

## Detailing *DML's* Korean War M46 Patton

By Hubert Chan

During the latter part of World War II, a new tank design was entering service with the U.S. Army in Europe. The M26 Pershing mounted an awesome 90mm gun designed specifically to cope with the superiority of German tanks like the Panther and Tiger families.

But as the war wound down and ended, Congress became tight with funding for new conventional weapons. As a result, the Pershing continued in service until the Korean War.

The Pershing's biggest downfall was its power plant, the Ford G-8 engine. This was the same engine mounted in some Shermans. Since the Pershing carried an extra 10 tons, you can imagine how slow and sluggish she was on the battlefield compared to the M4 family.

Some Pershings were modified and were designated as M46 Pattons. These held their own alongside other allied tanks in Korea against the likes of the T-34/85 and the JS-2M Stalin.

While the gun was a great improvement

over other WWII-era U.S. tanks, the real heart of the M46 was the Continental Motors air-cooled V-12 engine rated at 500 hp. many existing Pershings were upgraded with this new engine. Because of its configuration, the engine had to be

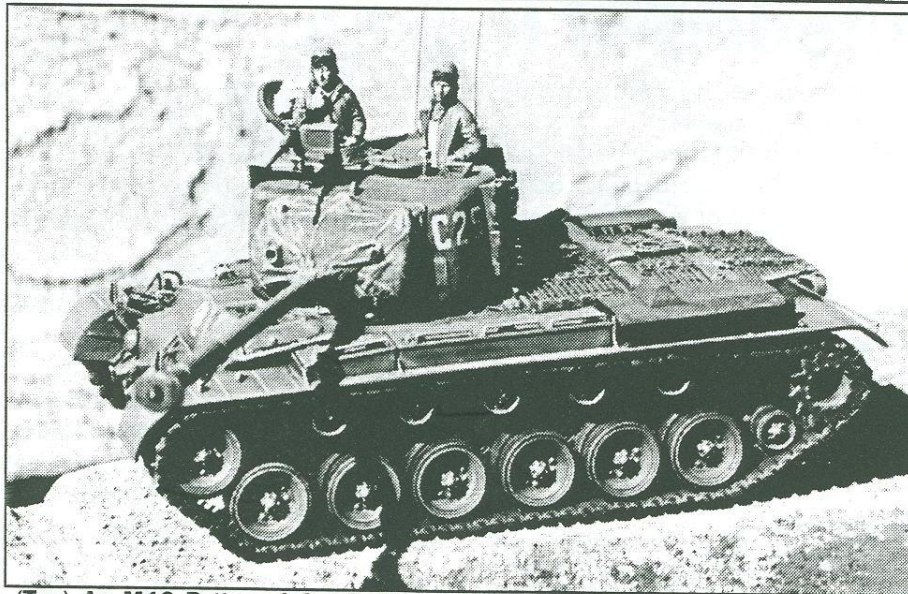
mounted sideways in the hull and a completely redesigned rear deck had to be fabricated. It consisted of a series of armored doors with vents, and exhaust pipes ran from the center of the rear across to two mufflers which were mounted on each fender.

Another important upgrade was a small track tensioning idler wheel between the last road wheel and rear drive sprocket, which helped the M46 overcome its predecessor's tendency to throw tracks during turns.

The tank spawned the M47, M48 and ultimately the M60 series, but even with the many improvements in future variants, the basic hull design of the M46 Patton is a legacy that lives on to this day.

Building the *DML* M46 Patton wasn't difficult, just time consuming. If you've

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(Top) An M46 Patton of Co. C, Marine First Tank Battalion, mounting a GE tank searchlight; (Bottom) Hubert's model of the M46, built from the *DML* kit.

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## EDITOR'S BRIEF

By now, you all probably know that the 1998 IPMS/USA National Convention and Contest will be held in Santa Clara, just minutes from our meeting site. The event is being hosted by IPMS Semi Con, a sort of "Shadow" group made up of officers from many clubs (Silicon Valley Scale Modelers, Stockton Tomcats, Fremont Hornets, North Valley Dam Busters, IPMS Golden Gate, IPMS Castle AFB and IPMS Travis AFB).

There were two reasons we chose to start a new chapter, instead of hosting it under one club's banner. First, we didn't want to clog up our meetings with planning for the event (and believe me, we've done LOTS of planning), and second, we want to take advantage of the skills of those other clubs in the region. Also, the nationals had a bad experience with a multi-club contest some years ago when a club pulled out of a three-club bid, depriving the event of a third of its human assets. In Semi-Con, you decide to participate as an individual; the national guys were much more keen to this approach.

Right now, we're still in the preliminary planning phase, examining sponsorship possibilities, banquet amenities, tours, seminars, etc. We have a core of guys with great ideas, but we will need the help of the rest of the region. I say this now, well in advance of us even knowing what exactly will need to be done. But, in 6 months or a year, we should have some concrete ways you can contribute. Just keep an ear out—we'll let you know!

By the way, if you're looking for one person to thank for the nationals coming here, it's Angelo Deogracias. As facilities director, Angelo negotiated with the city of Santa Clara, the Santa Clara Convention Center and the Westin Hotel, and secure for us, our guests and the IPMS/USA some incredible rates. Angelo deserves a big thank you for the hard work he's

put in on this—and, I think, permanent amnesty for spending so long on that *Monogram Typhoon*!

More thanks go out to Richard Pedro, who secured the Milpitas Community Center for our use for the 1997 Kickoff Classic. The contest will be March 9, a little later than usual, but still the earliest date in the 1997 contest calendar. We haven't heard anything from other clubs about 1997, but hopefully it will be as full a slate as 1996. SVSM, Stockton, Monterey, Fresno, Travis AFB, Sacramento, Yuba City, Central Valley and, in October, Redding... that's nine contests! Well done, Region IX!

Speaking of 1996 contests... Yuba City's event was cozy, small and friendly, and Jim Lewis and I did pretty well on the awards. The airshow was neat, too: three P-51s, two T-28s, a N-50, an An-2, an F/A-18, C-130, HH-60, UH-1V, etc. Jim particularly liked the WC-51, which verified many of the details he'd added to his model (Which took best of show).

Central Valley's show was also well-run and pleasant. While turnout wasn't as great as in the past, there were plenty of good models on the table, as well of plenty of SVSM'ers in attendance, and again, we did well on the awards.

I have to say one thing about our club: we sure as heck support the rest of the region. Eight of us went to Fresno for the contest, and two more who would have gone had last minute job commitments that prevented them from going. It makes me proud to be a member when I see such great turnout from SVSM.

Keep up the good work and the great modeling!

Well, gotta go cram a too-large detail set into a too-small cockpit...

—The Editor

## Help wanted: SSI looking for modelers

SSI, a maker of strategic military games, is looking for modelers to help busy up the airspace of a revised computer game version of its popular "Panzer Leader" Game.

The company needs modelers to build 1:72 models of the planes listed below by January, 1997, and will pay you by the hour for your efforts. The models need not be super-detailed, only built and painted. SSI will also "rent" built-up models, but they must be in the "in-flight" configuration. For more information, call Rick Martinez of SSI at (408) 737-6800 Ext. 132.

The planes needed:

German:

Bf 109E

Bf 110C

Do 335 Pfiel

Fw 190A

Fw 190D-9

He 162A Volksjager

Me 163B Komet

Me 262A1 Schwalbe

Ar 234B-2

Ju 87B

Ju 188E-1

Do 17Z

He 111H-2

Ju 88A

Ju 52

French:

MS.406

D.520

Amiot 354

Potez 630

Italian:

Macchi MC 202 Folgore

Piaggio P 108

Breda BA 65

Dutch:

Fokker DXXI

Soviet:

Lavochkin La-7

Polikarpov I-16/10

Mikoyan-Guernevich MiG-3

Yakovlev YAK-9

Petyakov Pe-8

Ilyushin Il-4

Ilyushin Il-2M3

British:

Hawker Hurricane Mk. I

Gloster Meteor Mk III

Supermarine Spitfire Mk XIV

Avro Lancaster

DeHavilland Mosquito Mk VI

Hawker Typhoon Mk 1B

American:

Lockheed P-38 Lightning

Republic P-47D Thunderbolt

North American P-51D Mustang

Boeing B-17G Flying Fortress

Consolidated B-24D Liberator

Boeing B-29 Super Fortress

Consolidated B-32 Dominator

Douglas A-26 Invader

North American B-25H Mitchell

Martin B-26 Marauder

Douglas C-47 Dakota

Polish:

PZL P.24

PZL P.23B

PZL P.37B



# Paper or plastic? How about both!

Fill in gaps in your STYRENE SHEET collection! These back issues are available for the low price of \$1.25 each (postage paid). To order, send your name, address, the issues you'd like to order and a check made out to Silicon Valley Scale Modelers to:

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SVSM

P.O. Box 361644  
Milpitas, CA 95036

June 1993 (8 pages): 1:72 Hasegawa F/A-18C; LeMans Miniatures 1:87 race cars; Using acrylic paints, part 2; Avoiding problems with decals and setting solutions.

August 1993 (8 pages): Canberra kit overview, part 1; Stripping paint with household products; SJSJM Jurassic Park contest.

September 1993 (8 pages): B-52 kit overview; Stripping Accuflex paints; Canberra kit overview, part 2.

October 1993 (8 pages): Frog/Premeire/Tasman 1:72 Sea Venom; RACE proposal; Canberra kit overview, part 3; Soviet aircraft weapons; Japanese navy aircraft designations.

December 1993 (12 pages): Skyraider/Skyshark kit overview, part 1; Robert S. Johnson's P-47s; Hasegawa/Italeri 1:72 SH-60.

March/April 1994 (12 pages): Carrier deck diorama accessories; AMT A-20 Havoc; Horizon T. Rex; Light U.S. Howitzers; RACE rules.

May 1994 (8 pages): Light Strike Vehicles/Fast Attack Vehicles; Kamikaze aircraft carrier; Skyraider/Skyshark kit overview, part 3.

October 1994 (8 pages): Fujimi 1:72 MiG-21bis; P-35 kit overview; Reno Air Races photos; Using Varathane as a gloss overcoat.

December 1994 (8 pages): Beefing up a Tamiya M106A1; YP-37 and P-40 kit overview; AFV Club M49 tank; Frog 1:72 Gloster Whittle.

January 1995 (8 pages): P-39 Airacobra kit overview; U.S. Navy pre-1962 aircraft classifications;

Rigging biplanes with wire loops.

February 1995 (12 pages): Ames/Moffett Field history: P-51B glider; Modeling's "High WaterMark?"; P-38 kit overview,

July 1995 (16 pages): DML 1:48 Fokker Dr. 1; Building the Corsair prototype, part 1; Ames/Moffett Field history: variable control Hellcat; Judging armor, part 2; XFY-1 Pogo kit overview, part 1.

December 1995 (12 pages): B-58 Hustler kit overview; Hasegawa 1:72 SBD-3 Dauntless; TBF Avenger 1:72 kits.

January 1996 (16 pages): M35 Reo guntruck conversion; Ames/Moffett Field history: CH-47 NASA 737, part 2.

February 1996 (16 pages): Dream cars: Club de Mer and Futura; Detailing a Revell 1:24 UH-1C Huey.

March 1996 (24 pages): N1KRex/George 1:72 kit overview; Dodge Deora and A100 pickups; Hints for shooting detail photos; Meet the Modeler: Ralph Patino; 1996 Kickoff Classic photos;

Monogram 1:24 Mercedes 300SLR; P-39 Airacobras "failure" reconsidered.

April 1996 (12 pages): Dream cars: Mustang II and Cougar II; Using vinyl spackling compound to model water; Yellowhammer Models decals; Detailing Minicraft's P-47N Thunderbolt; J.M.G.T. 1:72 St. Chamond tank.

May 1996 (12 pages): Converting a 1:72 S2F-1 Tracker into a CDF firebomber; Chrysler Turbine car; Converting Hasegawa's 1:32 Hornet into a detailed F/A-18C.

June 1996 (12 pages): Building AFV Club's 1:700 Knox-class frigate as U.S.S. Gray; Making your own display cases; CDFS2F photos; Picking your child's first model; More museums near Virginia Beach.

July 1996 (24 pages): Hawker Sea Hawk kit overview; Building Skywave's 1:700 Cleveland-Class cruiser; Santa Maria Museum of Flight; Re-planking WWII carrier decks; Building an M47 Patton; Ames/Moffett Field History: the bubbletop SB2C, part 1; Converting two Sea Kings into an HH-3F Pelican, part 1.



By George! Japan's N1K fighters in 1:72

Reason that these fighters were not made for carrier-based operations, and so production of the N1K was limited to 10 aircraft.

The N1K1 Shiden and N1K2 Shidenai were... The N1K1 Shiden was... The N1K2 Shidenai was...

But perhaps the most interesting part of the Shiden's story is its engine. The plane came about as the result of... 1940 requirement for... engine for... engine...

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August 1995 (16 pages): Bilek/Italeri 1:72 Su-22M-4; Minicraft 1:72 Spitfire Mk XIV; Building the Corsair prototype, part 2; XFY-1 Pogo kit

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# Finishing touches: putting paint on the *Pelican*



The prototype *Pelican* demonstrates the HH-3F's amphibious abilities. The preferred method of rescue is by hoist using a sling or basket, because it poses less risk to the aircraft, but the ability to make water landings was welcomed by pilots who flew long over-water patrols.

**By Randy Rothhaar**  
•Part 3 in a series•

After most of the assembly work on my HH-3F was done, the next step was to apply the distinctive white and red paint scheme. If there are two unforgiving colors, they're white and red, but, with persistence, the scheme came out well.

The first step in painting my *Pelican* was to shoot the fuselage and various subassemblies with *Floquil* lacquer-based gray primer. Small surface imperfections were sanded out at this point and the panel lines were rescribed with a sewing needle. I drilled in the rivet heads, making the *Pelican* ready for the finish coats.

The *Pelican* had a high-gloss finish. I haven't had much success with glossy paint jobs in the past, so before I tried to paint my helicopter I did a little research by reading through a couple of model car magazines and books. After learning about how car modelers obtain such good finishes, I worked up the courage to start painting.

First, I shot the *Pelican* with multiple coats of *Floquil* lacquer-based white. After it dried for a few days, I sanded the fuselage with progressively finer grits of sandpaper, and, slowly but surely, the surface

started to smooth out. In a couple of spots, I sanded through the white to the gray primer, and as a result I had to touch up the white and repeat the sanding process. This occurred a few more times and became a real chore, but eventually I ended up with a nice, smooth white coat of paint that was ready for polishing.

Using Blue Magic polish and a soft cloth, I started to polish the fuselage surface to bring out the shine and to remove minute sanding scratches. This was going well until (yes, you guessed it) I polished through the white paint on the lower fuselage and had to go through the paint, sand and polish



The prototype *Pelican* airborne, showing the glossy red and white scheme to good effect.



cycle again! After touching up, I decided to experiment and tried *Tamiya's* rubbing compound to polish instead of the Blue Magic. I liked the *Tamiya* rubbing compound better than the Blue Magic—it seemed to be less abrasive on the paint and less prone to fingerprints.

Once I was satisfied with the finish of the fuselage, I repeated the process on the sponsons, doors and other sub-assemblies that required a white finish.

To keep from going bonkers from the repeated sanding and polishing of the white paint, I decided to paint some of the other parts of the helicopter. The rotor assemblies, rescue winch, searchlight, and various antennae were sprayed with

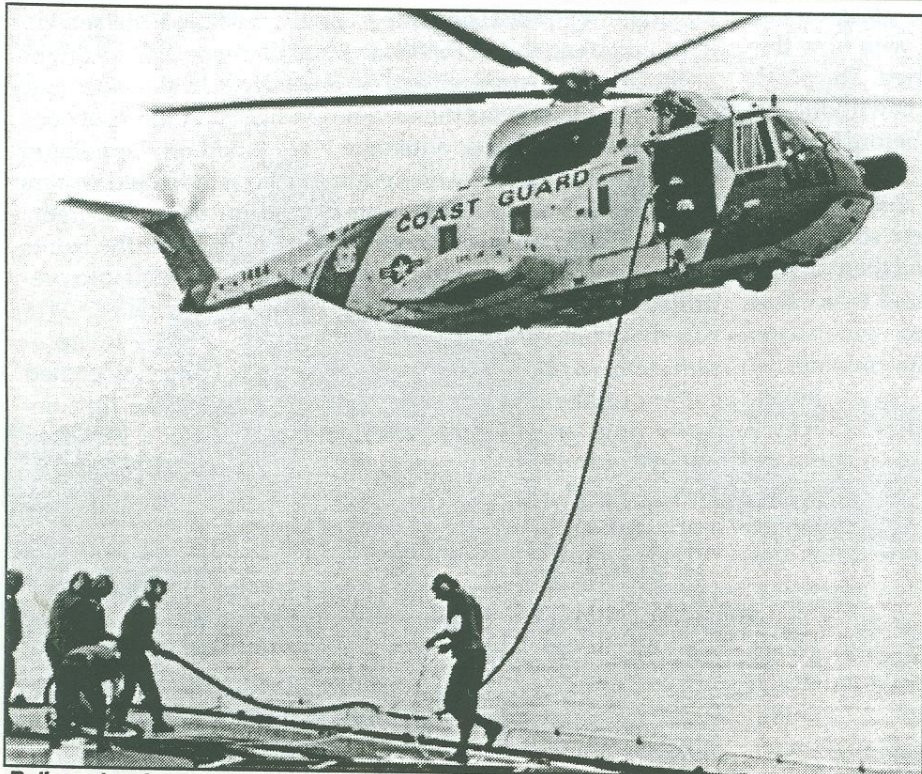
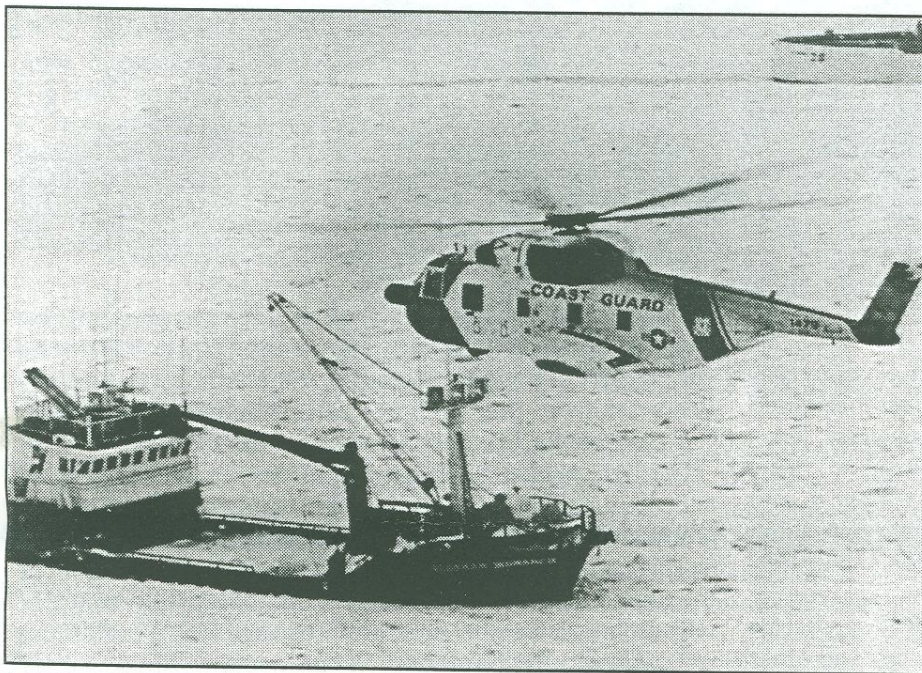
flat black. The red, white and yellow stripes were sprayed onto the rotor blades according to references, and the rotor heads were painted with *Testors Model Master Metallizer* magnesium. The interior of the cargo ramp was painted to match the inside of the helicopter, and the various non-skid strips and black and yellow warning stripes were airbrushed after careful masking.

Other small parts, such as the pitot tubes, rear view mirrors and the very tiny photoetched windshield wipers, were painted their respective colors. Once these parts were done, I turned my attention to painting the rest of the colors on the helicopter.

Using Scotch tape, I masked off the areas on my *Pelican* that were to be painted red. The rest of the helicopter was masked off with *Parafilm* to prevent overspray on the white. The red on Coast Guard aircraft is very interesting—depending on the lighting conditions and what time of day photos are taken, it ranges from a deep red to almost orange. I decided to use *Model Master Chevy* engine red on my model because it was roughly in the middle of that range. I thinned the red by about 50 percent and shot a large number of mist coats. After getting sufficient coverage, I set the model aside to let the red dry a couple of days before I polished it.

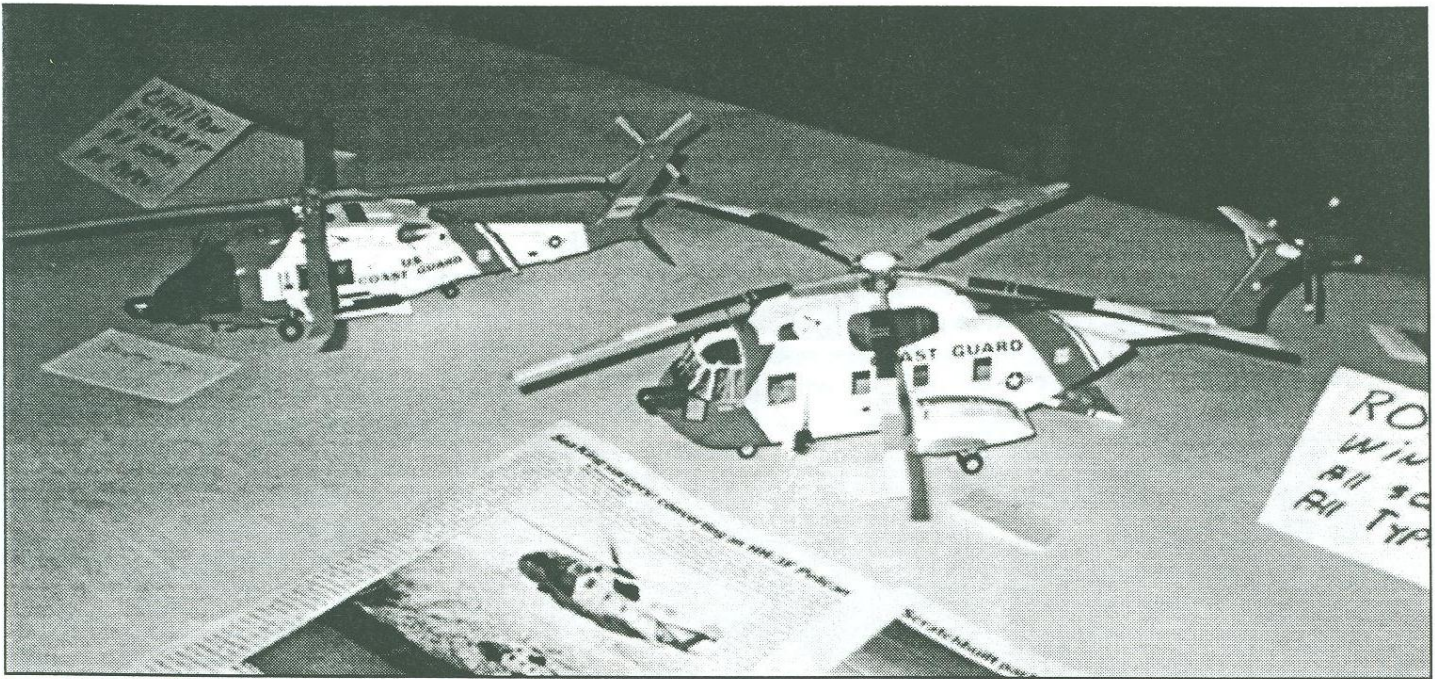
When I started the polishing process, I decided to leave the masks on the white portion of the helicopter to prevent getting red polishing residue on them. Following the same steps as I did on the white paint, I sanded and polished the red until it was nice and smooth. Once satisfied with the finish, I removed the masks and examined the whole aircraft. After using *Testors Boyd* high gloss white to do some minor touch up on the lower fuselage, I masked off the upper rear fuselage and the tops of the sponsons and painted the dark gray walkway areas. Using *Model Master Ford* engine blue (every Chevy fan's dream on race day), I sprayed a blue stripe on the rear fuselage after careful masking. The nose anti-glare panel and exhaust areas were masked with a combination of frisket film and *Parafilm* and then sprayed with flat black. Some minor touch up was done with a brush in a few red and white areas, and when that was complete my *Pelican* was ready for decals.

Using a *Super Scale* decal sheet for 1:72 Coast Guard Aircraft, I mixed and matched various markings, insignia and lettering that were the appropriate sizes for an accurate marking scheme. I modeled my *Pelican* after a drug interdiction bird out of Clearwater, Florida. I used black stripe trim film to represent some



***Pelican* showing exhaust stains checks up on an icebound freighter (top); HH-3F conducts a hot refuelling exercise off Cape Cod.**





Randy's Coast Guard collection: his HH-60 *Jayhawk* and the now-complete HH-3F *Pelican*, on the table at a recent contest.

fuselage step markings, and various warning stencils came from assorted sheets in my spares box.

After decalling, I began the search for a clear gloss to spray over the surface of the helicopter. I needed a gloss that would blend the decals and not distort the high gloss surface, but at the same time be durable and able to stand up to heavy weathering. I never had success with Future floor polish, and a couple of water-based clears I have used in the past didn't dry with the finish I'd been hoping for. I decided to try *Model Master* clear gloss in a spray can, but with a twist. I sprayed the can's contents into a bottle, and thinned it about 50 percent for use in my airbrush. After masking the walkways and other areas that had to remain flat, I sprayed the gloss on the helicopter in mist coats. I was really pleased with how this "new" gloss went on the model and how it dried. The finish retained the high gloss and the decals blended in without any problems. I let the model dry for about a week before I started to weather it.

Weathering began with a wash of *Tamiya* thinner tinted with black to bring out the panel lines. I drew some other panel lines of the surface with a sharp pencil, and then rubbed them with a soft cloth which gave a weathered effect that looked good to me. I drybrushed and added some silver pencil paint chips around the door and ramp openings to simulate wear and tear. Using pastels, I added some heavy exhaust stains to the upper rear fuselage and exhaust areas. I also did some drybrushing on the walkways to simulate scuffing. At this time I also weathered the other subassemblies. The landing gear and rotor heads got a wash, the rotor blades were drybrushed with dark gray to tone down the colored stripes, and the cargo ramp was dirtied up with a combination of drybrushing and a wash.

By now, you're probably wondering why, after going through the effort to get a nice, glossy paint job, I would make my helicopter look like a war-weary combat veteran. I wanted to model a drug interdiction *Pelican*, and the weathered finish was present in all my references. The drug-busting helicop-

ters often operated out of remote locations and giving the chopper a bath wasn't high on the list of priorities while chasing drug smugglers around the Caribbean. With my *Pelican* suitably dirty, I removed all of the frisket masks from the windows and prepared for final assembly.

I used super glue to attach the sponsons to the fuselage sides and then installed the landing gear using the glass on my workbench and a ruler to help with alignment. After the landing gear had time to set, I glued the FOD cover in front of the engine intakes using white glue. To replicate the complex wire antenna assembly on the left fuselage side, I used brass rod cut to size for the mounts and one-pound fishing line for the antenna itself. Using super glue, I installed the searchlight, cargo winch and FLIR turret to their respective locations on the fuselage. I used red and green *Makit & Bakit* clear plastic crystals cut to size for the navigation lights on the sponsons and tail. Various blade antennae were glued on the tail and upper fuselage, and the tiny photoetched windshield wipers were glued to brass rod mounts in front of the windshield. Landing lights on the helicopter's nose and under the fronts of the sponsons were made from *MV* lenses inserted into pre-drilled holes. *Model USA's* 1:48 *O-1 Bird Dog* provided an M16 rifle that I placed in the front sliding door opening to represent a DEA drug-busting tool. I used some 1:24 photoetched battery hardware from *Detail Master* to make the tiny tie-down rings on the sponsons. I made a mold of a *Verlinden* duffel bag and cast some resin copies and painted them blue. These were glued to the rear cargo ramp to represent bags of marijuana captured in a successful bust.

The ramp was added to the rear fuselage, and the rotor assemblies were placed in their respective locations for the finishing touch. Any 1:48 drug smugglers had better watch out!

Now, if someone would release a decent 1:48 HH-65 *Dolphin*, my collection of Coast Guard helicopters could be complete. Maybe I'll scratch build one; that will make some model company decide to put one out just after I finish!



# Creating a credible Korean War M46

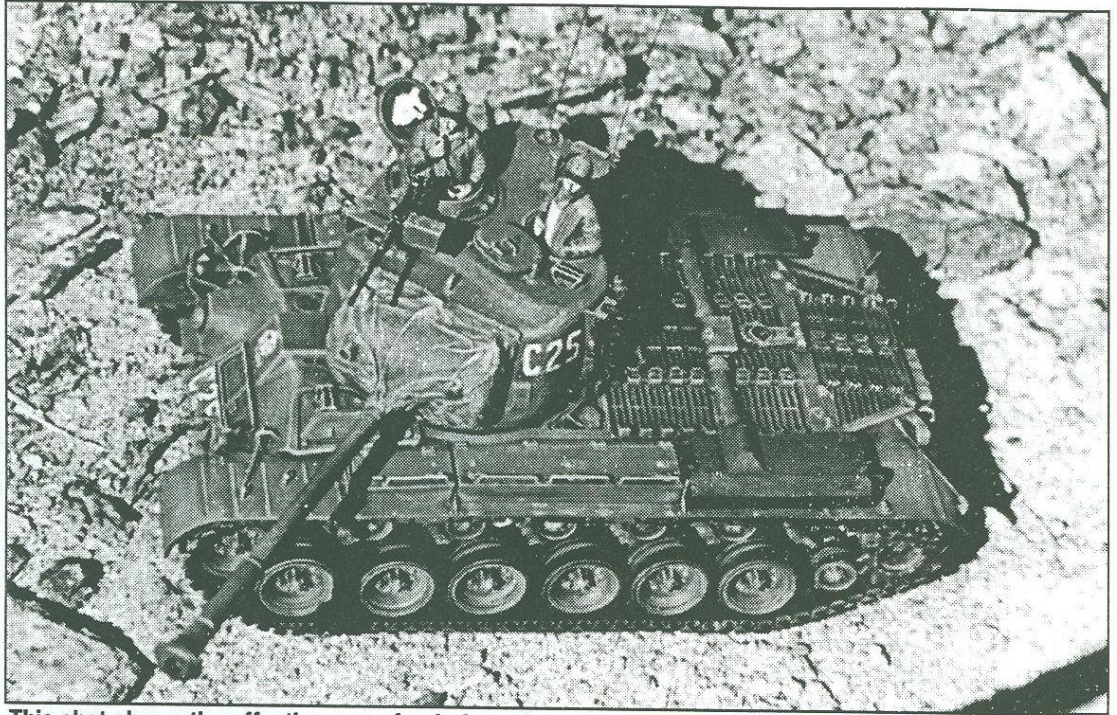
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never built a kit with individual link tracks before (like I was), be prepared for a tedious journey.

The suspension assembly was pretty straightforward, but I recommend you test-fit the parts before final assembly. The instructions for the torsion bar assembly are good, but at times the numbers don't always match up. I think it's sometimes better to rely on the instruction drawings rather than the numbers—it's one of those "trust your feelings, Luke" things. The drive sprocket has an annoying cross-shaped sprue tree molded in its center and care was needed during its removal.

I painted the lower hull, suspension and wheel assembly with a *Tamiya* dark brown mixture, then experimented with various earth tone washes over the entire lower assembly. Finally, I dry-brushed a *Polly S—Tamiya* blend over the lower surfaces.

While the lower body was easy enough, those pesky little track links took me three days just to scrape, clean, cut and sand. That was followed by more scraping, cleaning, cutting and sanding. I thought to myself, briefly, that this is the kind of exercise that padded rooms were invented for. Day one of the triathlon of tank treads was spent removing the two



This shot shows the effectiveness of a dark wash on the engine deck of Hubert's M46.

ejection pin marks on each link. Luckily, most of them were of the raised variety. The second day involved cleaning up the links and removing molding part lines and flash. Day three was spent ever so carefully snipping and sanding those tiny guide teeth. It's a good idea to use locking tweezers, and a large ziplock bag wouldn't hurt either.

I am proud to say that I didn't lose a single guide horn that day... except for one. The spot where it goes is now hidden around a drive sprocket. This is due to the fact that I spent the better part of day three working in the bathtub with the shower door closed, and yes, the water was turned off.

I used *Testors* liquid cement, with its longer drying time, and a small straight edge to align the guide teeth. Construction consisted of four sections per tread—top, bottom, front and back.

While the tracks were being finished I glued the road wheel assembly in place so that after the tracks were completed and assembled, there was still time for some final adjustments.

This model is supplied with 176 individual links—87 per side, for a total of 174. That leaves two spares, making me two links short—there is room for four links in the turret-side spare rack. I pirated parts from a *DML* M26A1 Pershing kit, but I also wrote to the manufacturer, and after 15 weeks I at least received an acknowledgment letter. Maybe there's a mad rush on the



M46 of B Co., 6th Tank Battalion on the move near Kumho in the Naktong sector in 1950.



needed "missing links?"

Once the track links had dried, the tread was removed from the wheels, painted, washed and dry-brushed. Then they were replaced, and with a few drops of superglue, they were done. Phew!

It was smooth sailing from here on. The upper hull and its parts fit nicely, and I added a few simple touches made from brass wire and styrene. The fit of the upper and lower hull was not perfect, but good. I again used the slower-drying liquid glue to join the two halves. There were a couple of small, see-through slots between the hull, but patching them with sheet stock solved the problem.

I drilled out the headlights and test-fit MV lenses, which would be installed after final painting. Upon assembling the turret, I noticed some raised details on top behind the mantlet area. They were not visible on any of my reference photos or drawings, so they were reluctantly removed. I think they may have been needed for the addition of a spotlight, since the kit offered that option. I also found a recessed line around the gun barrel near the mantlet that was absent from my reference photos, so I filled it and sanded.

The fit of the turret and all its parts were very good, and the casting detail is excellent.

For the figures with the kit, I experimented with artists' oils

for flesh tones for the first time. This was something I wanted to try, and now that I have, I can say it's much easier to work with than acrylics when painting figures.

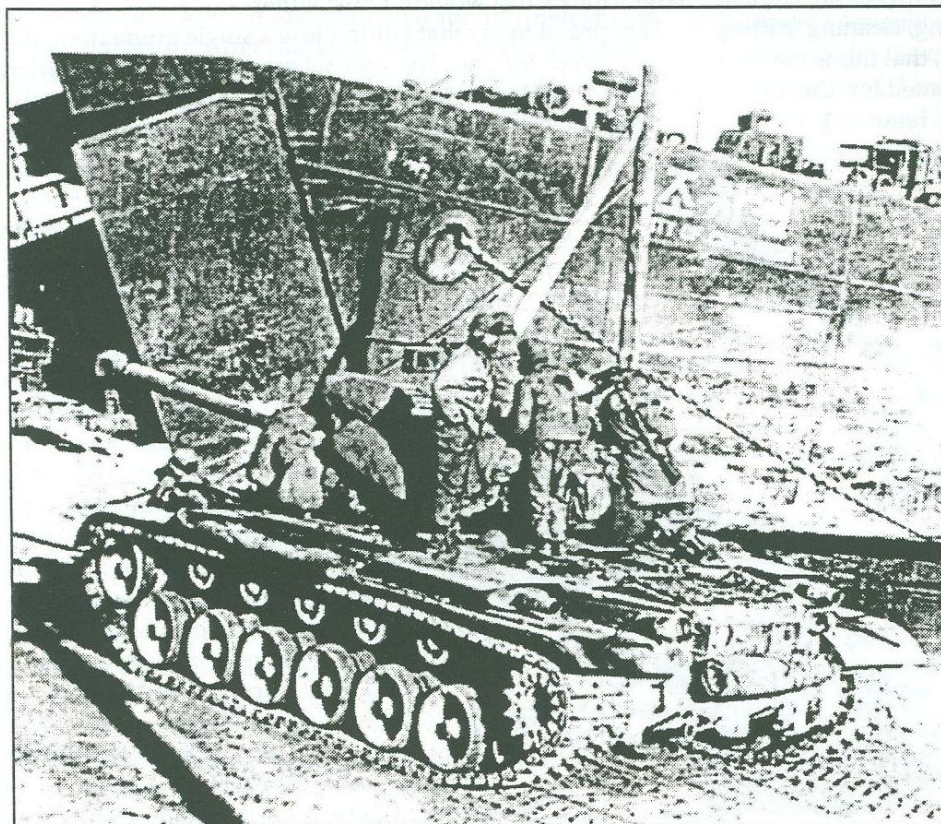
For the flesh tones, first I applied an enamel desert yellow base coat, followed by painting the eyes. Once the base coat had dried thoroughly, I started in with the oils. Drying time for oils can vary from several days up to three weeks, depending on the temperature. I started painting the figures late one evening and fell asleep; when I continued the next morning, the paint just kept on blending like you wouldn't believe and probably would have for several more days. Low heat is recommended to speed the drying process, so I covered the figures and let them sit for a day or so in the cab of my truck.

I used Windsor & Newton's burnt sienna, raw umber, yellow ochre, cadmium yellow and cadmium red. I think the key is just to try it!

I really didn't plan on doing a Korean War subject, but the kit just happened to come my way during the 1996 SVSM Kickoff Classic, so I felt compelled to build it, and now I'm glad I did. Despite the amount of time I spent on the Patton, I learned a lot of new things on this project that will help me build better armor in the future.



**Tactical Marine markings in May, 1952: an M46 of Co. C, Marine 1st Tank Battalion, dug in south of the Jamestown Line.**



**An M46 prepares to board an LST in Wonson Harbor prior to the Marine 1st Tank Battalion's evacuation.**



# ASW, Japanese style: *Pavla's Q1W1 Lorna*

By Chris Bucholtz

Japan's Kyushu firm, best known for its unconventional J7W1 *Shinden* pusher-prop fighter, also attempted to counter the U.S. submarine threat with a dedicated anti-submarine warfare (ASW) aircraft. This plane, the Q1W1 *Tokai*, codenamed *Lorna* by the allies, was a three-seat, low wing twin. It bore a passing resemblance to German twins, looking a little like a Ju 88 that just hatched.

By the time the Q1W1 reached service, in late 1944, it was too late for it to make any significant dent in the submarine offensive. By then, the U.S. was closing in on the homeland, and with a top speed of just 200 mph, the *Lorna* was a sitting duck.

*Pavla Models*, yet another Czech company, has produced a kit of this little-known Japanese plane in 1:72. My connection in Prague, Jan Adamék, sent me one for an early look, and I must say I'm pleased at what a quick review of the kit reveals.

The kit consists of 48 injection-molded parts, two transparencies (with a redundant set provided for those who are like me and never get things right the first time), a photo-negative instrument panel and 49 photo-etched parts. This is a short-run kit, meaning the major parts (wings, fuselage, etc.) will require careful attention in removing them from the sprues. There are also small raised pin-marks on some parts, raised ejector pin marks inside some parts, and a somewhat grainy feel to the plastic. All of these require removal—nothing that a bit of sanding can't fix. It's much like building a vacuform kit without having to remove the parts from the sheet—just be patient, clean up the surfaces and move on to construction.

Some parts need to be replaced. The three-bladed props don't look as though they could survive removal from the trees, and the wheel struts are too bulky and lack detail. Replacements for these rather generic-looking details should be easy to come by. The engines are also somewhat soft.

But these things are to be expected in short-run kits. What isn't always expected is the nice, recessed scribing, which is delicate but deep enough to survive any sanding.

Construction is fairly straightforward. The pilot's seat should be replaced with something like a *Cooper Details* resin seat, but the other two or three seats (depending on the variant), rudder pedals and control wheel are photoetched and look

right. Despite the open glass nose, there's no bombardier station to detail—the glass was to allow the pilot to see directly below the plane. So, below the flight deck and behind the nose glass, there's a photo-etched bulkhead. The rest of the cockpit—side consoles, throttle quadrant, control panel, seat mounting brackets—are also photo-etched, giving the

super-detailer a good start. I'd add some wires to the back of the control panel and busy the flight deck up a bit more, but this kit gives you a lot more than many more expensive kits do to begin with.

The engines and nacelles are next. The nacelles have an unfortunate ejector pin mark where they mate with the wing that requires some clean up, but should otherwise be invisible. A

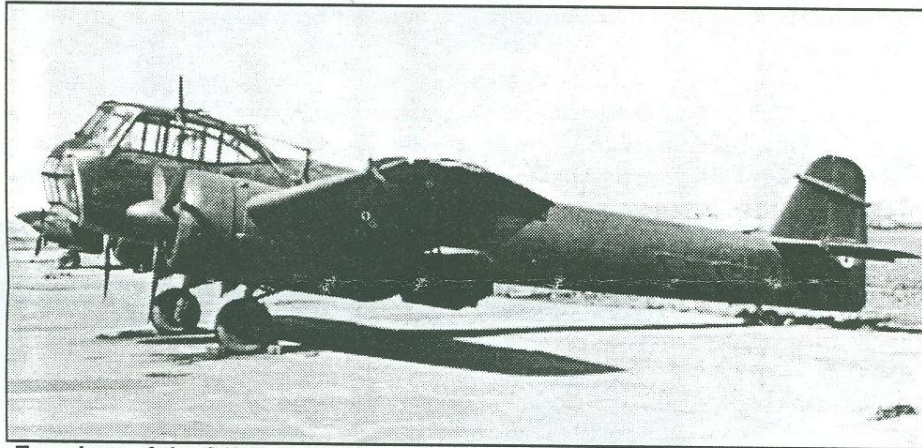
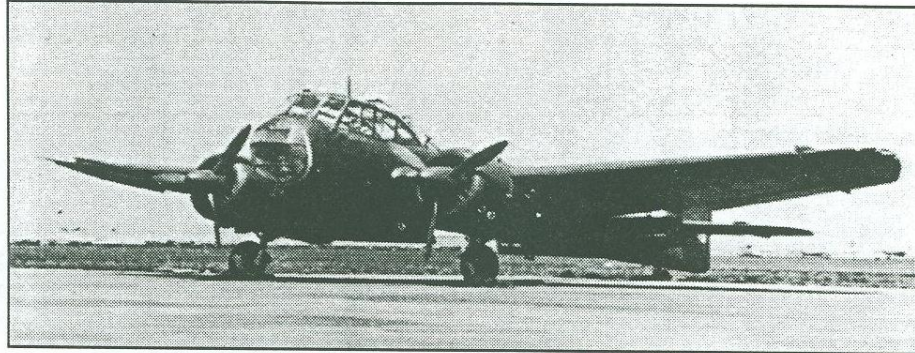
photoetched wiring harness

graces the plastic engines, which spin three-bladed props that look much like slightly shortened Zero propellers. A long, bullet-shaped spinner covers each hub. The small scoops below each engine, while not opened up, are provided with photoetched parts that simulate the screening, allowing clever painting to replace any arduous drilling you might have otherwise done.

After the wings, nacelles, vertical fin and fuselage halves are joined and the landing gear is installed, flip the plane over and install the four control horns for each wing and photo-etched depth charge sway braces, oleos and retraction struts. Also included are photoetched aerials for the magnetic anomaly detector gear and radar units. The kit also has optional parts for the Q1W1-K radar trainer version.

Decals are for a green-over-light gray 901 Kokutai plane and an overall gray plane from an unidentified unit. The decals are thin, but the Hinomarus seem too bright and the white and yellow decals scream "translucent." Plan to replace them as well.

For all the extra work I described above, the *Lorna* is actually a decent-looking kit in the box. If you're into ASW aircraft or Japanese planes, or if you're a Luftwaffe nut who wants to try something a little different, give this model a look.



Two views of the Q1W1 Tokai ("Lorna" to the allies). The nose greenhouse allowed the pilot and observer visually scan for submarines.



# The F3H-1 *Demon*—a lead sled visits Ames

As you might have guessed from my recent book review, I'm intrigued by the world's worst airplanes (the title of at least two volumes in current circulation). It's not hard to pick the ten or twenty greatest, but the other end of the scale is interesting, too. Why are they the worst? Who says? What criteria do we use?

I suggest that it's not just an okay response to a bad specification (which James Gilbert chose repeatedly for his book of that title), but a total failure of mission. For a warplane, it should be more dangerous to its crews than to the enemy. And, based on the old truism that "if it looks right, it probably *is* right," it would help if it's *really* ugly.

"Ugly" was my first impression upon seeing the big blue airplane parked in the back corner of the NACA/Ames hangar, that summer of 1957. There was a long nose wheel strut that put the cockpit way up there, and a slim nose and windscreen surrounded by inlets unlike any others, broadening out to a huge, shapeless fuselage.

It was a McDonnell F3H *Demon*. I spent a few lunch breaks studying it from every angle and filing it away in my memory.

Fast forward 20 years or so. While reading an article on the F3H, I found a comment that all *Demons* were painted in the

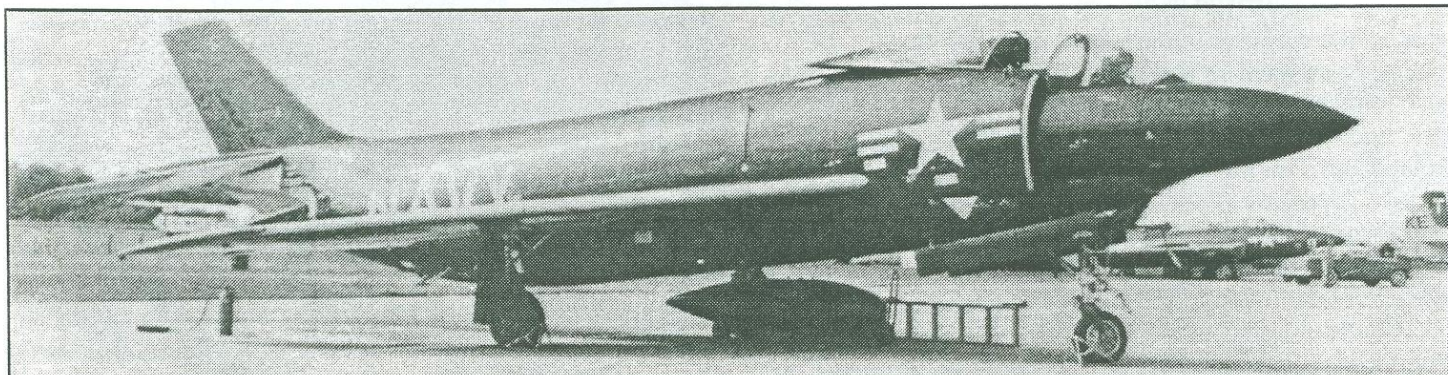
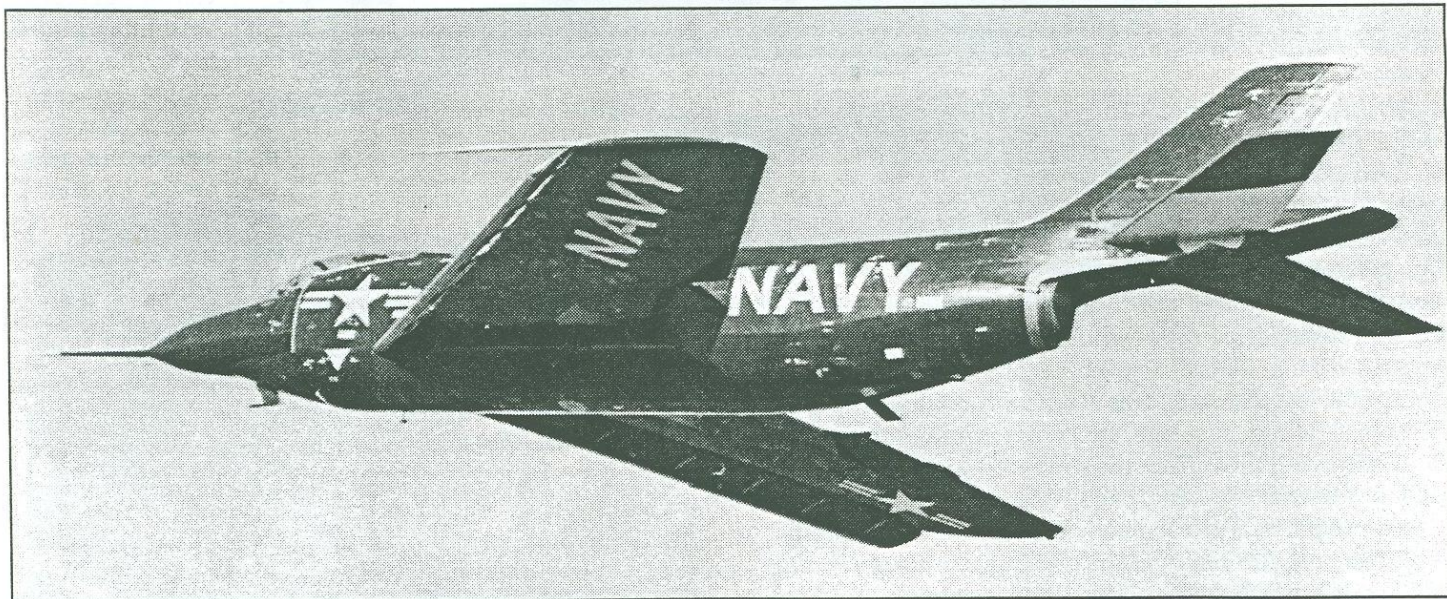


gull gray/white scheme. Wait a minute—I *knew* I had seen one in overall blue.

Again, Art Percy's book *Flying the Frontiers* came to the rescue. What I had seen was F3H-1, BuNo 133502, at Ames for tests in the 40x80 wind tunnel. So, what *was* this exotic breed, the dash-1 *Demon*?

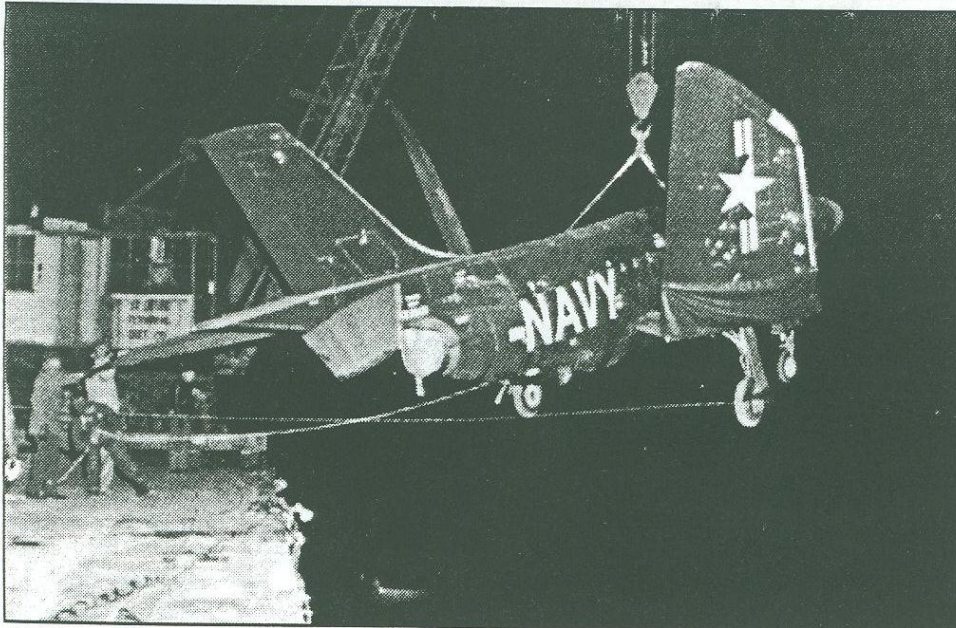
In the late 1940s, Westinghouse was an outstanding supplier of jet engines, their principal product being the J-34 that powered, among others, McDonnell's XF-85 *Goblin* and F2H *Banshee*. Their axial-flow compressors were inherently more complex to design than the centrifugal flow more common then, but they had more growth potential, and Westinghouse, building on their work in steam turbines, seemed to have mastered the field. Thus, they had been given the task of developing the J-40, the navy's next-generation engine, and new carrier aircraft were being designed around it, including the F4D and F3H-1.

The J-40 turned out to be an unmitigated disaster whose failure drove Westinghouse out of the jet engine business. Intended for unaugmented thrust in the 10,000-lb. range, the J40 needed afterburner to get 9,000 to 10,500 (depending on who you read). The weight growth typical to most military aircraft programs didn't help matters; the F3H-1 grew from a



Two views of the Dash 1 *Demon*. While the F3H-1 was ungainly on the ground, at least it wasn't as dangerous as it was in the air.





**Alpha and Omega of the Dash 1: On the ramp awaiting delivery in St. Louis (top) and being hoisted aboards barges to sent off as static trainers a year later.**

22,000 pound supersonic interceptor to 29,000 pound night-fighter. The design went back to the drawing board and an Allison J-71 with 14,000 pounds of afterburning thrust was fitted, and the wing area increased by 17 percent, to produce the successful F3H-2.

*Demon-2* squadrons were based at Moffett Field in the early '60s, as were *Crusader*, F4D, and F11F units. Wandering out to

the runway at lunch time to watch some takeoffs gave a feeling for their differences. The *Crusader* jocks had it all, and they flaunted it. They'd go to afterburner midway down their takeoff run (and that generation of 'burners lit with a BANG that echoed back and forth between the hangars), tuck up their gear and stay low to accelerate, then pitch up into an awesome climb.

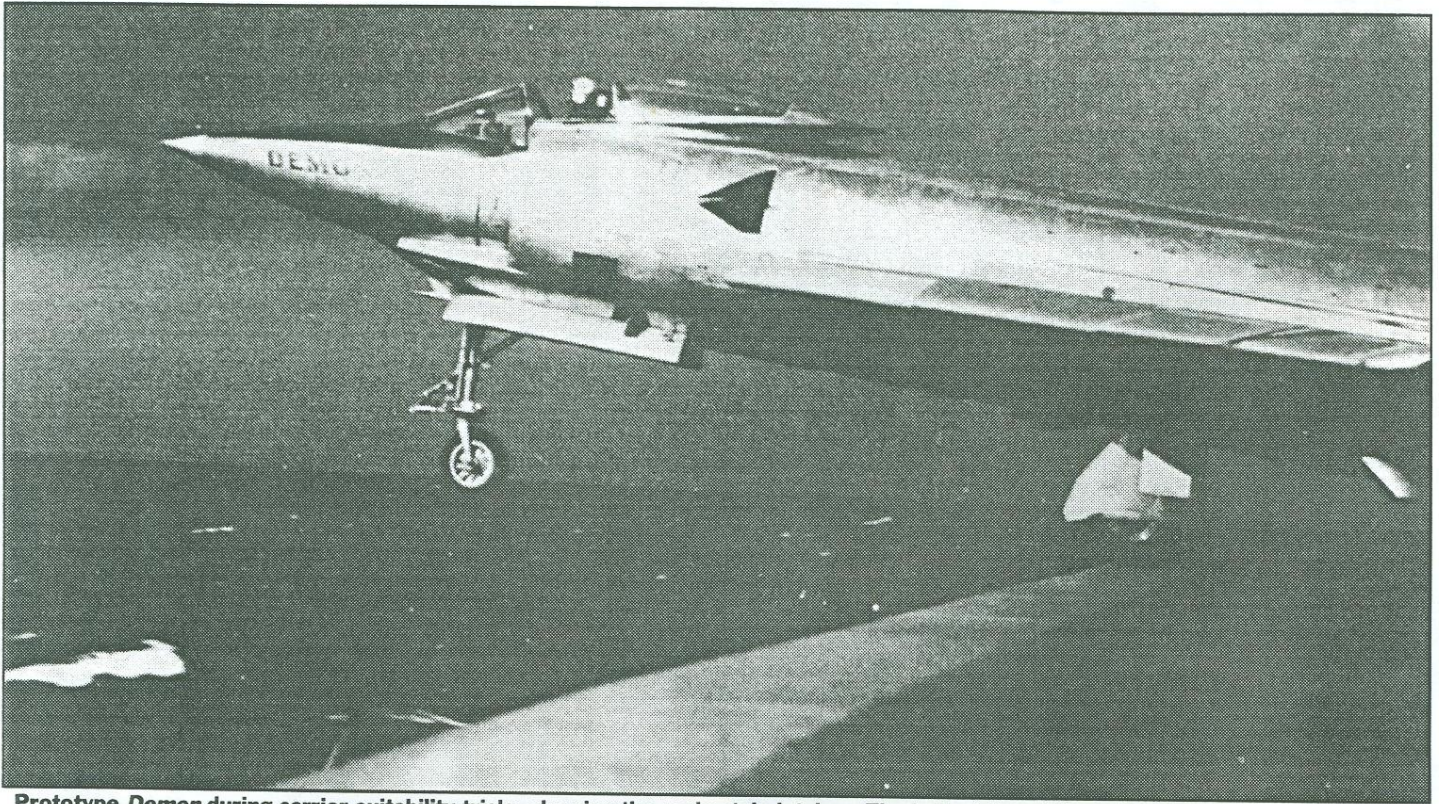
The *Demons* were the other extreme. They'd heave themselves up a bit, stow the gear, and settle back into ground effect as they tried to accelerate enough to climb.

They were usually still down there when they went out of sight in the haze. I wondered if they were going *over* the Dumbarton Bridge, or *under* it. And by comparison, *Demon-1*'s were said to be underpowered!

To be fair, retired Capt. Roscoe Trout, who I worked with at Ames, was a test pilot at Pax River on the F3H-2 program and said that at altitude and speed, like other McDonnell aircraft, *Demons* handled beautifully and were good gun platforms. But you have to view with special awe the guys who flew F3H-2's from carriers with this notable lack of go.

56 F3H-1's were ordered. Six crashed, with four fatalities.





**Prototype *Demon* during carrier suitability trials, showing the early-style intakes. The lack of thrust from the Westinghouse engine was a real problem as the plane left the catapult.**

Senator Lyndon Johnson chaired a committee that decided that the fiasco was a collection of honest mistakes resulting from trying to push the technology.

A pair of articles in *Aviation Week* tells the story best: In January 1955, two articles hyped the first carrier ops of the F3H-1. In January 1956, a dozen of them were shown being barged from St. Louis to Louisville to become instructional airframes for mechanics. From hype to scrap heap in one year must be some kind of record! Some F3H-2's were presumably upgraded to dash-2 standard, but otherwise, the type died unlamented.

Modelers working this interesting era have been reasonably well-served. First out appears to have been an Airmodel kit with absolutely nothing to recommend it; 'nuf said.

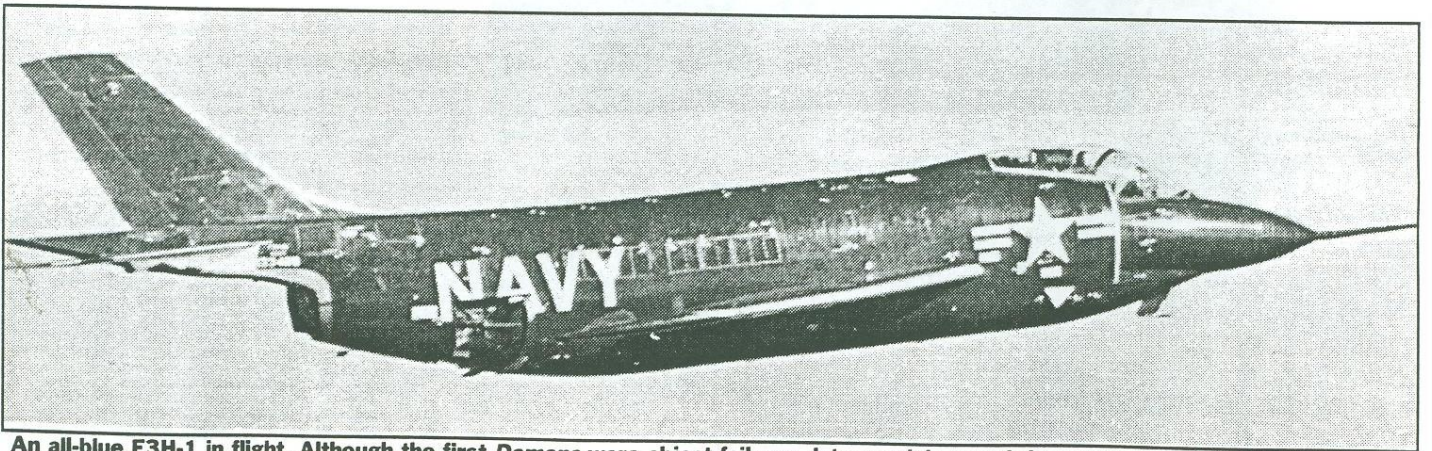
Next on the scene was a very nice *Rareplanes* vacuform in 1:72. I had two substantive complaints: one, the nose gear well was way too shallow, and the complex white metal gear had

to be discarded if you built your own deeper well (I used it as-is), and two, the inlet design was difficult to fill and sand smooth, though its engineering is a basically good concept.

I sanded off and rescribed the surface detail and replaced the wing fences with new ones made from thin sheet. I understand there is a brass detail set, although I wasn't interested in taking the model to this level. It's a good enough kit that if you like vacuforms, it can be recommended, but the wings are so designed that conversion to an F3H-1 is not practical.

Based strictly on reviews, the best available kit is a 1:48 mixed-media job from the British *Golden Wings* firm. I haven't seen it, and at 20 Pounds, mail order from Britain, I predict I won't.

Finally, *Emhar* produces two injection molded kits in 1:72. The kits make an early -2 or -2M/N, with the latter having inboard spoilers and a shorter "beavertail" fairing, plus dif-



**An all-blue F3H-1 in flight. Although the first *Demons* were abject failures, later models paved the way for the F-4 *Phantom II*.**



ferent missiles and decals. The kits are good but not flawless. The panel lines are engraved and so heavy that most should be filled and rescribed. There's a cockpit "bathtub" that looks odd because the consoles are not parallel to the floor, but I can't say definitively that it is wrong. It also takes some trimming (and not depending on the molded-in locators on the sides) to make it fit well.

My major complaints are with the inlets. There are blank-off plates just 3/16 inch inside the leading edges, far too shallow if you ever view the model from the front quarter. (*Rareplanes'* intakes are twice this deep-still not enough, but better.) There are also thick blunt-edged braces between inner and outer inlet walls, extending to the lips, whereas the actual braces ended well inside the lips and were thin. These really need to be cut away and replaced.

The inlets can also be improved by cutting away the blank-off plate and extending the ducts with card to restore some depth. But beware: the nose/cockpit assembly butt-glues to these blank-offs, and you have to leave enough of them to glue to! For simplicity, I left about the top 1/8 inch of the plate, assuming nobody would ever view mine from table level.

The canopy is a minor quibble: it's in two pieces, but the windscreen is so thick that if the canopy is mounted open with the aft edge visible, it is distracting. Finally, the 2-piece ejection seat is poor: *Rareplanes* actually vacuformed a more satisfying one. *Aeroclub* makes a Martin-Baker Mk.. 5 that is a very worthwhile substitute.

To turn the *Emhar* F3H-2 (not the -2M/N) kit into a F3H-1 is a fairly minor conversion. Steve Ginter's *Naval Fighters* Number 12 is a useful reference, although it has problems I will return to.

The most notable difference between the -2 and the -1 is the 40-inch (0.556 inch in 1:72) narrower root chord of the wing. The mating surfaces of each wing quarter need to be sanded thin at the trailing edge before assembly, in order to leave some glue surface at the root when the chord is cut down.

Sand and fill all the surface detail: much of it gets relocated and the rest is too deep. Ginter's photos are not definitive, but production -1's did not appear to have wing fences. (The #1 prototype appears to have tested them at some stage, however. Reports from the time suggest roll control and stall were probably really bad without them.)

There is an air-data boom atop the port wing of the flight-test aircraft, but it does not appear to be on production versions. Ginter includes four-view drawings of the -1 which

can be used to rescribe the wing details, but I suspect now that these drawings were taken from a maintenance manual, and are not drawn precisely for modeling. Early in my conversion, for example, I noted that -1 drawings showed the fuselage slightly deeper in the arresting hook area, so I built up with putty. (Hint for anyone as slow on the uptake as I am: if you are building up with putty around a cavity like the hook recess, frame it in with card stock first and fill around that so you won't have to carve and clean up a new recess. This was a real pain.)

I found later that the J71 is only 2 inches smaller in diameter than the J40, and this space in question is not densely packed in any case, so I now believe that the kit's original contour was probably good for both models. Ditto for the vertical tail, which differs on Ginter's drawings. Leave off the air scoops.

I began my search to find how that airplane had arrived at Ames in June 1956, having been long since forbidden to fly, after most had taken their only trip afloat on a barge to Louisville.

I wondered what tests were done. The -2, after all, was already in production, so anything learned would have been of little help.

I never found an answer. There are no F3H photos in the Ames listing, I don't know any old-timers from the 40x80 I can ask, I've never seen it referred to in any of the Ames histories, and even plowing through the ancient collection of Research Memorandums and Technical Notes in the basement of the library has never yielded clue one.

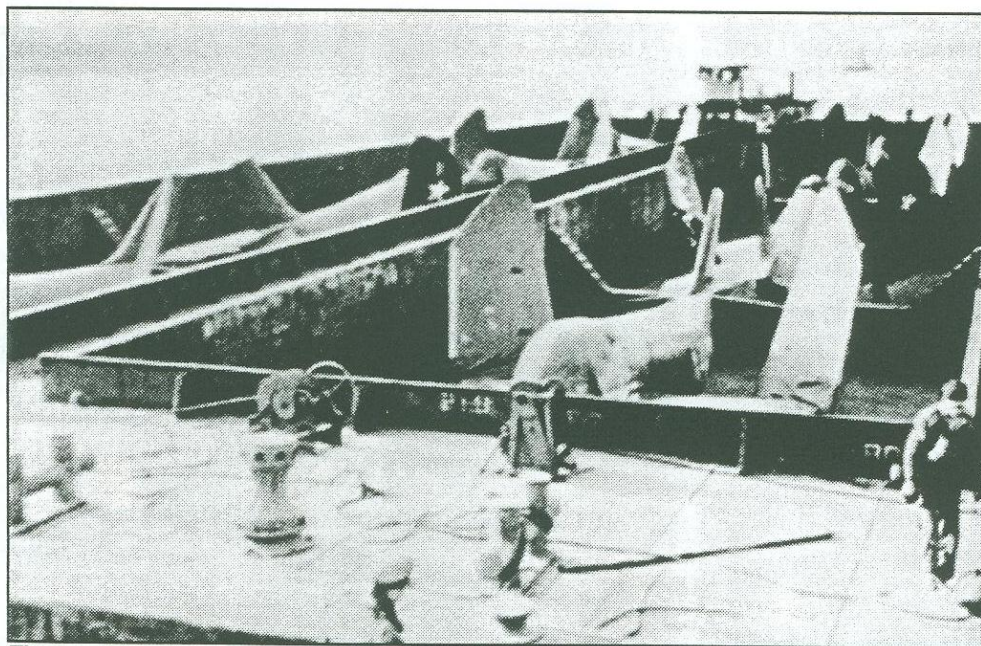
There's one possibility left that I know of, and it could have had dramatic implications for McDonnell and its fighter

program. Tests were sometimes done for manufacturers, with results going to them only and not into the usual literature.

In the back of his book, Ginter discusses at some length McDonnell's final efforts to develop the F3H into a more effective aircraft (including the use of interchangeable, mission specific nose sections).

The last one was called the F3H-G/H. It had inlets ahead of the wing but of a more conventional style than those of the F3H, two J-79's side by side, and the wing set low on the fuselage.

Sound familiar? Did this candidate for World's Worst Airplane have a direct part in the evolution of the F4H-1/F-4 Phantom II, one of the greatest ever? What a story that would be!



The one type of naval vessels the F3H-1 successfully operated from: barges taking them to their final fates as static trainers in Louisville.



# Small and swift: *AFV Club's Scimitar*

By **Al Gonzalez**

The British Scimitar was designed in the late '60s to fulfill a requirement for a light tracked reconnaissance vehicle that could be loaded into a C-130 *Hercules*, ford streams, and negotiate soft ground with the same ground pressure as a fully equipped soldier. Basically, it had to fly, swim and march—and do it quietly, to boot.

The first vehicles were delivered to the British army in 1972. Since then, the Scimitar and its sister vehicle, the Scorpion, have seen action in the Falklands, the Gulf War and, most recently, in Bosnia.

In addition to the 30mm-armed Scimitar and the 76mm-armed Scorpion, there are several other variants, including an anti-tank guided missile variant, an ambulance version, a mobile command post and an armored recovery vehicle. These vehicles will soon be phased out in favor of the Warrior. A total of 17 countries use some variant of the Scimitar/Scorpion.

The Scimitar has recently been released by *AFV Club*. Interestingly, the Scorpion will be released by *Revell* of Germany, and will retail for over \$50, although it is basically the same kit! The Scimitar comes with all the stowage boxes necessary to make late-model variants. Unfortunately, the Scorpion kit does not contain the stowage boxes. You know what that means—if you want a late model Scorpion (Gulf War or beyond), you'll have to rib the stowage boxes from the Scimitar kit.

Another minus is that both kits contain raised engine in-

takes. Only a small number of Scimitars and Scorpions carry these raised intakes; most of them have flush-mounted intakes. It's not a big deal, but I wish *AFV Club* would have opted for the flush-mounted ones.

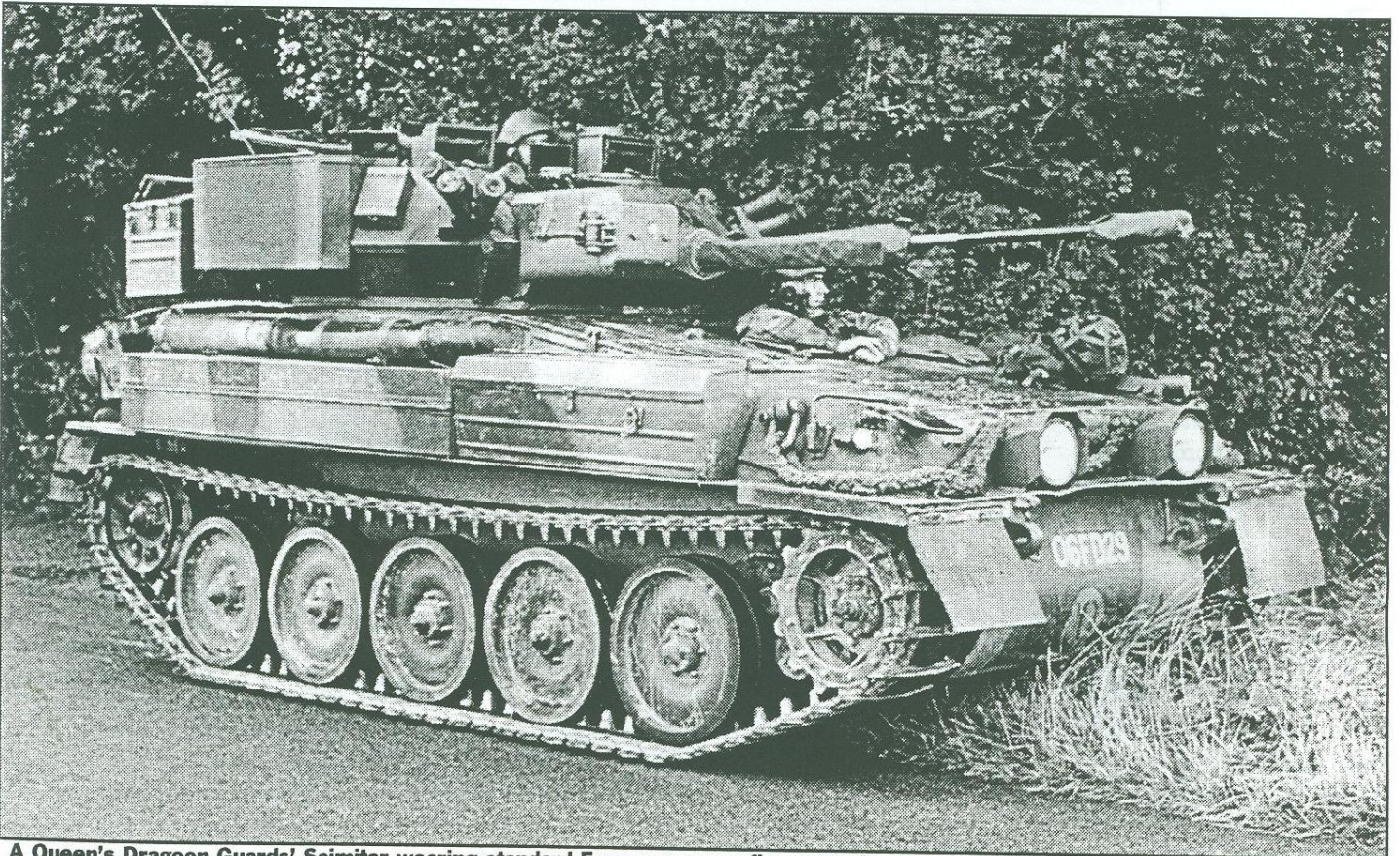
To *AFV Club's* credit, the kit comes with a beautiful etched steel fret containing a delicate muffler guard and wire reel retainer. These guys have even thrown in a turned aluminum 30mm barrel! That more than offsets any complaints about intakes. I'm getting too spoiled!

I can't think of much else that could be added through after-market sets, and how many \$30 kits can you say that about? With great molding, decent fit, and all the etched steel and aluminum parts, I think this makes for one great model. Alas, it's not a perfect kit, but then modeling wouldn't be very much fun if it was, right? Now, let's put some plastic together!

Begin by mounting the front transmission cover before you mount the suspension components. You'll notice a sizable gap between the hull and the front cover. I used strip styrene to seal the gap and sanded it flush. Because of a similar gap, mount the rear hull cover before the suspension components and fill and sand this gap.

After this, I mounted the suspension arms, ensuring they all sat flush with the ground.

At step 2, you have to decide whether to use the early or late version drive wheel. Since I decided to build mine as a Gulf War Scimitar, I picked the later version. I opted to leave the two-piece road wheels off until after painting. I also skipped the mounting of the drive wheels and road wheels until after



A Queen's Dragoon Guards' Scimitar wearing standard European camouflage patrols a road during Operation Action Express 91.





**External storage on a camouflage-netting shrouded Scimitar. Note the prominent storage boxes, road wheels, water cans, etc.**

the kit was built and painted.

You must also decide whether to use the early- or late-version road wheels.

The many stowage boxes present some minor problems. I cemented the front stowage boxes together, and then had to fill the noticeable gaps. By the way, all the boxes have gaps, so be ready for plenty of filing and sanding.

Since I planned to use the front hull stowage boxes, I left off the shovel. If you opt to use the shovel, check out the box top painting for a good idea of how to detail the holder. By the way, the front lift ring is part C17, not D17 as listed in the instructions.

I didn't fill the mounting holes for the shovel or parts D17, D14 and D8, but instead just cemented stowage boxes over the holes.

Not all Scimitars had the box labeled "M," which was from a Challenger tank. If you're modeling a particular Scimitar, again, check your references. If you decide to leave this box off, remember to fill in the locating hole on the side of box "L." Sometimes the wire reel was attached at this location as well.

After assembling the two stowage boxes in step 14, you'll need to do two things. First, cut off the locating pegs. Second, add sheet styrene to close off the backs of the boxes, as they can be seen from above. This can get rather tricky because of the odd shapes of the backs of the boxes. I superglued the top and one side of the styrene to the boxes' backs, and after it had dried thoroughly I bent



**A Belgian Scimitar underway. The vehicle moves at up to 40 mph.**



the styrene down and glued it to the bottom and the other sides.

These gaps, and the gaps in the front and rear hull covers, are the worst the kit will get. It's all downhill from here.

I drilled out parts C19 and C20, because I wanted to mount MV lenses in place of the kit's solid lenses. I cut the exhaust pipe from the hull fitting, figuring it would be easier to paint and weather separately. I then cemented the exhaust's hull fitting to the hull.

Since I'd be fitting the weathered exhaust pipe later, I left off the etched exhaust guard for now. As noted in the instructions, you'll have to cut off the rear-view mirrors from their mounts and rotate them 90 degrees if you want them in their deployed position. *AFV Club* molded them in the stowed position. Leave off the rubber water can until after detail painting.

Some Gulf War vehicles had intake screens mounted to minimize the amount of sand. I attached fine brass mesh over the intakes at this point. I wish I could find a way to make the intakes flush without losing the accompanying detail. I bet some ingenious super-detailer will find a way!

Any wartime photo will show you that no space was left empty. As you can tell from the model, there wasn't much storage space inside. I added sheet styrene skirt hangers to the front corners. See the box top for location and approximate

dimensions.

The rear storage bin needed a little filling. I left off the bogus canvas cover, and replaced it with a cover made of Kleenex. You can also leave off the cover and fill in the bin with some modern British goodies. Speaking of which, does anybody know of a company that

make 1:35 British MRE boxes? Anyway, most of my research showed that the canvas cover was usually left on.

Some photos show the wire reel mounted on the rear turret storage box instead of the rear hull bin as the kit instructions state. Check your references if You're building a particular Scimitar.

There's no need to drill out the holes for the side turret storage boxes, as step 12 of the instructions shows. It's easier to cut the locating pins off the boxes, and this will allow you to better align the boxes while you're mounting them.

The fit of the turret top and bottom halves is pretty good, requiring just a little scraping with an X-Acto knife all the way around. Just be sure to keep a good sharp edge and don't flatten the joint. This will minimize damage to the nicely-molded weld seams.

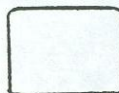
All the locating holes for mounting gear on the turret are too large—a minor inconvenience, but still a pain. You'll have to fill them in, then cut the locating pins off the external stowage. If you're using the side stowage boxes, fill in the large vertical

**Figure 1**



**Hatch Covers (Inside)**  
make 2  
(1:35 scale)

**Figure 2**

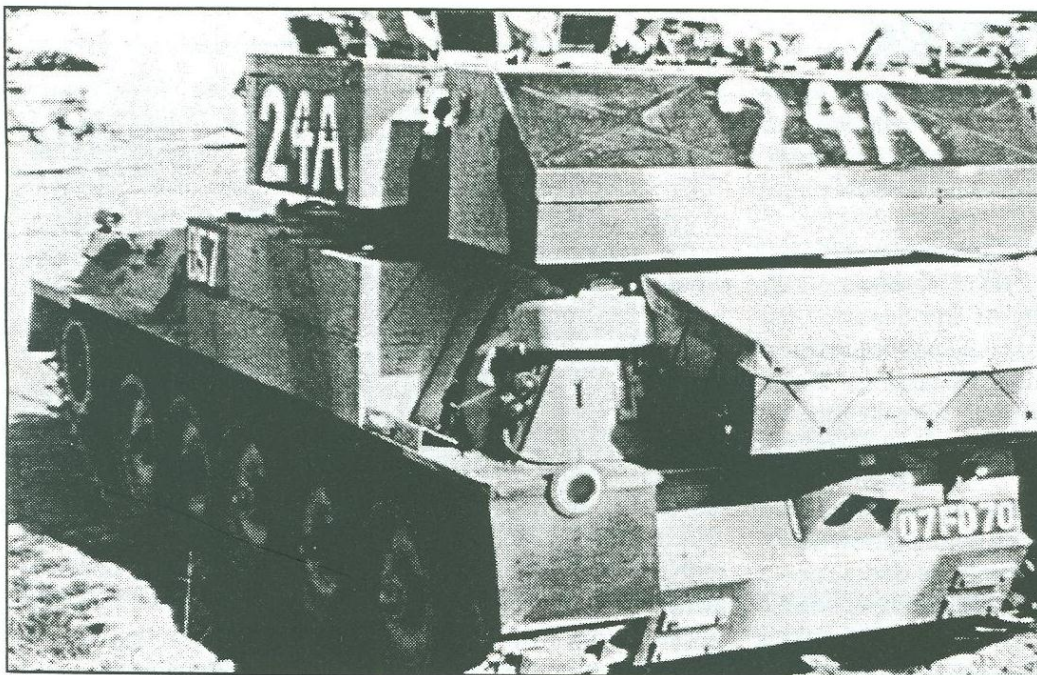


**Mudflaps**  
make 4  
(1:35 scale)



Scimitars fly the Union Jack as they escort a relief convoy in Bosnia in 1992. These are vehicles of the 9/12th Lancers.





**A Scimitar at a training facility in Canada displays the new style storage boxes.**

slot in front of the antenna pot. If you opt to leave off the boxes, then attach a towing eye here. Speaking of antenna pots, you'll want to drill out parts C10 and add stretched-sprue antennae.

The only detailing I did to the turret-mounted gear was to add a small chain to part F10. I'm not sure what of its function, but it's prominent in all the pictures—check the top drawing. Also, both crew hatches have huge ejector pin marks in on their inner surfaces. Since the inner surface of one hatch is concave, it's nearly impossible to fill and sand. If you're going to leave the hatches open, I suggest covering their inside surfaces with an oval piece of styrene (figure 1). Then add a paper pull-down strap to each hatch interior.

There's no need to add the barrel to the sleeve until after construction and painting are complete. The fit was a little tight, and it scraped some paint off the barrel. But touching up the paint was easier than trying to paint the barrel once inside the sleeve.

I recommend leaving off the fire extinguisher until after painting the model. By the way, the extinguisher should be flat green—*Tamiya* XF-5 approximates this color best.

I've only seen one photo of the Scimitar with the large headlights mounted above the fender. Most of these headlights were fitted only to the Saber, which has the Scimitar/Scorpion hull but the turret of the Fox armored car. I'm not saying it's never done—it's just uncommon. Instead, I used the more familiar smaller headlight mounted under the front fender, which I drilled out. Don't forget to add some wiring to the headlights, regardless of which type you use.

The mud flaps are a little thick for this scale. I kept the brackets with the bolts and replaced the flaps themselves with cardboard ones from index card (figure 2). I glued the ends of the tracks together using tube cement, and added them after painting.

The kit contains markings for five different schemes. The options include one white British UN vehicle in Bosnia, a

British Scimitar in the typical NATO black-stripes-on-green, a British vehicle in Gulf War markings and desert tan, and two Belgian vehicles—one in UN white used in Somalia and one in normal olive drab. I opted for the Gulf War vehicle; having just built an *Academy* Warrior in UN white, I didn't want to go through that hassle again!

I mixed my own British desert tan, then used rub-on letters for the call signs and the mandatory *Desert Storm* "inverted V," applied according to my references. I used a bridge weight circle from a *Verlinden* sheet. The only kit markings I used were the vehicle registration plates and the British flags.

I hand-painted all the details—the road wheels, cannon barrel, insides of the hatches, rear-view

mirrors, fire extinguishers, periscopes, antenna pots and antennae, water cans and tracks. After painting, I added *MV* lenses (two L116s for the headlights, eight LS300s for the marker/turn signal lights), the exhaust pipe and the etched muffler guard, fire extinguishers and other detail parts.

I covered the canvas cover for the rear bin with facial tissue soaked in diluted white glue, which I later painted khaki. I also added a facial-tissue-and-white-glue air recognition panel to the hull top to give the drab paint scheme a little color. With a little weathering, I was done—and in less than a month!

AFV Club gets better with every release. I was struck by the model's diminutive size and unusual shape. The kit was accurate and went together relatively easily. And, with the bonus etched fret and turned aluminum barrel, it was too good to resist. If you're into modern armor or want a break from a complex kit, give the Scimitar a try.

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# AUGUST MINUTES

At August's meeting, IPMS Semi Con was announced as the winner of the bid for the 1998 IPMS/USA convention and contest. Since the chapter is based in Santa Clara, the Nationals will be in our backyard in 1998! Stay tuned to these pages for updates and information.

In model talk, Bert McDowell showed the results of his toil for the last year: the new *Tom's Modelworks Casablanca*-class escort carrier kit. Bert made the patterns and designed the photoetched parts for this kit, which is being offered to dues-paying members at a 20 percent discount! Speaking of things nautical, Bruce McBride is assembling the old *Revell Bismarck*. He says that, for an older kit, the fit between the hull halves and deck are impressive. Mike Burton is riding the waves in a different manner; his *Horizon Silver Surfer* figure was painted with *Polly S* chrome silver and polished with *SnJ* powder to achieve a sterling finish. Milt Poulos built his dad a car—a *Tamiya* Volkswagen Beetle, to be exact. It's a replica of one his dad owned and sold when Milt was 12, and it should make a wonderful birthday gift. Milt's also added photoetched detail parts to update his Impala to a 1995 model, and his 1:32 F-14 ejection seats are detailed, painted and ready to go. Milt says the rest of the plane is almost done, too, but it's too big to bring to the meeting! Eric McClure has his *MPM* Israeli M50 Super Sherman project on track; he's now trying to find or make replacement Jerry can racks from brass. Kent McClure has assembled a small fleet, literally; his four tiny spaceships were used to practice camouflage, washes and drybrushing. Eric also displayed an Italian M13/14 tank from the *Zvezda* kit which he says took two hours to clean up and a half hour to assemble! Tom Trankle is diving into *Hasegawa's* 1:48 Ju 87; he's dressed up the Stuka with *Eduard* details, including control horns, push rods and cockpit accessories. Roy Sutherland showed two of his national award winners: his *Seafire*, which took best 1:48 British single engine and best Fleet Air Arm subject, his first-place 1:72 Fw 190 and his *Velociraptor*, which took second in its category. Roy also showed some new *Cooper Details* sets: a 1:72 set for the two seat Me 262 and a *Spitfire* Mk V upgrade for the *Hasegawa* and *Tamiya* 1:48 kits, and an update for the new *Hasegawa* 1:72 *Hurricane* he produced for *Jaguar*. Rich Pedro has drilled and inserted pins for every major joint in his figure of Goro from the video game *Mortal Combat*. Without the metal pins, Rich says, the model couldn't support its own weight! Rich also remove the kit horns and replaced them with turned brass substitutes. Matt Reich had a showroom full of cars—a *Monogram* Chevelle and a fleet of Camaros—three from *Monogram* and one apiece from *AMT* and *Revell*. Matt's also grappling with *AMT's* KC-135A in 1:72. Mike Burton appears to have a hankering for ribs, because there are lots of them in his brontosaurus skeleton. The kit is faithful to the example displayed for many years with the wrong skull! Chris Bucholtz has completed his F9F-5 Panther, built from the *Matchbox* kit in the markings of baseball great Ted Williams in 1953. Chris' next project is a conversion of *Hasegawa's* P-51D in 1:72 to an F-6D photo-reconnaissance *Mustang*. Randy Rothhaar's HH-3F *Pelican* is all finished, complete with drug interdiction gear (like the M16 in the crew compartment). For comparison

purposes, Randy also showed his converted Coast Guard HH-60 *Jayhawk*. Randy's also building the *Tamiya* MiG-15, and he's using a *Kendall* detail set to bring the interior to life. Greg Schell is using the *Hobbycraft* kit of the Curtiss *Hawk* 75 to model an interesting small air forces plane, one belonging to the Argentine air force. Mark Hernandez' quest to build what the Germans couldn't continue; our own "boy from Brazil" has completed a *Special Hobbies* Focke-Wulf Blitzler, complete with a *Cooper Details* gunsight, and *Huma's* Triebflugel, which was equipped with a *Cooper* seat and a *True Details* DF loop. Kelly Avery smoothed the difficult-to-reach seams between corrugations on the wings of *Monogram's* TBD *Devastator* with an X-Acto knife, and then dressed up his handiwork with decals from *Aeromaster*. Ricky Yokagawa took a break from aircraft to construct a JS-2, which he painted with Pullman green paint. Ricky learned one of the lessons of armor modeling the hard way: on his first attempt, he put the tracks on backwards! Brian Finch says that, someday, his Sherman will represent a member of the 4th Armored Division. Lately, he's added skirts, weld lines, tie downs and machine gun pintles to the tank. Brian's likely to finish his *Tamiya* Mutt sooner; he's backdating it to A1 configuration and arming it for Vietnam convoy duty. Brad Chun has grafted the firebomber tank from *Lone Star Models* to the belly of his *AMT* F7F *Tigercat*, and he's also tackling a *Koster* Ju 88G-1, to which he's added the leftover cockpit from a *DML* Mistel kit. Brad's also bracing for November's "Unlimited Air Racers" contest: he's clipped the wings and chopped *AMT's* A-20G, and added A-26 propellers for a *Hustlin' Havoc*. Al Gonzalez' latest bit of modern British armor is a Scimitar built from the *AFV Club* kit. Al used the kit-supplied brass and cardboard mud flaps to detail the kit, and added a crew by *Warriors*. Ralph Patino's 1:16 1957 Chevy is progressing well, despite Ralph's efforts to the contrary! He's added lots of small details, but dropped the kit midway through the project. Ralph's still at it, because he said the accident happened when he was at the point of no return and he has no choice but to finish it! Ben Pada used *Alclad* and *Model Master Metallizer* paints to bring out the shine in his *Tamiya* P-51D. Ben's also at work on his early Macchi 202 and a *Hasegawa* P-47D. Dave Balderrama has the wings on his DFS 194 glider from *PM Models*; he says the kit is a bit rough, but then again, isn't life? And the Model of the Month goes to... Al Gonzalez, whose Warrior was last month's cover boy! Patience, painting and a subdued application of weathering make this model a winner!

But wait... There's more! August was the scene of our Henry Ford contest. Henry once said of the Model T and its customers, "They can have any color they like, so long as it is black!" So went the contest, which was very well attended.

The entries were varied and interesting. Tom Bush Sr.'s 1949 Thunderbird started life as a 1991 model, but a severe time warp (and a sharp X-Acto blade) transformed it. Matt Reich gave the dark paint job to a late-model Impala that retained its time frame, and a GMC truck from *Lindberg* that featured those pesky dealer-applied decals. Cliff Kranz used a *Lindberg* reissue of the old *UPC* kit to model a Black Arrows

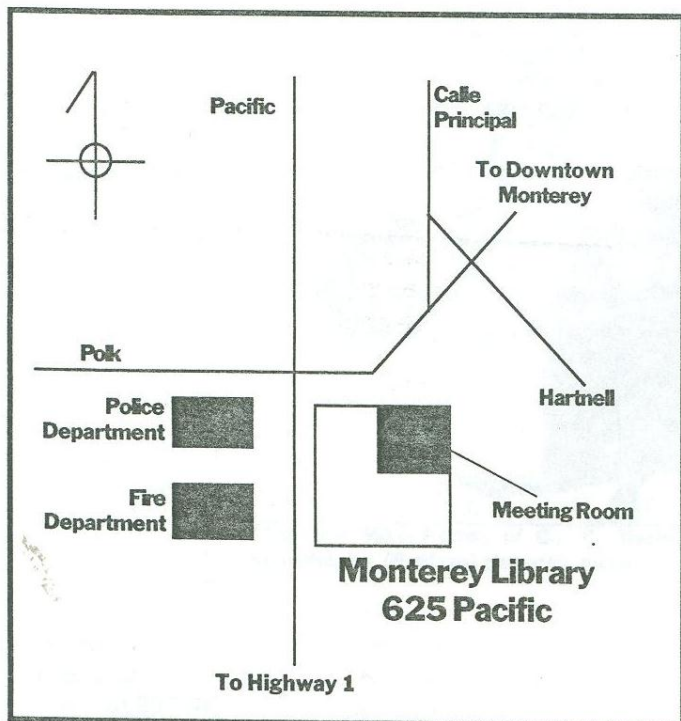


Hawker Hunter in 1:48, and used some real creativity to paint a Phantom II of the Opera in theatrical markings. Tom Bush Jr.'s black offerings were an Aurora 727 and a 1:48 Revell Su-25. Ricky Yokogawa used the Heller Hurricane kit to model an all-black British nightfighter. Laramie Wright went small, building a Campbell Scale Models Model T in HO scale to stay absolutely true to the theme. Kelly Avery stuck an F-14 cockpit in his F-5 Freedom Fighter, then painted in a "Top Gun"-like scheme. Frank Beltran brought in a couple of black beauties: Monogram's P-61 Black Widow and a Chevrolet Caprice. Dave Balderrama had a Creole-style blackened Lindberg T-72, which would have won if "Crispiest Model" was a category. Brad Chun's bottle of black glue was disqualified by the Kangaroo Court. Jim Lewis built his Mutt to resemble a special operations jeep depicted on an episode of *The X Files*. Mike Burton had a Bomarc missile in its black test markings and a Monogram U.S.S. Skipjack, whose lower hull was the appropriate shade. Richard Draga built the Endor Speedway,

with two black AT Walkers from "Return of the Jedi" speeding toward the line (piloted by Batman and the Joker, no less). Richard also converted a Japanese anime figure into a rather revealing rendition of the Catwoman. Bill Shipway's entries were also racy—an S2F "firebomber" racer and "Lightning Strikes," a pylon-pounding racing plane. And the winners in the two categories (aircraft and non-aircraft) were: In third, Ricky Yokogawa's 1:72 Revell Dr. I, which he dressed up with a WWII pilot, and Dave Balderrama's "Battletech" Stealth Valkyrie; in second, Laramie Wright's all-black Fairey Swordfish, featuring Donald Duck nose art, and Mark Forester's Testors Gray Alien, which he converted into an extraterrestrial Don King (is that redundant?); and in first, Randy Rothhaar's superb Monogram A-26 Invader, and Hubert Chan's hilarious Postal Patrol jeep, featuring a disgruntled mailman and his trusty .50-cal. machine gun! Thanks and congratulations to all who entered!

**Silicon Valley Scale Modelers is pleased to welcome  
the newest club in Region IX:**

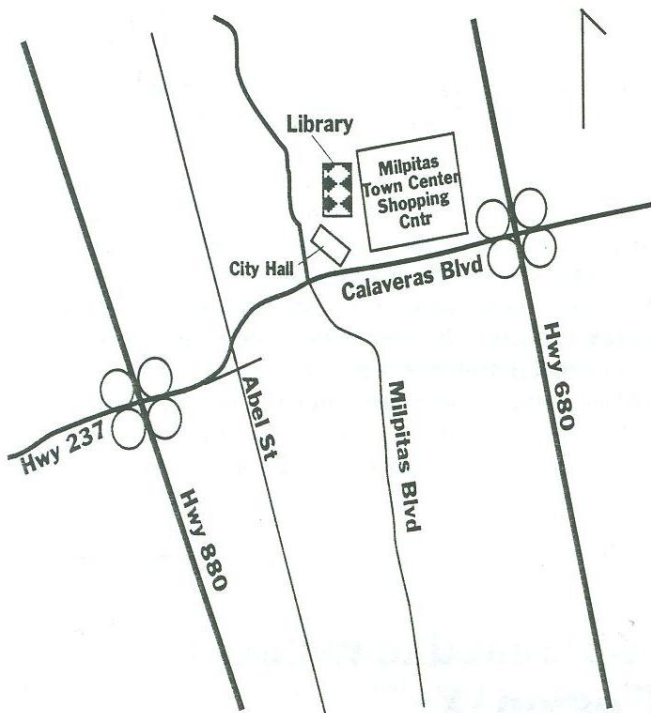
# IPMS CENTRAL COAST



**Meeting the last Sunday of  
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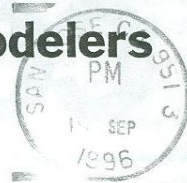


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