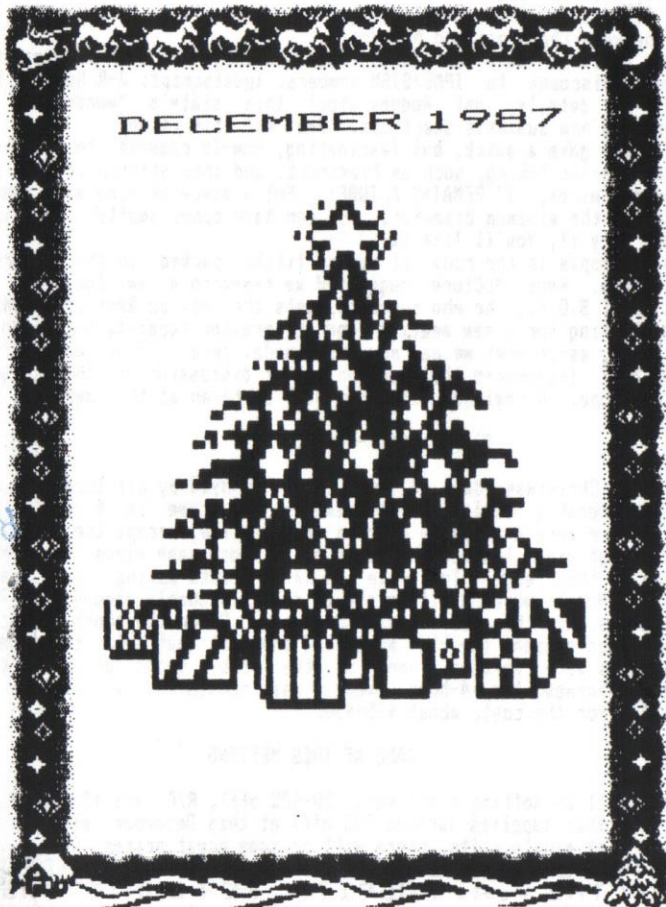


# SAN JOSE SCALE MODELERS



Next Meeting: 7:30 PM Yak & Buy  
8:00 PM Bus. Formalities

Location: Mercury Savings Meeting Room  
19376 Stevens Creek Blvd.  
Cupertino

San Jose Scale Modelers  
P.O. Box 1052  
Cupertino, CA 95015



FIRST CLASS MAIL

DAN BUNTON  
910 NIDO DRIVE  
CAMPBELL CA 12345

IMPORTANT: Check the Year/Month code  
following your name for your dues  
expiration.

## TURKEY MONTH MINUTES

Bert once again skippered the club through the uncharted waters of New Business with one of his BVD specials, you know, "brief". 62 people attended the meeting with 7 of them being visitors, including a freind of Bert's from North Carolina!

On rather a spur of the moment idea, Burt & I had checked with Mercury Savings and found they had Dec. 12, a Saturday, available for our use, so I proposed we hold a club day, ne:Christmas get-together on that day. The club agreed. More on this later.

Barry was called upon for a status report on our annual contest set for SUNDAY FEB. 22 (that is right, the 22nd, not Sat. the 21st). Everything is on schedule, with our location at the Milpitas Community Center again secured for this 1988 contest. Flyers will be going out bay area hobby shops, and other clubs, between Christmas and New Years.

Rodney Williams made an announcement that his new J-R Hobbies would be offering a discount to IPMS/SJSM members. (postscript: J-R Hobbies has since closed. For details, ask Rodney about this state's "wonderful" ways of DIScouraging new business start-ups. See "Ad" this issue)

Paul Olive gave a quick, but fascinating, How-To comment to the club. If you heat plastic tubing, such as Plastruct, and then stretch it like you would for antenna wires, IT REMAINS A TUBE!! Put a piece of fine wire inside first to restrict the minimum diameter. You can have tubes smaller than hyperdermic needles! Try it, You'll like it!

With 62 people in the room, it was a little packed in the Mercury Savings Meeting Room. Kent McClure suggested we research a new location. In our club's usual S.O.P., he who suggests, gets the job, so Bert assigned Kent the task of looking for a new meeting room of greater capacity but at an equal or lesser cost, as in what we pay now, zip, nada, zero!. Easy job Kent!

Also, Bert introduced the opportunity for discussion of the constitution. There was none. A reminder, the vote will be taken at this meeting.

## FOLLOW-UPS

The club Christmas day on Dec. 12 was enjoyed by all those who attended, which was probably nearly half the members who came in & out at different times. There were two videos playing all the time, except the last 20 minutes when the high winds knocked the power out! Those same winds made the members bringing in their models look like new naval pilots making their first carrier landings! Models were a little shy in count, probably around 50. There were free cookies, and the club's sodas for sale. Given the short advance notice, the Christmas season, the high winds and the fact that only club members and their guests were invited (none of the hobby shops or other clubs were directly informed, the 4-hour event was considered a relative success, especially for the cost, about \$25-\$30.

## SALE AT THIS MEETING

Rodney will be selling train sets (50-60% off), R/C cars (50% off) and kits, tools and other supplies (around 50% off) at this December meeting so if you need any last minute gifts, there will be some great prices. And.....

## THIS IS YOUR LAST CHANCE FOR DONATIONS FOR THE V. A. HOSPITAL FOR CHRISTMAS!

Additionally, D&J Hobby is having a 50% off sale on some model kits so you could get cheap V.A. Donations there too.

As many of you may have seen, there was an ad in Fine Scale Modeler about a TV series on modeling available to local TV stations. Cliff Kranz sent me a copy of the ad to print in this newsletter, but as it turns out, Bert saw the ad, called KTEH Channel 54 about the series, and gave them the phone number. They called him back that day or the next, and said they WILL be running the series after the first of the year, but did not know when, so watch your TV

Models are displayed with the builder's name, which also promotes interaction. They also do not require a contest-level quality to participate. It is very much NOT a contest. That is their goal.

A lot of modelers out there have greater ambitions than their present level of knowledge and skills. If they have not been involved in many group activities, they may easily view being a competitor at a contest with trepidation for they see on display such high levels of workmanship that they can not conceive of the skills it takes to produce those models. They know they do not possess the skills to produce them, but do not realize how easy these skills are to gain through a club.

Skills are made up of two things; the knowledge of the procedures to produce the results and the practice with the procedures so that the results will be consistent with the objective. Skills need one more factor before they are able to be fully utilized, Ambition. Very importantly, many modelers are missing one of these factors. Some can develop them, some will never recognize that their Goals Exceed Their Ambition Level, a very common problem and one that probably creates the majority of the dissatisfaction within and among modelers.

If you do not have the ambition to pursue the objective, you will never learn/develop the skills required to achieve that objective. If you keep setting goals in excess of your ambition, you are constantly getting a dissatisfying result. Any modeler will do their best work and be happiest when they recognize what their ambition level is at the present time and whether it can change, and set their goals in accordance with their ambition level. Goals that do not test our ambition are not as satisfying, and goals beyond our true ambition level will not be achieved, which is never satisfying. And goals of modeling to gain someone else's approval, but not to gain our own self-approval, are always shallower achievements than hoped for.

Ambition can be increased easily in two ways, and both are available through interaction with other modelers in clubs like ours. The first is to share your work with a group of positively-oriented modelers, and the other is to gather knowledge from what the other modelers share with you. In sharing, you get recognition for what you have produced and the skills & knowledge you used in production. A normal response to recognition is to want to repeat the experience, which usually requires further production, and most modelers will want to improve upon their previous efforts, especially when another modeler shares with you the knowledge they have on a certain procedure, which eliminates 80% of the experimentation you would have to have done and usually lets you know that the process is twice as easy and reliable as you thought it would be. Ambition is increased even when only shared with one other person.

I like to encourage any who are interested in modeling to share, learn and attempt, but most of all, to enjoy modeling in whatever form they choose, for this is the best avenue to encouraging growth of our hobby and its related industries.

So this Christmas, increase your involvement by bringing a model to meetings, and bring a modeling friend who is not a member to the meeting so they can be exposed to the addiction of enthusiasm that this club generates.

\*\* I also want to take a moment here to personally thank this club. That may seem strange since I am the one whose time is tied up building paper airplanes each month (this newsletter), but it is how I feel. I do not write this newsletter because I am a frustrated Hemingway or because I am building a portfolio to try and get a job writing at Car & Driver. I write because this club is so consistently complimentary and appreciative. I never feel my efforts are taken for granted. I doubt a month goes by that I do not get 2 or 3 compliments on the last newsletter. Despite the hassles of deadlines, it is still fun for me to produce something I feel is necessary for a club I strongly support, and have it be enjoyed and useful to so many good people. This club has all good people and some of the nicest I have ever met and they are too rare commodities in this valley.

The following is a revision a letter I wrote in reply to another modeler's letter in the WMCA (Western Model Car Association) Plastic Fanatic magazine:

GIVE A GIFT THIS CHRISTMAS TO ANOTHER MODELER;  
BRING THEM TO OUR MEETING.

I have been building models for 28 of my 35 years and have done it as a hobby so consistently for two primary reasons: #1 - I thoroughly enjoy building the models and the image they create when done, and #2 - a spark added later in my life was that I got involved in a couple of large group of modelers, IPMS & WMCA, and found them very supportive to me and each other, whether they were basically box-stock modelers, or building exquisite, national-contest winning, detailed and/or scratchbuilt models.

Now I am not saying that all model clubs are supportive or open-minded, I personally know some that are not, and I steer well clear of them, for I do not go to a meeting so that I can soothe someone's bottomless ego by continually tossing complimentary tokens their way, especially when they do little for themselves or anyone else to earn compliments.

To me, the purpose of a club should be, and usually is; for those with a common interest to gather together to SHARE their knowledge, enthusiasm and achievements with others of those interests.

You will notice I have emphasized two items, Enjoyment and Sharing. Most modelers are introverts; those who find that they can be by themselves and pursue activities that they feel personally rewarding regardless of whether the rest of society recognizes their achievement. However, society's recognition, particularly within a club with similar interests is a great bonus, but not the sole purpose.

That word "achievement" is often found associated with this topic, and I think that it is the key to the enjoyment in a hobby. Achievements virtually require a challenge to overcome. Each modeler sets those challenges for himself. If the modeler is satisfied with a stock-model, so be it, it is his (or her) goal to achieve. While it is true that a stock-model will do less to promote modeling as a hobby to the public, promotion is not the builder's goal, the model is.

Every modeler has visions of what they wish to create, which may be artistic in a wild custom car, it may be the engineering it takes to create detail, it may be the miniature reality created by the model (by image and/or detail) and it may be the achievement of producing a volume of models, possibly of a less-detailed quality, but together they form a statement as a collection and/or a slice of history. Each modeler makes this very important choice themselves, and to satisfy very personal reasons.

An important factor to address here is that a Contest rewards detail, creativity, scratchbuilding and quality construction PER MODEL. That contests do this is to be applauded, but they must recognize that they do not serve all modelers and should not expect to create ambition where it does not exist, nor develop ambition among those for whom a trophy is not a desired ambition. It takes a high-level of ambition to desire to compete and to produce a contest level model for the slim chance of much recognition by award.

The gap between the models of someone whose skills and/or ambitions are not so developed and those models at the top of the contest, seems enormous even though it is much closer than the less-experienced modeler realizes. Any road seems longer the first time it is traveled for you have no landmarks to measure your progress. It is even longer when you have no map to even tell if you are on the right road. Sharing with other modelers provides the map and practice provides the landmarks. While there are many modelers who enjoy such competition, IT IS NOT the foremost reason people build models.

Events like the NNL model car meets provide much more interaction and therefore opportunities for personal recognition & increases in knowledge.

Guides! Hooray for Ch.54! An idea might be for our club to take donations from members, say \$1 each, and get a club membership to KTEH as a thank you!

I got a call from Jim Ireland the other day. This was after I had gotten several calls from members wanting details on the Sacramento Silver Wings Dec. 5 contest. I had none. As I came to find out, the Silver Wings does still publish a newsletter, but our club had 2 addresses listed and when they deleted the extra one, they deleted both. Since the time that I stopped getting their newsletter coincided with the time that Jim announced he would be retiring (since abandoned apparently) from his editorial position, I assumed they had stopped publishing. Anyway, we will be back on their mailing list.

I want to take a pause here to thank in particular; IPMS/Silver Wings, IPMS/Travis & IPMS/Verba Buena for exchanging newsletters for the past several years. They have had much useful information, kept us abreast of their activities, and given us ideas for our club. I hope our newsletter has done as much for them.

### WHAT WERE THOSE PLANES LAST MONTH?

Here are the answer to my obnoxious quiz last month:

- 1- Miles M.52
- 2- Ilyushin Il-22
- 3- Short SA.4 Sperrin
- 4- Blackburn YA.S/YB.1
- 5- Grumman XF10F-1 Jaguar
- 6- Douglas XTB2D-1
- 7- Curtiss XP-87 Nighthawk
- 8- Kaiser-Fleetwings XBTK-1
- 9- Dassault Blazac V (VTOL)
- 10- Ikarus Type 452-M
- 11- Sud-Est SE 3410 Grognard I
- 12- Myasishchev M-52 'Boulder'
- 13- Ilyushin IL-40
- 14- Sud-Ouest SO.4000
- 15- Ilyushin IL-20
- 16- Handley-Page HP.100

### FRESNO CONTEST RESULTS

From our rosters:

- Ron VanDerGrift - 3rd-1/48th (?) Aircraft with AF-2W  
Tim Curtis - 2nd-1/72 Twin Jet with Meteor NF-13  
Bert McDowell - 2nd & 3rd-Ships with IJN Ushio & USS Yorktown  
Bill Magnie - 3rd-1/72 Sgl.Jet with Mig 23  
" - 3rd-1/72 Twin Jet with Israeli F-15  
" - 3rd-A/C Diorama with F-84

DO NOT MISS  
THE NNL WESTERN NAT'Ls  
JANUARY 16, 1988 12-10+pm  
&  
WEST COAST MODEL EXPO '88  
Swap & Sell  
JANUARY 17, 1988 10am-4pm

Sunnyvale Hilton - near Lawrence Expwy. & 101  
Contact: WMCA, 19088 Santa Maria Ave., Castro Valley, CA 94546

## DORNIER 228-100/101

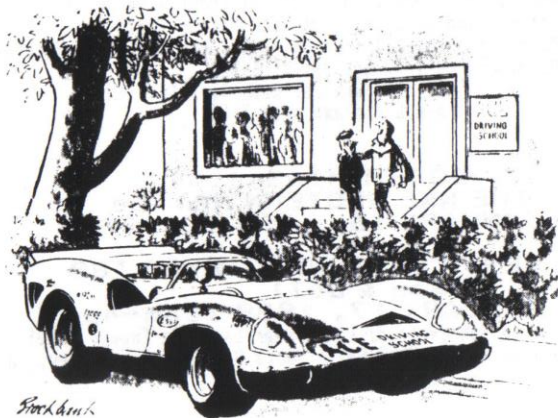
KIT REVIEW: Manufacturer: Revell/Germany - Kit: #4239: Dornier 228-100 'Holiday Express' commuter airlines & #4240 Dornier 228-100 'Polar 2'.  
Scale: 1/72, # of pcs: #4239/61 pcs. - #4240/83 pcs.

The 228 is a fairly new design developed from Dornier's LNT project. The plane is a direct competitor to DeHavilland/Canada's Twin Otter. Parts appear consistent with typical Revell moldings of recent; good outline, fine, recessed panel lines which are minimal in number, and fairly crisp definition. I was disappointed to find a lack of any interior detail except in the cockpit. The decals look to be quite usable with the 'Holiday Express' having full markings including stripes. The 'Polar 2' has all marking including the lower accent stripe, but the top, orange and bottom, blue areas must be painted.

Instructions are simple and clear, once you get past the preface section, in SEVEN languages. Some comments here, though. On the Polar 2, which is actually a 228-101, not -100, the 3-view drawings indicating colors are confusingly and incorrectly marked. There are 4 main colors, White, Orange, Dark Blue & Black which are keyed as 'A, B, C & D' respectively. These are supposed to be represented by levels of shading, White/A is white, Orange/B as a light gray, Dk.Blue/C as a dark gray, and Black/D as black. However the use of the shading is inconsistent between views and the Key at the top shows both A & B as no-shading (!), the C as light gray and D as black. The side views and bottom views show 2 shades of gray (!).

As a note, there is also a Polar 4, and there was a Polar 3, but it shot down over that great gunnery range, the Middle East, on a ferry flight back to Europe. The 3-views show Polar 4, but the box shows Polar 2 and it shows a Polar 2 with a few minor differences in trim color and no nose magnetometer or underwing sensors. However Vol.33, #4 of Air International shows Polar 2 equipped and marked as the instructions show, so take your choice. Now, for the three main suggestions; 1) despite box photos, the bottom is DARK blue, not black, 2) IGNORE the left-side and upper-views in regards to shading and instead follow only the little A, B... flags for correct paint scheme, as the top is entirely orange, and 3) get the Air Int'l mentioned and in particular note the curve of orange/white separation as goes towards the tail, it looks lower and farther back than the instructions, which is noticeable on the box.

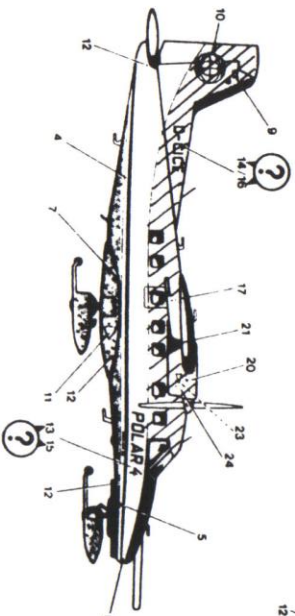
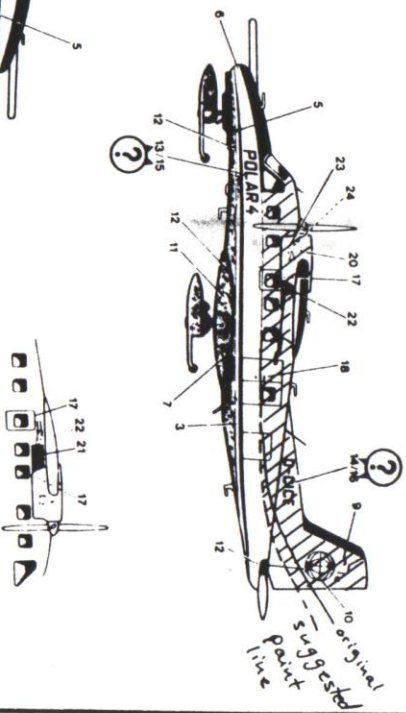
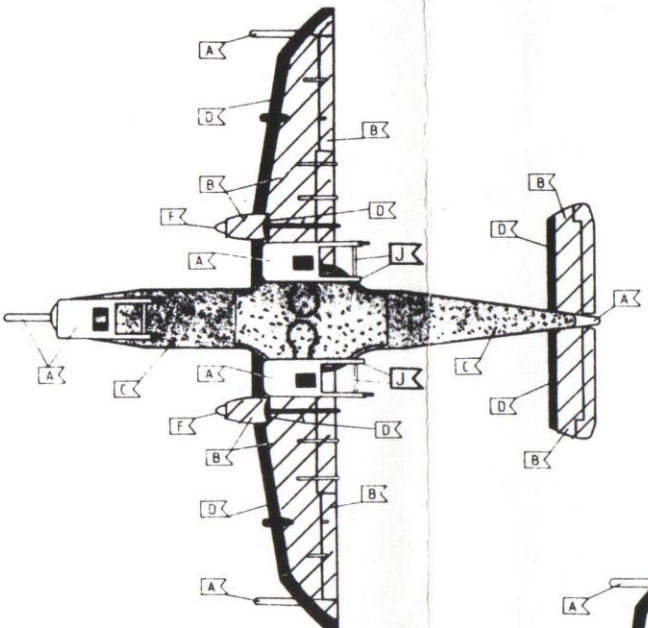
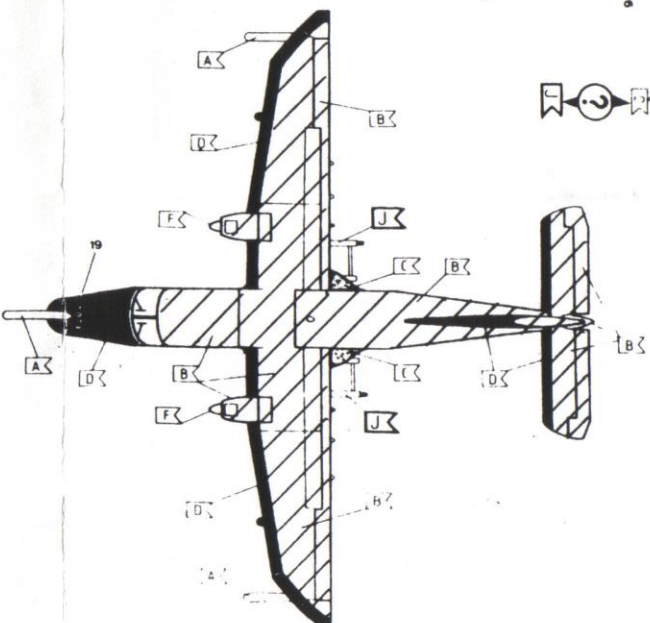
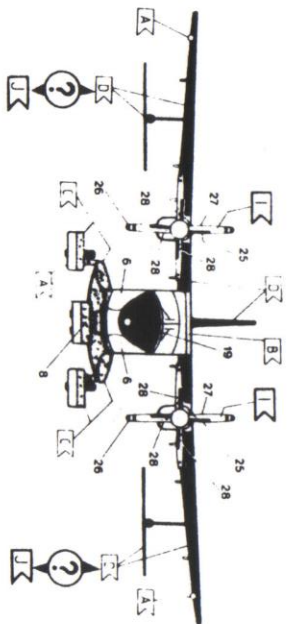
*"And you, Mr. Fosdyke, are the first  
lucky pupil to try our 'Deep End' system."*



22



- White
- Orange
- Blue
- Black



Dornier 228-101  
Corrected instructions