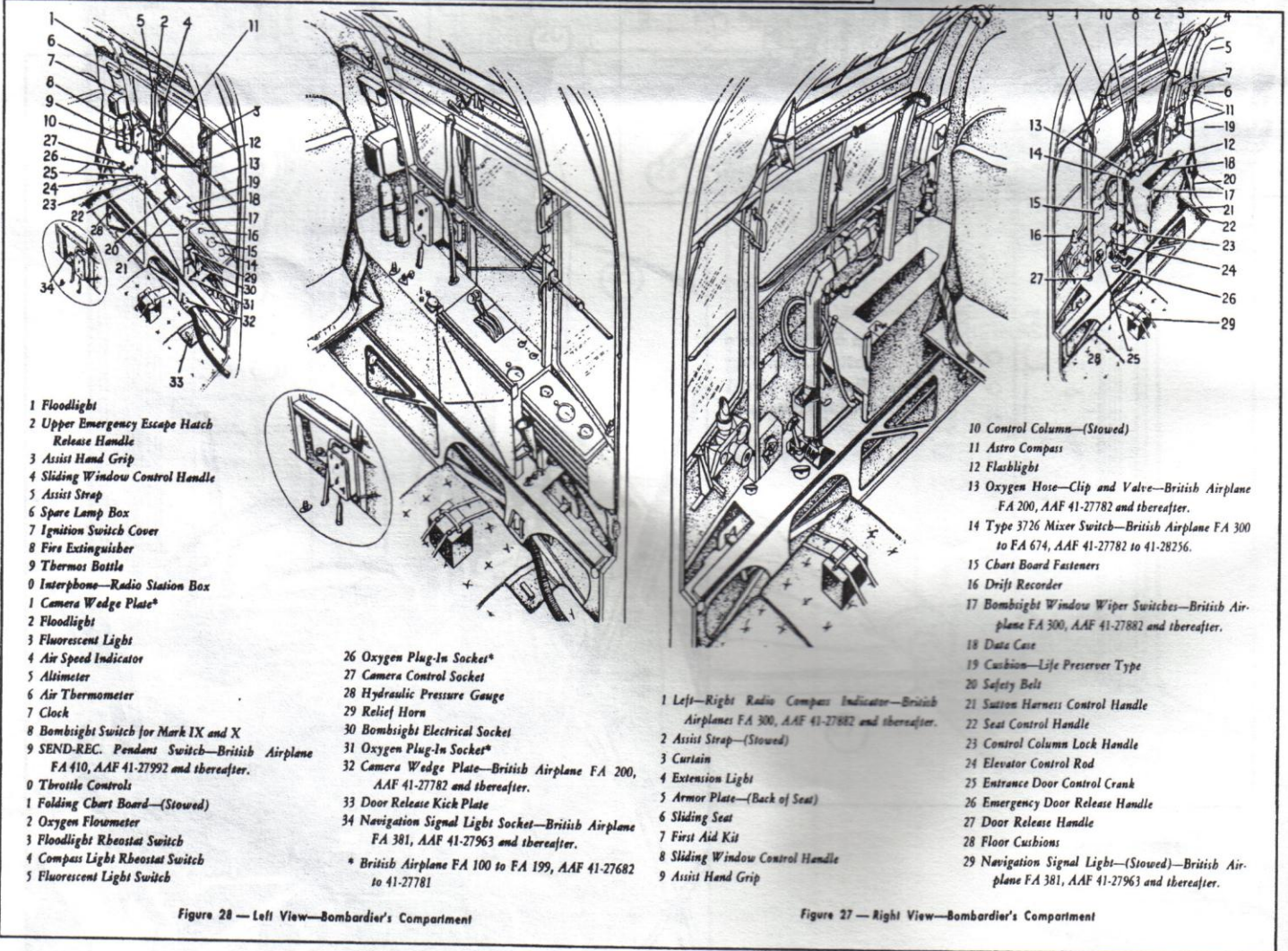
The rear fuselage, showing the rear bulkhead and the internal structure in the observer's position.



Top of observer's position, showing details of the turret and internal structure.



Another view of the bombardier's position.



- 1 Floodlight
- 2 Upper Emergency Escape Hatch Release Handle
- 3 Assist Hand Grip
- 4 Sliding Window Control Handle
- 5 Assist Strap
- 6 Spare Lamp Box
- 7 Ignition Switch Cover
- 8 Fire Extinguisher
- 9 Thermos Bottle
- 0 Interphone—Radio Station Box
- 1 Camera Wedge Plate*
- 2 Floodlight
- 3 Fluorescent Lights
- 4 Air Speed Indicator
- 5 Altimeter
- 6 Air Thermometer
- 7 Clock
- 8 Bombsight Switch for Mark IX and X
- 9 SEND-REC. Pendant Switch—British Airplane FA 410, AAF 41-27992 and thereafter.
- 0 Thrrottle Controls
- 1 Folding Chart Board—(Stowed)
- 2 Oxygen Flowmeter
- 3 Floodlight Rheostat Switch
- 4 Compass Light Rheostat Switch
- 5 Fluorescent Light Switch

- 26 Oxygen Plug-In Socket*
 - 27 Camera Control Socket
 - 28 Hydraulic Pressure Gauge
 - 29 Relief Horn
 - 30 Bombsight Electrical Socket
 - 31 Oxygen Plug-In Socket*
 - 32 Camera Wedge Plate—British Airplane FA 200, AAF 41-27782 and thereafter.
 - 33 Door Release Kick Plate
 - 34 Navigation Signal Light Socket—British Airplane FA 381, AAF 41-27963 and thereafter.
- * British Airplane FA 100 to FA 199, AAF 41-27682 to 41-27781

- 1 Left-Right Radio Compass Indicator—British Airplanes FA 300, AAF 41-27882 and thereafter.
- 2 Assist Strap—(Stowed)
- 3 Curtain
- 4 Extension Light
- 5 Armor Plate—(Back of Seat)
- 6 Sliding Seat
- 7 First Aid Kit
- 8 Sliding Window Control Handle
- 9 Assist Hand Grip

- 10 Control Column—(Stowed)
- 11 Astro Compass
- 12 Flashlight
- 13 Oxygen Hose—Clip and Valve—British Airplane FA 200, AAF 41-27782 and thereafter.
- 14 Type 3726 Mixer Switch—British Airplane FA 300 to FA 674, AAF 41-27782 to 41-28256.
- 15 Chart Board Fasteners
- 16 Drift Recorder
- 17 Bombsight Window Wiper Switches—British Airplane FA 300, AAF 41-27882 and thereafter.
- 18 Data Case
- 19 Cushion—Life Preserver Type
- 20 Safety Belt
- 21 Sutton Harness Control Handle
- 22 Seat Control Handle
- 23 Control Column Lock Handle
- 24 Elevator Control Rod
- 25 Entrance Door Control Crank
- 26 Emergency Door Release Handle
- 27 Door Release Handle
- 28 Floor Cushions
- 29 Navigation Signal Light—(Stowed)—British Airplane FA 381, AAF 41-27963 and thereafter.

Figure 28 — Left View—Bombardier's Compartment

Figure 27 — Right View—Bombardier's Compartment

NOVEMBER MINUTES

Next month's meeting is at the Round Table Pizza at Saratoga Avenue and Moorpark Avenue. See the map on the back of this issue (a revolutionary idea, that map thing!) for guidance to this site. For details on the workings of the gift exchange, see page 2 of this issue.

Steve Travis reported that he delivered 25 kits to the VA hospitals in San Francisco, Martinez and Palo Alto. Our model drive has been successfully expanded, thanks to volunteers like Steve and his wife Anita, John Heck, and Frank Beltran, and thanks to the many donors who are sustaining the program. Thanks to you all!

In model talk... Masa Narita is building a *Tamiya* 1:32 F-15E *Eagle* as a project for his new website (www.naritafamily.com/scalemodelTOP.htm). Masa is also hard at work on *Trumpeter's* 1:32 A-10, with the fuselage assembled; he says that he needed to do a little cutting and sanding to make everything fit. Pete Wong may be the first member of the club to start his B-25 for our Doolittle Raid project; he says it takes 10 pennies to keep the *Italeri* Mitchell on its nose gear! Gabriel Lee, who wrote the story on Venezuelan F-16s in a past Styrene Sheet, showed his 1:72 representation of a Venezuelan *Falcon* prior to the application of its second color scheme; the first scheme was badly weathered because the planes were kept in open-door sheds! Gabriel also built another Latin fighter, a Cuban MiG-29 from the *Italeri* kit. Vladimir Yakubov has almost finished his model of the Russian armored cruiser *Bayan*; after a lengthy process of modifying and correcting the kit, he has only to weather it. Mark Schynert is working on *High Planes' Mustang* Mk. X, the testbed aircraft for the Merlin engine in the P-51. He charitably describes the model as "a little rough." Greg Lamb built two *Hasegawa* BF 109G-6s, finishing one in *AeroMaster* markings and the second in *EagleCals* decals.

Jim Lund brought in a selection of *Corsairs* spanning Vought's use of the name. First came an *Esoteric* OSU-2, followed by an *Esoteric* O3U-2. The first monoplane *Corsair* was the XF4U-1, which Jim built with a *Jim Wood* kit. Finally, there was the oddly named A-7E *Corsair II*, built from a shockingly mainstream (for Jim) *Fujimi* kit. Braulio Escoto had a Vought fighter of his own, a *Hobbycraft* 1:48 F7U *Cutlass*, which he's been working on for a while. The same could be said for his now-complete *Matchbox* FJ-4B *Fury*; it was started 20 years ago! Braulio also had a *Hasegawa* A-4B; like his other three models, this wore the colors of VA-212. Bert McDowell brought in an early example of *Trumpeter's* 1:350 U.S.S. *Hornet*, with some of the parts assembled by Tom Harrison. Tom's working on a full hangar deck set to complement the detail already provided in the kit. Ben Pada built *Hasegawa's* Ar 234 almost straight from the box, finishing it with *Gunze Sangyo* paints. He used *SnJ* to capture the finish of his captured J2M *Raiden*, finished in postwar evaluation markings. Ron Wergin mixed his own paint to finish his *Airfix* 1:72 *Hurricane* Mk. I in Royal Romanian Air Force markings. Ron also had a pair of *Tigers*: *Tamiya's* 1:35 initial production run kit, and *Fujimi's* 1:76 *Tiger*, which Ron commended for its link and length tracks. Don Savage's Datsun 510 was built as the BRE racing winner; it's the only kit with 13-inch wheels, Don says, making it a good donor for other projects.

Vince Hutson is still hard at work on his 1:48 *Spitfire* XII, using the *AeroClub* conversion to convert an *Airfix* kit and adding *Cooper Details* details to the cockpit. So far, says Vince, the model's weight is made up mostly of filler! Bill Shipway's tribute to Ed "Big Daddy" Roth comes in the form of his model of "Mother's Worry," whose hot rod Bill finished using *Boyd's* paints. The model is from one of the classic *Revell* kits. Brad Chun was not terribly impressed with *Panda's* 1:32 F-35; he said the kit shares the same dimensional errors as the *Italeri* 1:72 kit, and he had to cut it up to build it as a VSTOL aircraft. Brad did not say it sucked, but he was nearing a consensus that it did.

Steve Travis took some leftover parts from his other street machines and road rods and built an A-*Altered Roadster*, using some parts from the *Green Hornet* kit to fill in the blanks. Greg Plummer's customized *Mustang Mach III* was built for the *Model Car Magazine* annual custom contest and was the subject of a feature in last month's *Styrene Sheet*. Laramie Wright had to remove and reassemble the suspension of his M4A3 *Sherman*, which now represents a machine from the 9th Armored Division in March 1945. Laramie's other *Sherman* is an *Academy* M51 from the 1973 *Yom Kippur War*; he found issues with the turret and hatches and corrected them, and he added the shell ejector port, to boot. Frank Beltran has finished the fuselage on the 1:48 *MiG-15 UTI* from *Trumpeter*, whose factory he visited while on a trip to China recently. Frank's also hard at work on the recently-released *OV-10D* from *Academy*. Postoria Aguirre has a thing for business jets; his stash of stuff includes his three-engine *Falcon* 50, which is a wood and resin desktop model. Also in the works from P.A. are a C-140 and a vacuform XB-42! Chris Bucholtz is still working on detailing the *Heller* T-28 *Trojan*, and he might soon start work on the *Roden* Albatross D.III, a lovely kit in the box.

Cliff Kranz is building his *Italeri* DUKW from the box, and he says it's going well. Unlike Cliff, Jim Lewis was not a fan of the DUKW until he started building the *Italeri* kit. He's building his "Duck" as a Korean War model, which means changing some of the late-WWII features on the model as it comes in the box. Jim also bashed a turret from *Tamiya* with the *DML* Pershing to create an M45, an interim tank of which only 185 were built. Jim scratchbuilt the exhaust and travel lock and found new tracks for his tank, which only saw action in Korea in 1950. Two *Sherman* chassis also have come from Jim's workbench: an early M7 *Priest*, loaded up with gear as it appeared on D-Day, and an M4 from *Tamiya*, the first *Sherman* tank that Jim has ever built. Kent McClure's small-scale armor collection has been bolstered by the addition of a *Carden-Lloyd* T-15 tank as used by Belgium in WWII. The metal kit came from *SHQ*. Mike Meek's "Conquest 1" racer was built from the *Hawk* kit with an *Obscureco* cowling. Mike's other racer, a heavily modified *AMT Tiger*, suffered a superglue problem at a contest and will have to be stripped, thus losing its sponsorship by Realdoll. And the model of the month goes to... Masa Narita, for his *Tamiya* Challenger tank. Masa took four months from start to finish, and he documented the entire building process on his website.

Holiday Gift Exchange at Round Table!

Next meeting:

7:00 p.m.,

Friday,

December 20

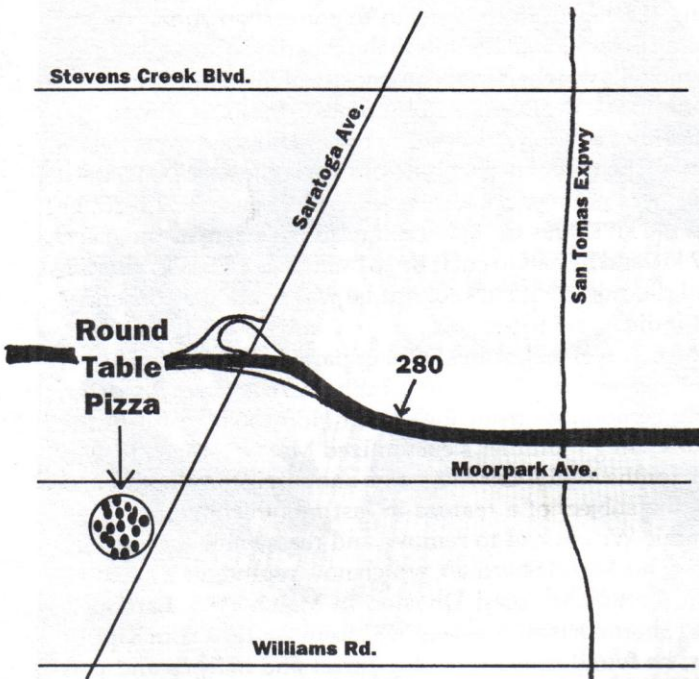
at Round Table Pizza

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Don't forget: If your renewal date is red, it's time to pay your dues!