

Italy's first try at a jet: the Campini-Caproni

By Mike Burton
Part 3 in a series

Whether it's referred to as the Caproni-Campini or the Campini Caproni N.1, or by its C.C.2 or C.C.1 designation, Italy's pioneer jet was number two in the history books.

First flying on August 27, 1940 for ten minutes, the Campini was to go on to achieve a number of firsts. In journey from the

Caproni plant near Milan to the intended flight test center near Rome, it was the first pure jet airplane to make a long distance

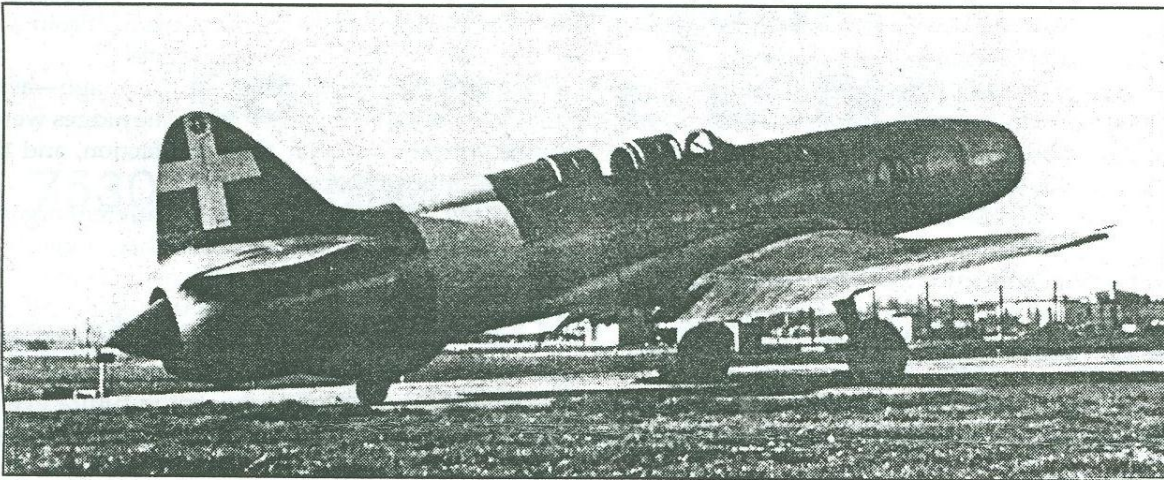
flight. It did have to stop for fuel, but this short-legged feature was something the entire group of early jets had in common.

It was the first jet to get "media event" treatment, as the Italian mainstream press was primed to provide maximum publicity to ensure that other nations took notice. It was the first jet to point to the eventual future of the powerplant, though it was hardly an august example in itself. This jet was actually an early three-stage ducted fan with a crude afterburner. Today this technology has advanced to the forefront, but in 1940, it took the form of a 900 hp piston engine (that's right!) driving the Campini-Caproni to a blazing 233 mph at 9800 feet, giving the plane a first of another kind. It was the first to fail, thus achieving the initial aim of the project—to determine whether this powerplant was viable for use in a combat airplane—although this was not quite the outcome designer Secondo Campini had hoped for.

It was a big machine in comparison to its eventual contemporaries, with a 52-foot wingspan, 43-foot length and a maximum gross weight of 9250 lbs. The C.C.1 was even "heavy looking," and appeared to be overbuilt considering the research it was intended for. However, if one were to pick

a crash landing platform, this was the sturdy Cadillac of the bunch when compared to the Whittle, the He178, the Kikka, or even Bell's P-59.

After two years of flight research, the Campini piston/jet plan for planes was declared not worthwhile and the vehicle was retired. One is apparently still in existence and on display at the Caproni Museum. Naturally, the only kit of the Campini



The unique Campini-Caproni on display in 1940, wearing conventional Regia Aeronautica markings.

was put out by an Italian model firm. Let's look at it.

1:72 Campini-Caproni, by Delta Models

I've seen the original version of this kit, and I

found what one famous collector's encyclopedia of 1:72 scale kits stated in their listing to be true. The early releases were molded in a creamy pistachio green plastic. Another dead giveaway of an original 1970s issue: the colorful box art compared to the re-release, where the art is reduced to gray shades on a blue accented white box. If you plan to build this kit, get any affordable example you may find, since main value to look for is a good (relatively speaking) molding regardless of the year of issue.

Opening the box reveals 37 mostly gray pieces, including the three-part display stand. There are two figures that serve mostly as cockpit fillers, although the Delta moldmakers took care to make them individuals. One has a bulky frame and lots of gear (must be the pilot) while the other is a thin-framed character with much lighter gear. An Italian Laurel & Hardy? A look at them is warranted, so you'll know where the all the detail work in the mold design went!

The remainder of the styrene parts resemble a cross of Frog middle-range success and MPM's bad days. The parts are molded in soft gray plastic, with slight warps and gaps at the mating edges. The various items almost seem to fit better with

Continued on page 6

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

Another regional contest has come and gone, and the people up in Eureka did a good job considering that the event was the first one they'd ever put on! They had more than 300 models up there, including many from our members, including Jim Lewis, Milt Poulos, Bill Ferrante, Mike Burton, Bob Miller, Mike Meek, Frank Babbitt and your editor. We brought home our share of awards, and we learned a lot about what and what not to do with judging.

This was the one problem the Eureka event had. Their approach was a unique one. For each category, three judges were assigned, and each was given a sheet with a grid and ten criteria for the models to be judged on—"seams filled," "sink marks removed," and so on. In each criteria, the judges were to score a 10 for excellent, an 8 for good and a 6 for poor.

The judges independently scored the entries in their categories, using the 10-8-6 system. In the end, the three judging sheets were tallied and the winners were selected.

The positive side of this was that it allowed judges to get right into the judging without waiting for teams to form, and there were no teams broken up and reformed as modelers disqualified themselves from judging because they had entries in the categories in question.

While this may sound good in concept, in practice the system was not particularly effective. The 10-8-6 system reduced the weight of serious problems—a model with NO seams filled could only lose four of 100 points for the flaw, for instance. Because the judges had to score every model, the process was unduly long and arduous for the judges. Since the judges worked independently, there was no accountability, and new judges had no opportunity to learn how judging was conducted. Furthermore, if one judge decided to slant things in a certain direction, he could have a dramatic impact because of the mathematical nature of the judging and the lack of an opportunity for his fellow judges to catch his bias.

Every time I see a club try a new approach to judging, I gain greater appreciation for the approach we take at our event—the traditional three-member teams, using IPMS criteria to decide on a consensus 1-2-3 set of winners for each category. Fine-tuning, like making sure the team has members of different clubs, is easy to do and doesn't disrupt the process. Training of new judges can be conducted as a matter of course, and characters who want to turn the judging towards their friends' or club members' benefit are rooted out quickly.

The IPMS Nationals use this approach, and while I still contend that judging at that event isn't as solid as it is at most Region IX events, the nationals spotlights how well this system works. Out of more than 150 categories at this year's events, there was genuine controversy over the outcome of

perhaps five of them. To judge 2,175 entries in less than four hours with that level of success is amazing, and it bears out the effectiveness of this system.

There are some in the IPMS that favor a system of "Open Judging," where models are judged against "themselves" and are awarded a gold, silver or bronze medal instead of a first, second or third. The most vocal proponents of this seem to be the members of AMPS, the armor-only organization that judges its convention using just such a set of criteria. AMPS judges not only on workmanship, as the IPMS criteria focus on, but on accuracy and detail. That system works well for a group with a narrow focus, but for an organization that invites a broad range of interests like the IPMS, it's unworkable. There simply isn't time for such scrutiny of every entry at the nationals, and the caliber of entries is such that virtually every entry would take home an award. From a financial point of view, that would be impossible.

Our club tried this approach six years ago—ask anyone who was there how effective it was. The judges were burned out, the winners left with little satisfaction, and the entire event was anticlimactic.

AMPS and IPMS are two radically different organizations, with different philosophies. Those that suggest the open system as the remedy for the fairly insignificant problems of the first-second-third system miss that point completely.

The way I see it, contests in the IPMS are like the Olympics—first, second and third are awarded and set the pace for the rest of the competitors to match in future events. In an open system, it's like giving anyone at the Olympics a medal if they're a decent enough athlete.

Don't mistake this discussion as one for the trophy hounds and the egomaniacs. Planning for elements as basic as judging make the difference between a fun day out with friends and a day full of frustration.

Well, that's it for now—Gotta go scratchbuild a *Canuck* cockpit!

—The Editor

CONTEST CALENDAR

Oct. 19: **OrangeCon '97**, hosted by IPMS Orange County. Theme: 50th Anniversary of the U.S. Air Force. For information, call Nat Richards at (714) 631-7142.

Feb. 7: **Fifth Annual Kickoff Classic**, hosted by the Silicon Valley Scale Modelers in Milpitas, California. Theme: Made in the U.S.A. For information, call Chris Bucholtz at (408) 723-3995.

July 1-4: **The 1998 IPMS/USA National Convention and Contest** at the Santa Clara Convention Center, hosted by IPMS SemiCon and the members of Region IX. Theme: Rockets' Red Glare. For more information, call Chris Bucholtz at (408) 723-3995.

To submit stories, letters, requests for help, or wants and disposals to the
STYRENE SHEET

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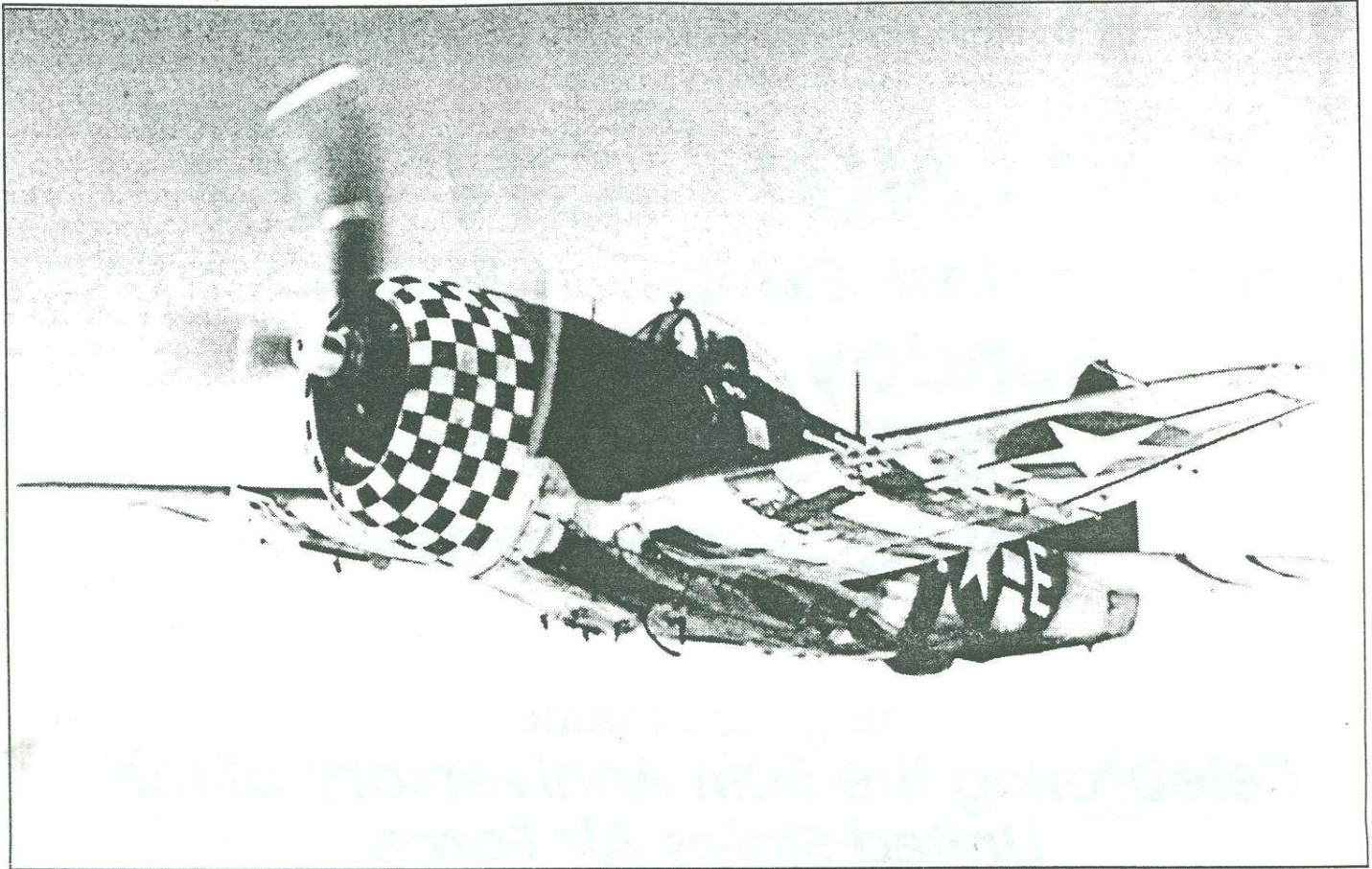
Admission:
\$4 for adults
\$2 for young adults (ages 13-17)
Free for children under 12

Model Entry Fees
\$1 per model for adults
.50 per model, 17 and under

Registration: 8:30 to 11 a.m.
Closed judging: noon to 1:30 p.m.
Awards presentation: 3:30 to 5 p.m.

For more information, call (714) 631-7142

Getting Monogram's P-47 bubbletop airborne



The P-47 *Thunderbolt* has the distinction of being the largest single engine fighter of World War II, and was the most-produced fighter in American aviation history. This colorful Jug wears D-Day stripes and field-applied camouflage.

By Ben Pada

Although newer kits of the P-47D are out there, I built *Monogram's* old classic to have an entry for the 1997 Kickoff Classic. Since the model was supposed to be done by last February, I didn't quite make it!

To bring the kit up to today's standards, three major

improvements are needed: an improved interior, reconstructed wheel wells, and rescribed panel lines. However, I started with some minor external details. The first thing I did was to open the oil cooler exhaust shutters and the air exhaust slits (figure 1).

The kit interior was next. The first improvement came when I threw out the kit's cockpit tub. My intent all along was to use the *Hasegawa* kit cockpit, and this went in with no problem. The only things I added were some locator tabs to keep the cockpit in place. I painted the interior with *Gunze Sangyo* interior green, with *Testors Model Master* black chrome trim on the instrument panel and sidewall details. I used white to bring out the instrument panel detail, followed by a drop of five-minute epoxy for each instrument lens.

Before gluing the fuselage halves together, I blocked off the intercooler doors with some plastic stock. I reworked the wheel wells by first sanding off all the wheel well detail on the fuselage side of the bays. The next step was to remove a portion of wheel well from the lower wing (figure 2). I then glued the lower wing to the fuselage and cleaned up the joint. I then glued some plastic sheet into the lower wing wheel wells and again cleaned up the joint. The final step was to add new stringers and attach angles to the sides of the wheel wells. At this point, I was able to glue the upper wings into place.

I removed the wing guns and drilled new gun ports

Figure 1

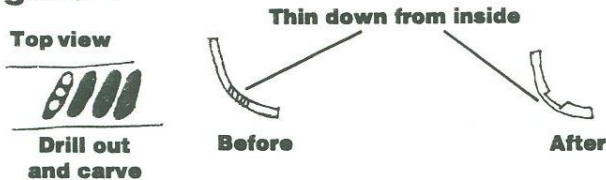
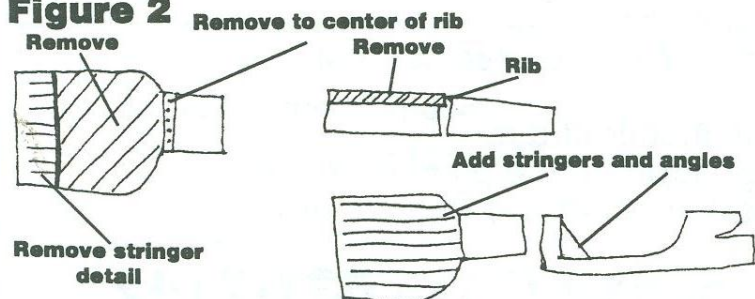


Figure 2



at their correct angles. The wingtip lights were replaced with clear sprue; I drilled a hole in the sprue and filled one with red paint and one with green paint to simulate colored bulbs. These bits of clear plastic were cemented into the wing and sanded

to o shape, with a final polishing with Blue Magic to restore their clarity.

The horizontal stabilizers were attached and the seams at their roots were filled. I installed the windshield at this time, mainly because it doesn't fit very well and required some filling and sanding to fair it into place.

At this point, I prepared the model for rescribing by sanding off the existing raised panel lines. I also took off the center drop tank brackets. Rescribing the panel lines is very time consuming, but the final result is very rewarding.

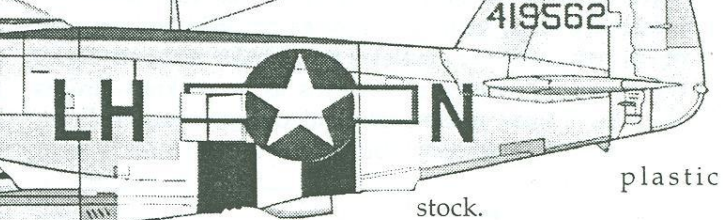
With the assembly and the rescribing finished, it was time for paint and decals. The scheme I chose was "Rat A Dat 3," a P-47D-28-RE serial number 44-19562, of the 350th Fighter Squadron, 353rd Fighter Group, 8th Air Force. It was flown by Ken Gallup, and in the summer of 1944 it was based at Raydon, England. Gallup was an ace with 12 victories during the war.

To depict Gallup's plane, I used *Aeromaster* sheets 48-323 ("Thunderbolts Galore VI") and 48-077 ("Stripes and Checkers P-47"). I used *Alclad* aluminum for a base coat, and broke up the panels with *Testors Model Master* metallizer on various panels. For the anti-glare panel I used *Gunze Sangyo* olive drab. The white portion of the lower wing invasion stripes was painted, while the black stripes were made with black decal trim film. The fuselage stripes are from the *Aeromaster* sheet. The cowling was painted yellow, and the checkerboard decals were carefully applied.

Before installing the landing gear, I thinned down the torque links, added brake lines and

re-cut the tread pattern on the tires. I also removed the landing gear strut door from the wheel door and made a new strut door using

.010

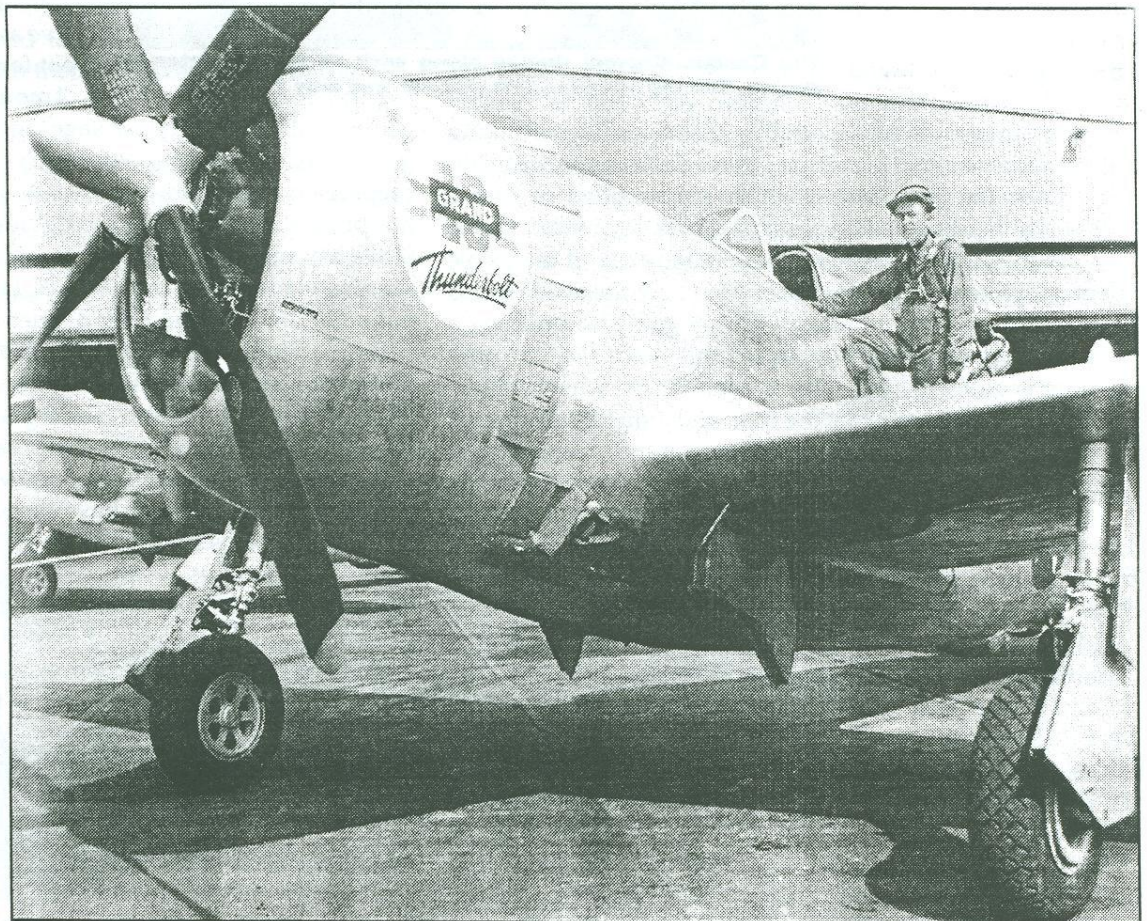


The engine was given an ignition harness made from .020 wire before it was cemented in place. The propeller was painted, and, before it was installed, I replaced the prop shaft with brass tubing.

The canopy was dipped in Future floor polish and set aside to dry before painting. To complete the interior, I installed the gun sight and a deflector site above the instrument panel. The seat is a *True Details* example I simply painted and glued into place. The landing gear and guns were put into place next.

I gave the model a few coats of *Testors* metallizer sealer and *Gunze Sangyo* flat clear to tone down the decals and the anti-glare panel. I used watercolors and pastels to weather the model, followed by a final coat of sealer to protect them.

This model, despite having been released in the '60s, is an oldie but a goodie. If you would like to try your modeling skills on a kit that won't hurt your budget, then this Jug's for you.



A testament to both the effectiveness of the Thunderbolt and the productivity of Republic Aircraft: "10 Grand," the 10,000th P-47D. Ultimately, more than 18,000 P-47s were built and served in every theater of the war.

The second jet: Italy's Campini-Caproni

Continued from page 1

the pin and socket joints removed. Those of you who are old enough, consider what you got in limited run, injection-molded early display models of the early 1960s, and you will be not surprised. Everyone else prepare for a shock. Don't worry—you can recover from it. Plus, as far as I know, this is the only kit of this vehicle ever molded for the mass market, so you go with this or scratch-build one yourself—not bloody likely!

The instructions are useful mainly to verify the completeness of the parts, because the sole set of assembly notes only cover the subject of the landing gear. There's very little painting information, giving no real details or FS595 specs, so you'll also have to do some photo interpretation.

I started with the wings for my construction, since the fuselage area depressed me at first. The wings are three pieces: a full span lower wing and two upper wings, all of which require a full sanding of the insides to even up the mating surfaces, especially near the leading or trailing edges. There are two parts that I think deserve special trashing—the main gear frames which are supplied so that a “working” landing gear is possible. There's not much use to this feature since the tail gear does not retract, and the whole effect is toylike, and fragile to boot. However, the inside recess for the frames' location make a handy guide for building a boxed wheel well. It's best to do this since the yawning opening is quite obvious when looking in the wheel wells.

The wings are cranked at the root, and a slight gull effect is created. A poor fit is likely to show up at the trailing edges. Taping the fuselage together to serve as a guide helped me square up the wings while I carefully super glued the wing. The nose intake and exhaust cone were next, with the nose intake ring being sanded along its inside to remove mold flash. The cone needed to be smoothed overall (why are there mold bumps like on a vacuform?) I painted the intake “bullet” chrome silver with a black rim, then finished the intake ring inwards and the exhaust cone in silver, with flat black on the base of the cone.

The fuselage is in two parts with a vertical stabilizer on each half. These have a tendency to be canted or warped, so check for the need for a possible correction. Again, sanding the interior mating surfaces and even removing the guide pins will probably be needed. Dry fitting at this point is manda-

tory.

A cockpit floor is provided, along with two seats and cushions. There are no instrument panels, joysticks or headrests. The floor has no real locating tabs inside the fuselage. I glued in the seats and drilled and fitted a joystick up front before positioning the floor in place and taping the fuselage closed. A quick swipe of an X-acto knife below the floor

marked where the floor would eventually go; it was removed and I painted the interior in flat neutral gray (FS36270). A contrasting RLM02 gray on the seats with earth-colored cushions lends some life to the whole cockpit. The joystick was painted RLM02 gray with a black handle. I scratch-built a new instrument panel with a small shroud; it's more than you will probably ever see, but it is nicer.

Next, I blackened the inside of the exhaust area and carefully mounted the exhaust cone. The cone tends to lean in or be offset from the aircraft centerline, so again, I taped the fuselage to serve as a guide to find the right spot for this piece.

I mounted the cockpit, and began carefully gluing the fuselage together in stages with super glue. You can skip the superglue if you don't like the stuff, but prepare for a long, drawn-out assembly because the kit does not behave well with solvent glues. The nose ring/intake bullet assembly slid neatly into place, but it required some sanding to blend into the fuselage, because the nose parts are not quite concentric in their diameters.

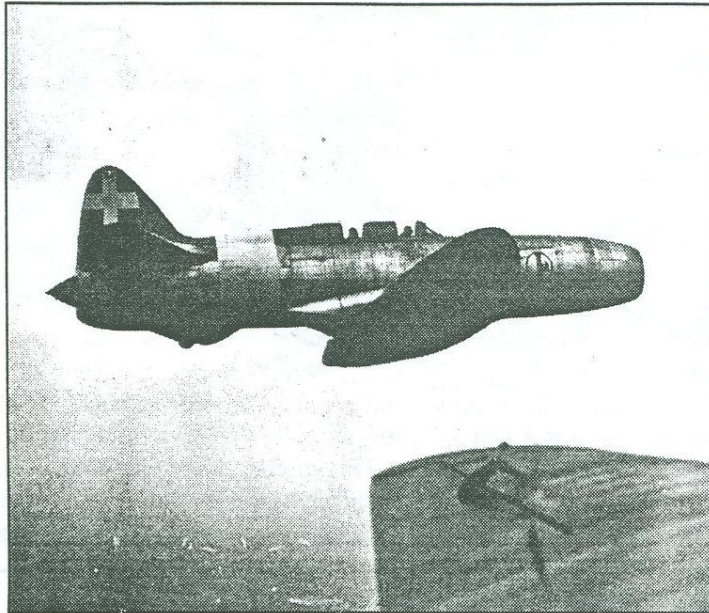
The horizontal tail planes are molded as one piece, with fairly good airfoil shapes which fit into body. Only the standard amount of filling and sanding is required here. The wing assembly was somewhat less cooperative, with huge canyons and gaps along the fuselage roots. More superglue, please!

All the outside surfaces have simple raised panel lines and rivets, and photos suggest the rivet heads may actually be in scale! Then again, these are in the areas that require the most sanding and filling, so sacrifice them or face rescribing!

The rudder is one piece, with an excellent airfoil section, and it almost fits in without glue for filler! Unfortunately, the vertical stabilizer is not going to let this be, as it is much thicker than the rudder! Well, that's what files

and gritty sandpaper are made for!

This is the end for now, as I still have to finish the Caproni Beast so I can finish this part of the series! Continued next month, along with perhaps the beginning of part 4 so that the series won't linger into 1998!



The Campini-Caproni drones along with its hybrid piston-jet engine. The top speed of this pioneer was only 233 mph!

Campini-Caproni References

Jet Fighters, History of the World Wars Special #3, David Anderton & John Batchelor (Phoebus, 1975)
Messerschmitt Me262, Arrow to The Future, W.J. Boyne (Smithsonian Press, 1980)

The times and trials of Curtiss' 'Big-Assed Beast'

By Jeff Hargis

Despite a reputation for poor low-speed handling and other major design flaws caused by strict Navy requirements, the Curtiss SB2C *Helldiver* became the allies' most widely-produced dive bomber of World War II. After a shaky start, "the Big-Assed Beast" (also known by the even-less respectful nickname "Son of a Bitch, 2nd Class") eventually earned the respect of air crews as a versatile and reliable aircraft.

In 1938, the *Dauntless* dive bomber entered service, and almost immediately the hunt for a successor began. Most of the requirements were simple enough: design a plane that had more speed, range and payload than the *Dauntless*. Unfortunately, the final two requirements—an enclosed bomb bay and the ability to fit two at a time on a 40-by-48 foot aircraft carrier elevator—would plague the *Helldiver* program for years.

The strict design requirements resulted in a plane that had a huge fuselage compared to the wing area. Early wind tunnel test indicated excessive stall speeds and stability problems, so a new wing and larger tail were quickly added. The result was some improvement, but flight characteristics for the Beast were still questionable.

Despite these problems, a green light was given to build a prototype. The plane was supposed to be built in a new plant in Columbus Ohio, but the factory wasn't completed, so the first *Helldiver* was built in sections in a cattle barn on the grounds of the Ohio State Fair. Once the sections were completed, they were shipped to Buffalo, New York for final assembly. In keeping with the illogical approach of the program, the Navy ordered 370 planes prior to any flight testing, three weeks before the prototype roll-out.

The first prototype flew on December 18, 1940, and as expected, flight characteristics were questionable at best. The plane also suffered from problems with the new three-blade electric propeller and the new and still unreliable Wright Cyclone radial engine. Less than a month after flight testing

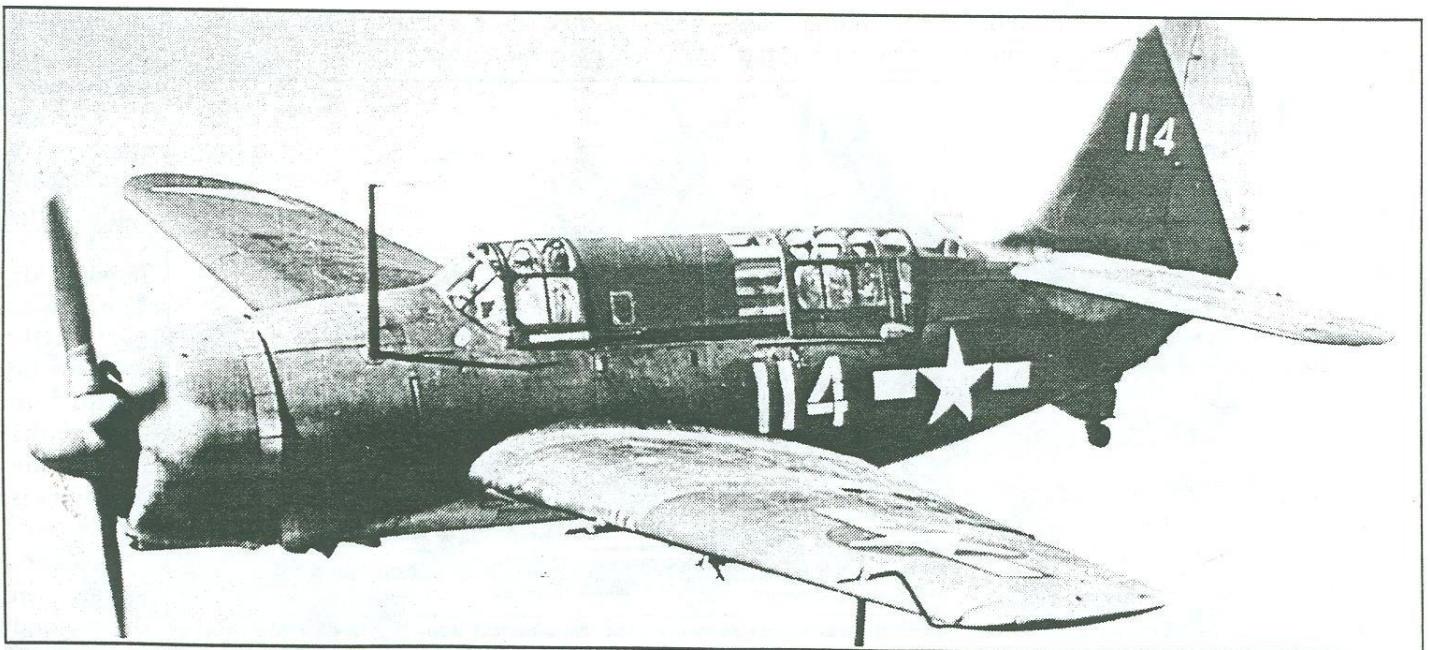
began, the Cyclone engine in the prototype quit during a landing approach, and the resulting crash left the program without a test plane for a month. Later, during a high-speed dive and pullout test, the tail and right wing failed, the program again continued for five months without a test aircraft.

In June of 1942, six months behind schedule, the first production aircraft rolled off the assembly line. Despite the delays, and before the *Helldiver* ever landed on a carrier, the Navy placed an order for 4000 *Helldivers*, with 1000 of those earmarked for the Royal Navy.

One key reason for the delays was that the *Helldiver* was undergoing constant design changes in order to combat all its problems. Modification lines were set up to update the planes as they were completed. Mod 1, as the line was called, turned into Mod 2 and finally to Mod 3. Some of the modifications were as simple as replacing the DF loop radio antenna; others involved installing twin .30 caliber machine guns for the radio operator in place of the single fifty. More than 600 *Helldivers* rolled off the line and went through the mod lines before the factory caught up to all the changes.

Despite continued problems, the Navy pushed the program ahead and in May, 1943, the U.S.S. *Yorktown* took the *Helldiver* to sea for workups. The results were a disaster, with high rates of landing gear failure and handling problems. Many *Helldivers* ended up sliding into the safety barriers. It became common practice in the early going to clear the flight deck and catwalks of personnel when the beast was landing. The Captain of the *Yorktown*, J.J. Clark, recommended in writing that the whole program be scrapped.

Eventually, improvements to the Beast—and time for air and ground crews to work with the plane—brought the problems under control, and on November 11, 1943, *Helldivers* of VB-17 flying off the U.S.S. *Bunker Hill* took part in a raid on the island of Rabaul. A few days later, the Beast endeared itself to Marines, who were invading Tarawa, for its pinpoint



Never an aesthetically pleasing aircraft, the SB2C *Helldiver* became an effective weapon after overcoming teething problems.

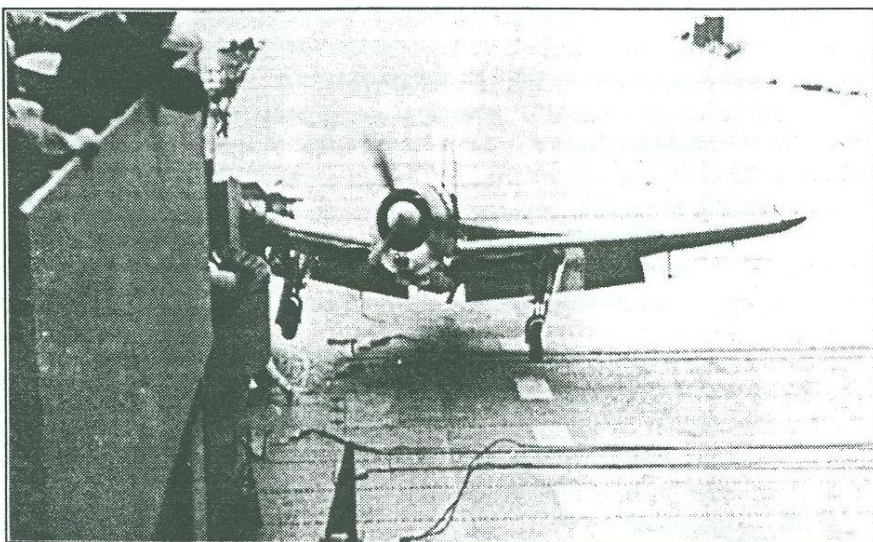
bombing. Six *Helldivers* and 4 escort fighters would be on station over the island and respond to calls for support from the Marines. This kept up from dawn to dusk until the island had been taken. *Helldivers* proved reliable and performed well in their first sustained combat role of the war.

The engineers at Curtiss continued to modify and improve the plane. The engine was boosted to 1900 horsepower, which greatly helped low-speed handling, and perforated dive brakes solved the stability problems during high-speed dives. The SB2C-4 was fitted to carry rockets or wing mounted 500-pound bombs, and gained a reputation for being able to sustain heavy battle damage and still fly back and land safely on the carrier.

Despite its early poor reputation, the *Helldiver* stands up well against the other aircraft of the day in the Navy inventory. The *Helldiver* had a higher speed and greater range than the *Avenger*. It also outperformed the *Dauntless* in almost every category. It had a cruising speed only two miles per hour slower than the *Hellcat*, and was only outlasted in postwar front-line service by the *Corsair*. It was with good reason that, in 1946 when the Navy combined its bombing and torpedo squadrons into attack groups, the *Helldiver* was standard equipment. Eventually, it was replaced by the

Skyraider, a plane designed without size restrictions.

The *Helldiver* lasted in front line service until about 1950 and in the reserves until the mid-'50s. Its last combat role was with other countries, most notably flying support for the French garrison at Dein Bien Phu. Despite the production of over 7000 examples, only a handful of the planes exist today, mainly in the museums at Pensacola and the Smithsonian.



An SB2C-4 does its best to uphold the *Helldiver's* reputation by skipping over the barrier and striking the island. Also in keeping with 'the Beast's' reputation, both crewmen were unhurt.

Monogram-Revell's SB2C: A beauty of a Beast

By Bradley D. Chun

This has been a banner year for 1:48 aircraft modelers, and the ProModeler SB2C-4 *Helldiver* from Revell-Monogram is a kit modelers have wanted for a very long time. With much anticipation, I purchased the "all new tool" kit the day it hit the shelves of my local hobby shop.

Upon opening the flip top box—something new to the Revell-Monogram line—the modeler will find an instruction booklet, two separate bags of grey injected parts, a bag containing the clear parts, a bag containing the photo-etched parts and a decal sheet. The box is a little on the flimsy side, so buyers should be aware when purchasing their kit that

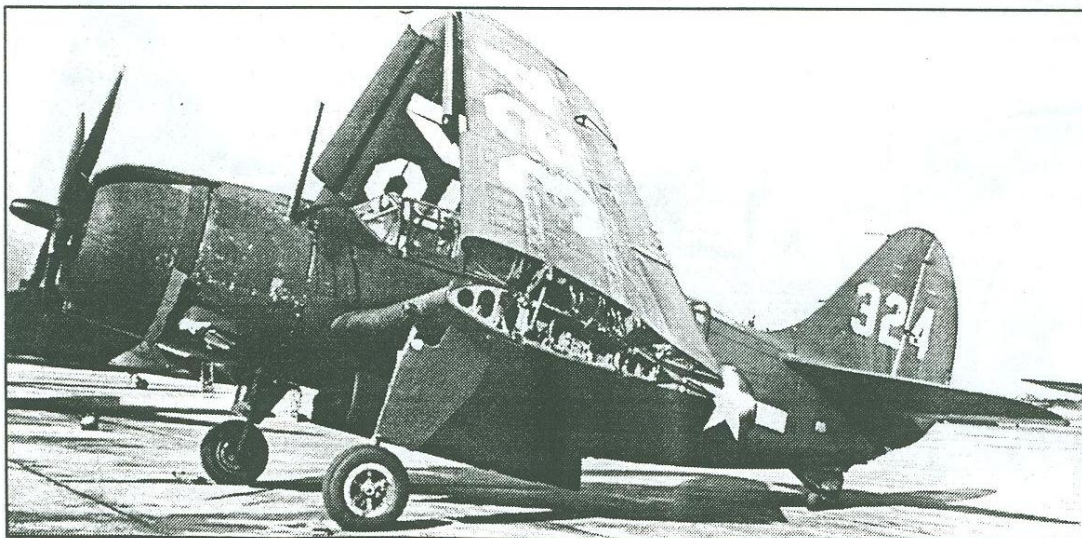
parts might have been damaged, since the packaging provides little protection.

The instruction booklet is a 24-page affair that includes a brief history of the *Helldiver*, a paint chart, the photo-etch part

guide, the 15-step assembly process, a decal and markings section, 24 black and white reference photos and 10 painting and modeling tips. The instructions are very well detailed, not only calling out each part by name but also the color it's to be painted.

The majority of the black and white reference photos are from Curtiss via Detail and Scale. The photos are an excellent reference guide for the modeler who chooses not to purchase the recently released Detail and Scale book by Bert Kinzey. Kinzey is also responsible for the development of the instructions for this kit. The instructions also show the modeler where to place the vast amount of stenciling included with the kit decals.

All of the parts are very nicely and delicately molded. There was very little flash to be found on any of the parts. The engraving is finely recessed, consistent in depth, and not over-



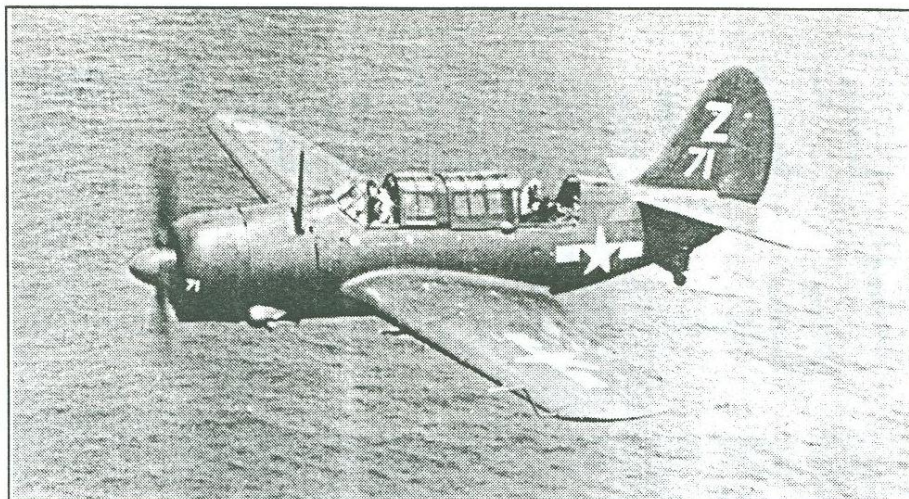
An SB2C-4, with the lower landing gear doors removed for land-based use. If you like the look of 'the Beast' folded up like this, just wait for Kendall's upcoming detail set.

done. This kit has been very smartly engineered; I had to look at the box to make sure this kit was in fact a *Revell-Monogram* kit as it reminded me of another manufacturer (*Accurate Miniatures* comes to mind). The offset tail on the "Beast" is also expertly molded into the two fuselage halves. The small, delicate parts are very nicely molded, I couldn't find any flash or "short shots" on any of them. The instrument panel has engraving that just begs to be painted and dry-brushed; no need for a photo-etch instrument panel here. I did, however, find a few sink marks in a few of the cockpit detailing parts. These will be very hard to fill and sand as some of the detail will be lost. There are also a lot of ejector pin marks on the roof of the bomb bay/cockpit floor assembly, which will require some tight filling and sanding.

Flattened tires are also included, with very delicate hub detail molded into them. *Revell-Monogram* has included a very nice four-piece pilot figure, but where's the GIB (guy in the back) or gunner/observer?

The five-piece clear canopy parts are packed in a separate plastic bag to prevent them from being scratched. The canopy framing detail is very crisp and should pose no problem when it's time to mask and paint them. A clear gun sight is also included. A little bit of polishing or a dip in Future will make the canopy parts crystal clear and take away the "plastic" look.

One of the nicest features of this kit, is the photo-etched parts. These included the perforated wing dive flaps with saw-tooth trailing edges, radial engine wiring harness, seat

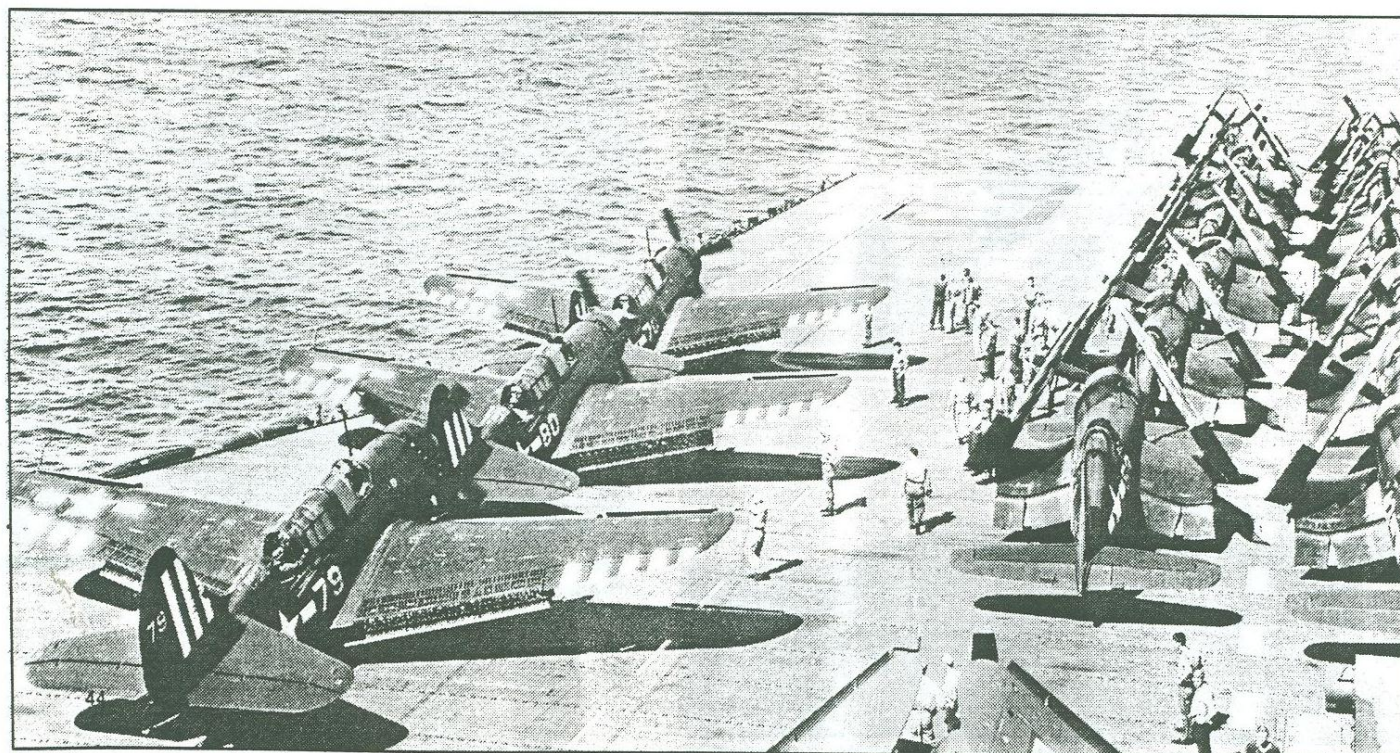


An SB2C-4 returning to its carrier after a mission. The *Revell-Monogram* kit includes photo-etched parts for the perforated dive brakes.

belt buckles, wing trim actuators and outer gun ring details.

The decals included in the kit are for an overall glossy sea blue VB-85 SB2C-4 aboard the U.S.S. *Shangri-La* and a tri-color scheme VB-3 SB2C-4 from the U.S.S. *Yorktown*. I couldn't find any problems with the printing or registration, and the full set of stencils is even legible under magnification. The white markings look a tad translucent and might need replacing.

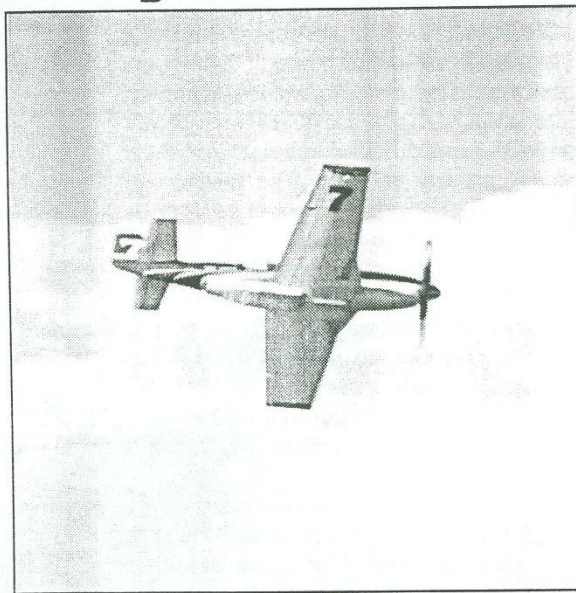
Revell-Monogram has come up with a winner for its ProModeler line with this release. This kit is step in the right direction for *Revell-Monogram*, and this modeler hopes it'll be a sign of things to come. I'm sure there are going to be quite a few WWII naval aircraft on the tables of model contests to come. *Kendall Model Company* will be releasing a wing fold detail set, a cockpit detailing set and a control surface set in the near future. I guess I'll be putting away my 20-plus year old *Monogram Helldiver* kit for my son to build.



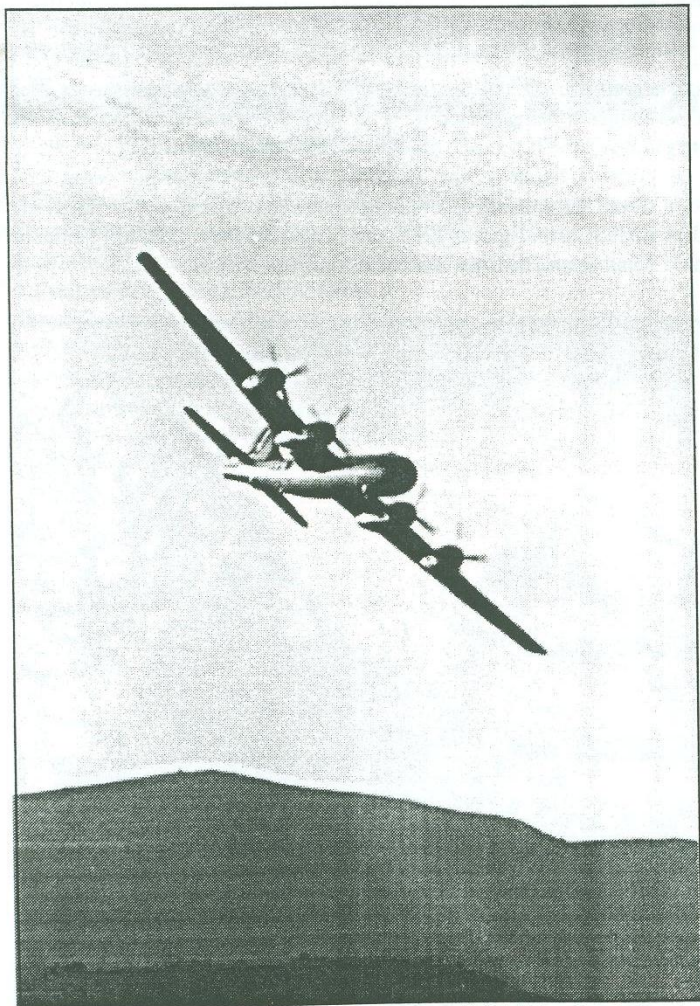
Helldivers prepare for launch aboard a carrier next to examples of another initially-maligned aircraft, the F4U Corsair.

Thunder in the Desert '97

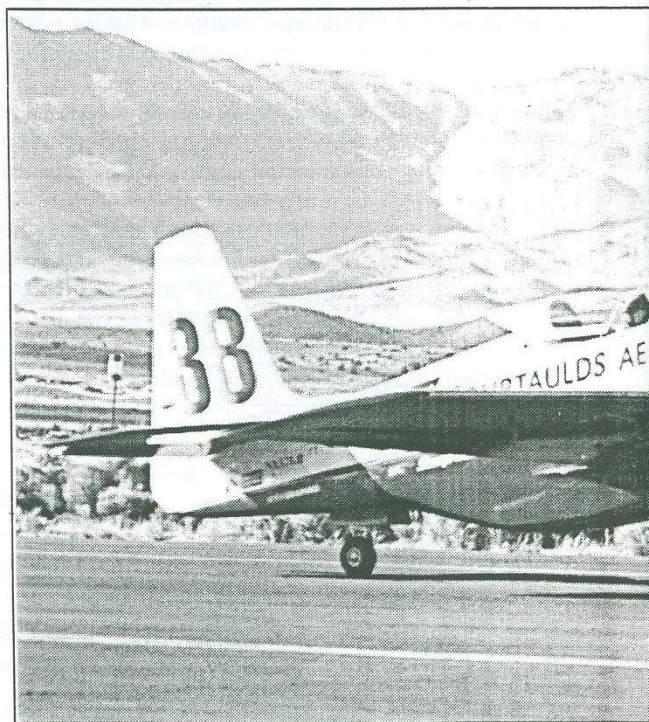
Photos by Mike Meek



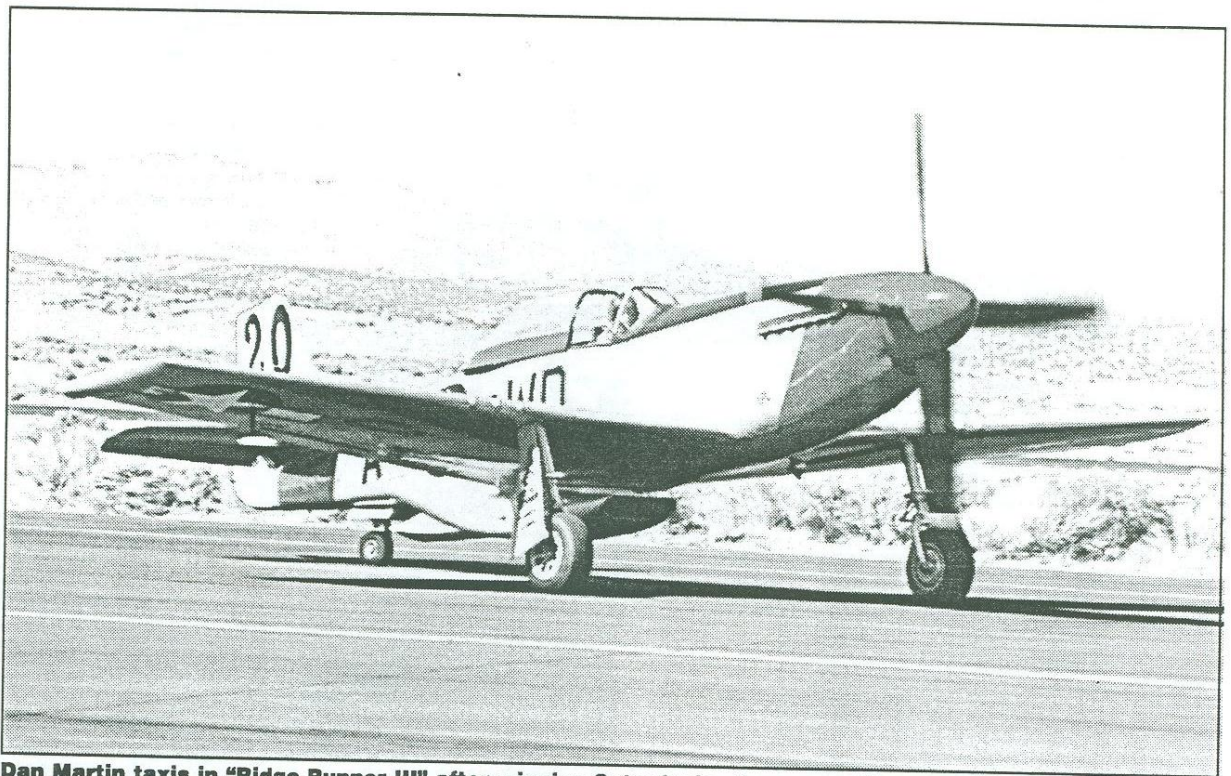
Bill Destafani won Sunday's Gold race at a speed of 453.130 mph in "Strega." High, gusty winds slammed "Strega" onto the runway after Sunday's race, resulting in serious airframe damage.



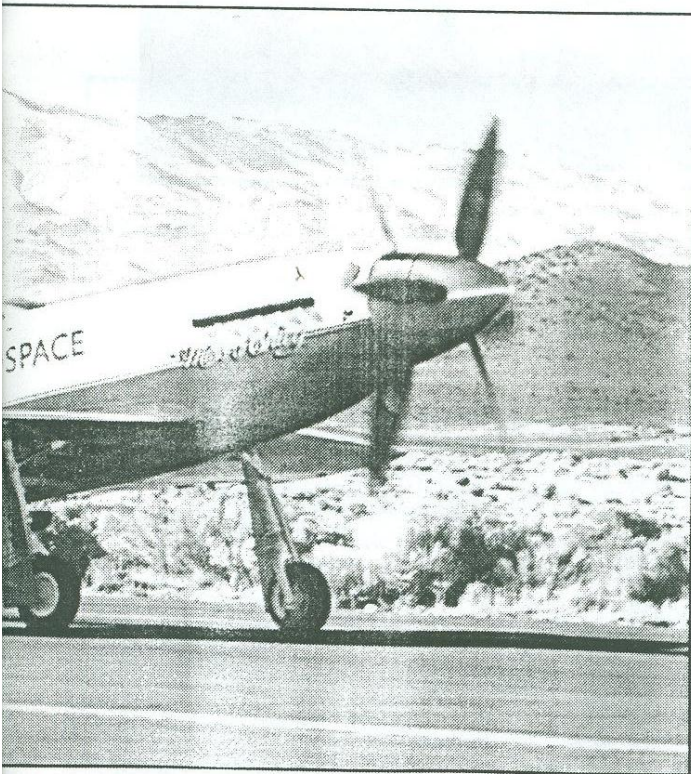
An unusual sight on the unlimited course—"FIFI," the Confederate Air Force's B-29. "FIFI" did five laps during the week.



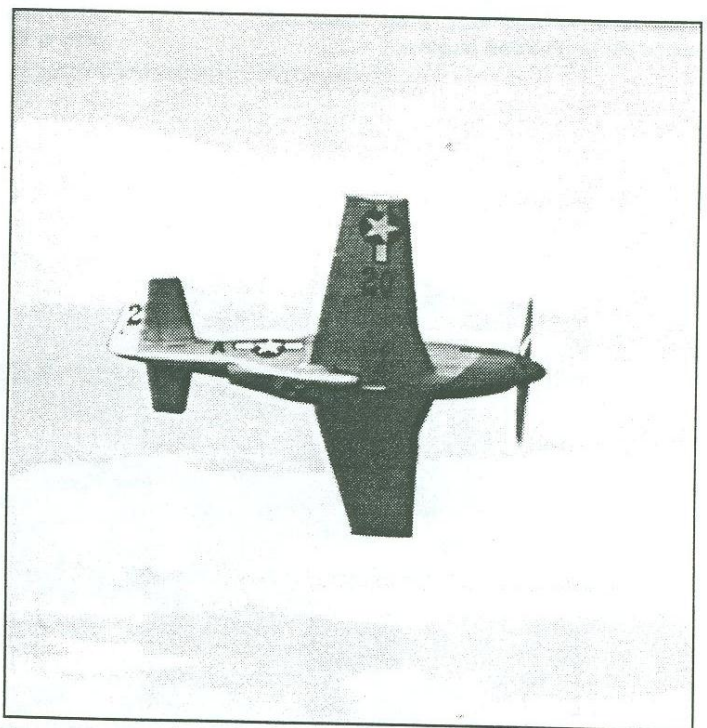
Gary Levitz taxis by in "Miss Ahley." Note the P-51H-style wing on "Learstang."



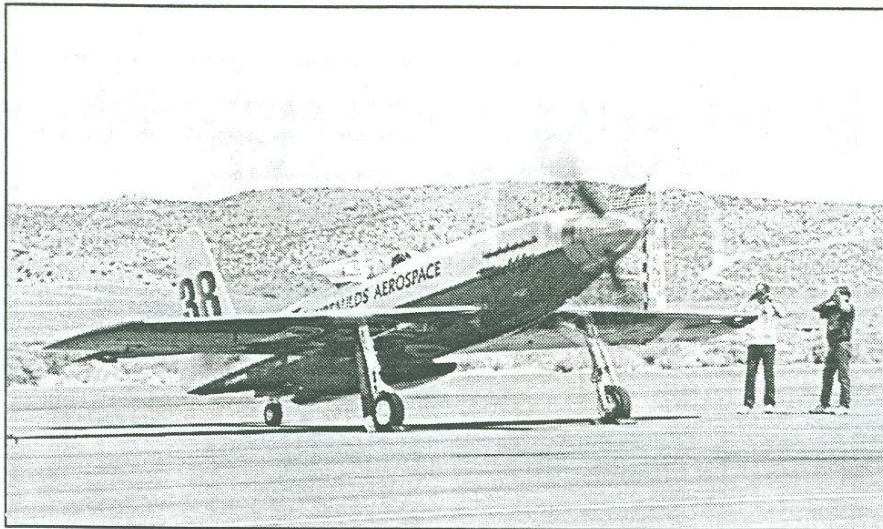
Dan Martin taxis in "Ridge Runner III" after winning Saturday's silver race. The composite wingtips on this clipped-wing Mustang were fabricated by crew member Mike Meek!



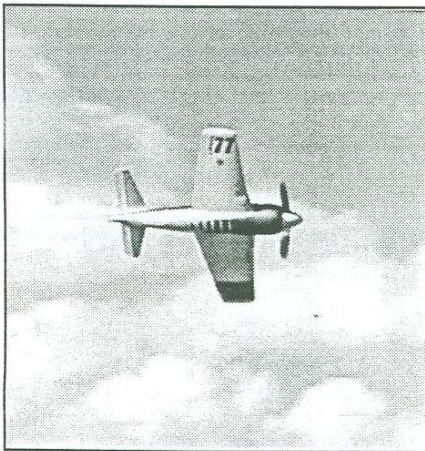
al tail and the Lear Jet wing on Levitz's



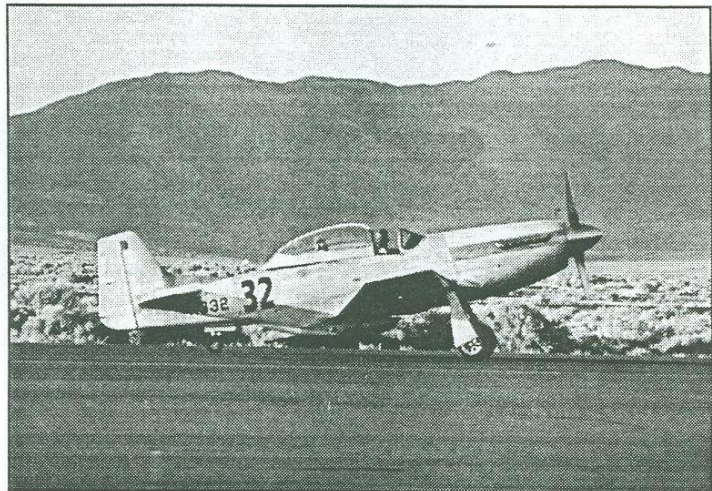
Race 20—also known as "Ridge Runner III"—won the silver race at an average speed of 407 mph. The plane finished seventh in Sunday's gold race at 385 mph.



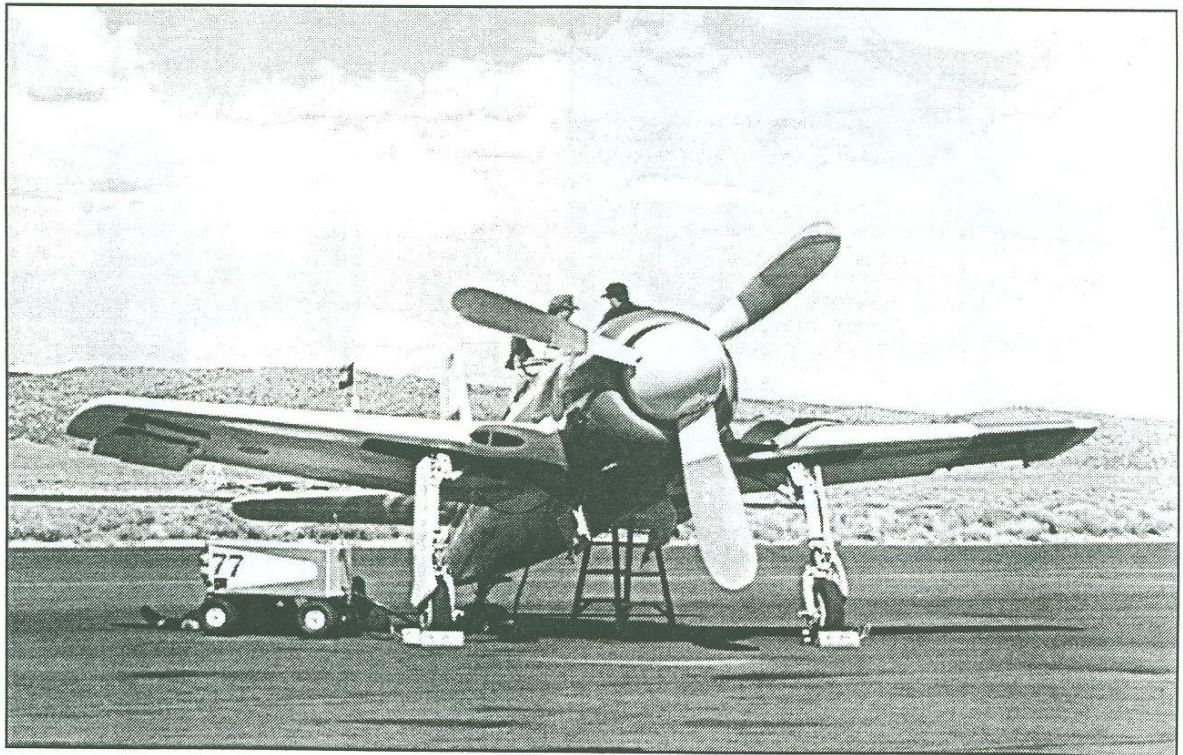
The Griffon-powered "Miss Ashley" is run up before a race. Put together from a newly-built fuselage and a Lear Jet model 23 wing, it looks every inch the racer. The ground crewmen display the typical reaction to noise generated by the contra-rotating props!



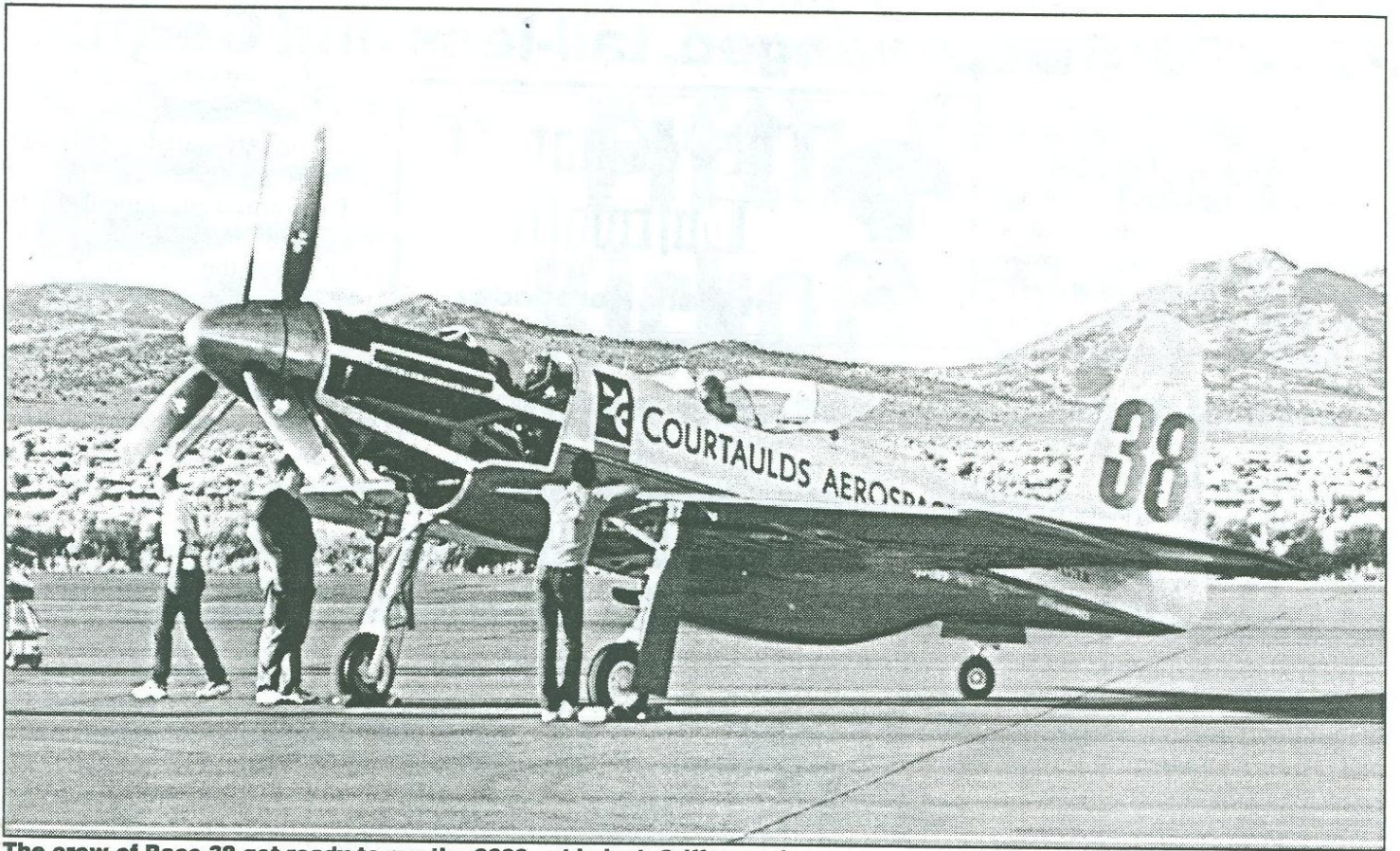
"Rare Bear" finished third in Sunday's gold race at 423 mph after shedding parts off its R-3350 engine.



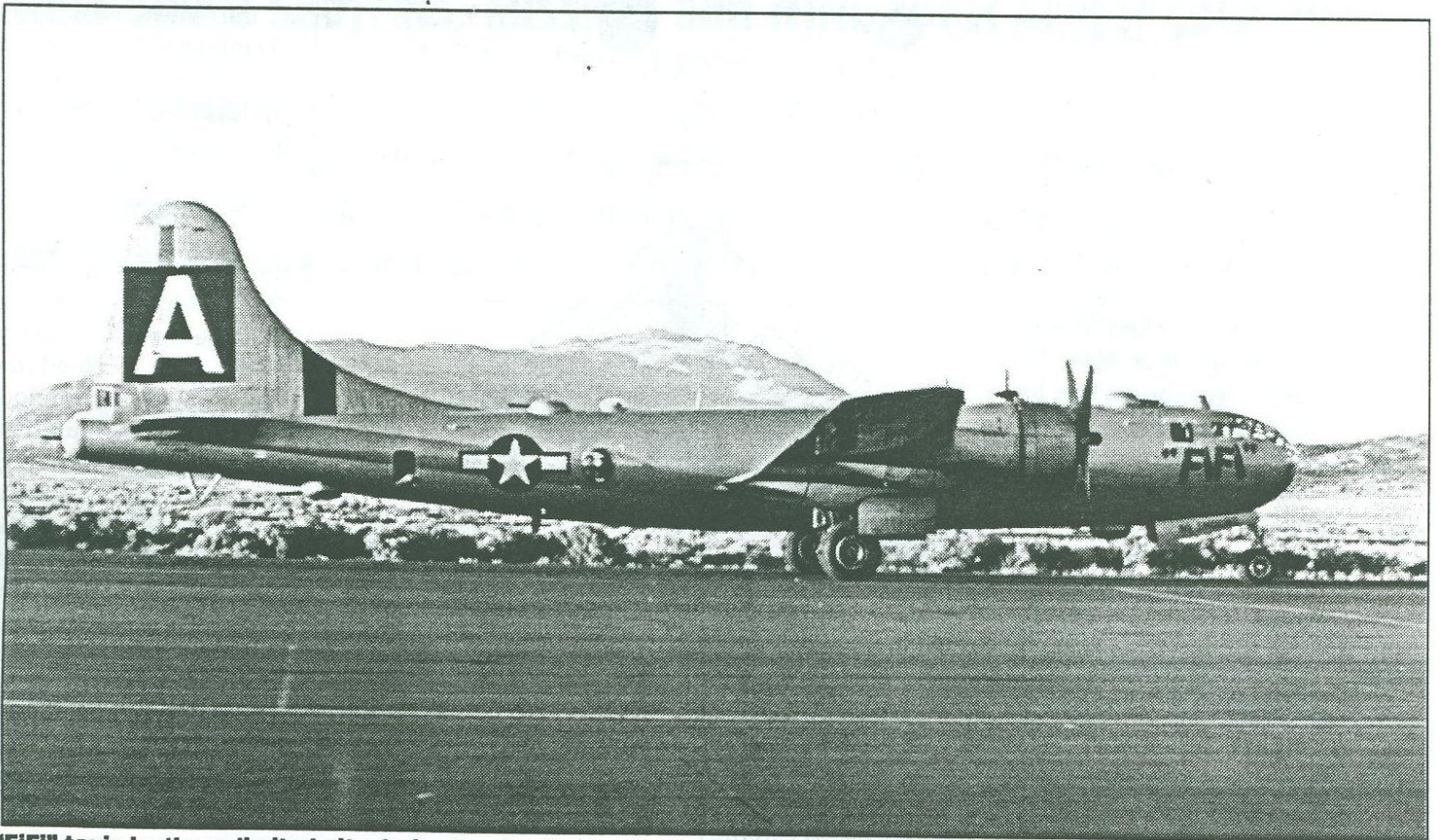
Recognize Race 32? It used to be "Stiletto," and has been rebuilt into a TF-51 dual control Mustang.



This year, "Rare Bear" was flown by owner Lyle Shelton. The sponsor, Shell, even gets its emblem on the rolling tool chest!



The crew of Race 38 get ready to run the 2239-cubic inch Griffon engine.



"FIFI" taxis by the unlimited pits during the week after her fly-bys of the Nugget Hotel/Casino.

P212.03: Swept-winged, tail-less and German

The Blohm und Voss P.212.03 was a concept design for a tailless, 40 degree-swept wing single seat jet fighter. It had tip sails on the outer wings that incorporated the rudders, and additional angled-down wingtips that included the balance of the ailerons. The plane looks something like a modern-day Burt Rutan design.

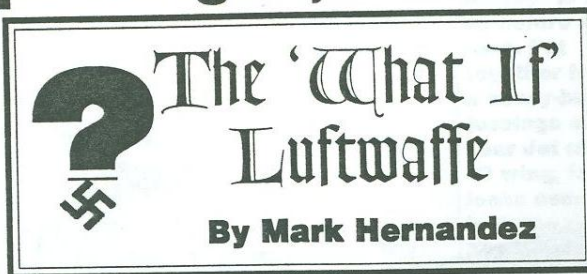
To build this fighter, I used the injection-molded 1:72 kit from Special Hobby. The kit retails for about \$20, but when it is on sale through the Squadron flyer I've seen it as low as \$10. It's molded in 36 light gray plastic pieces with a vacuform canopy, and the kit decals are fairly good. The panel line detail over the entire kit is nicely engraved. However, it isn't exempt from the thick trailing edges on the wings that are typical of all Special Hobby kits, and there are no locator tabs or holes either.

I wanted to add depth to the engine intake, so I cut off the cockpit floor, which is integral to the wheel well assembly and part of the intake tube, and made my own intake trunk from styrene tubing. There is a bulkhead at the front of the cockpit floor that the kit trunk butts up against. I made a new bulkhead and drilled a hole to accept the tubing, and then added the cockpit floor on top of the intake tubing.

I had to fashion a rear bulkhead for the cockpit, since the kit doesn't provide one. I scratchbuilt the interior, stealing ideas from the instrument consoles of the Me 262 and the P.1101. I scratchbuilt an ejection seat based on the one in the He 162, and added seat belts from Airwaves, and used the Cooper Details Me 262 resin set as a source for a gunsight. I added these items at the very end of construction.

The exhaust cone provided in the kit is far too shallow, so I made my own. I drilled out the three cannon ports located in the nose, and added weight to the nose around my new trunk to avoid having a "tail sitter." The rear of the plane is not quite round enough, so when everything went together, there was a gap to fill. To make joining the fuselage halves easier, I used styrene strips as locator tabs, which allowed me to carefully align the parts before I superglued them in place.

The wings are provided as upper and lower halves, and as I mentioned, they needed a lot of sanding to get a sharp trailing edge. The tip sails are single pieces, but they don't align well on



the wing. I needed to use gap-filling superglue and some rescribing to satisfactorily get them in place.

There are no attachment points for the wings, and if you just but them up to the fuselage there is very little dihedral. From the drawings, it looks like it should be around 10 degrees of di-

dral, so I built a jig to hold the aircraft while I attached the wings at the proper attitude. I drilled out a locator hole on either side of the fuselage and inserted a steel rod to attach the wings, then faired them into the fuselage with sanding and superglue.

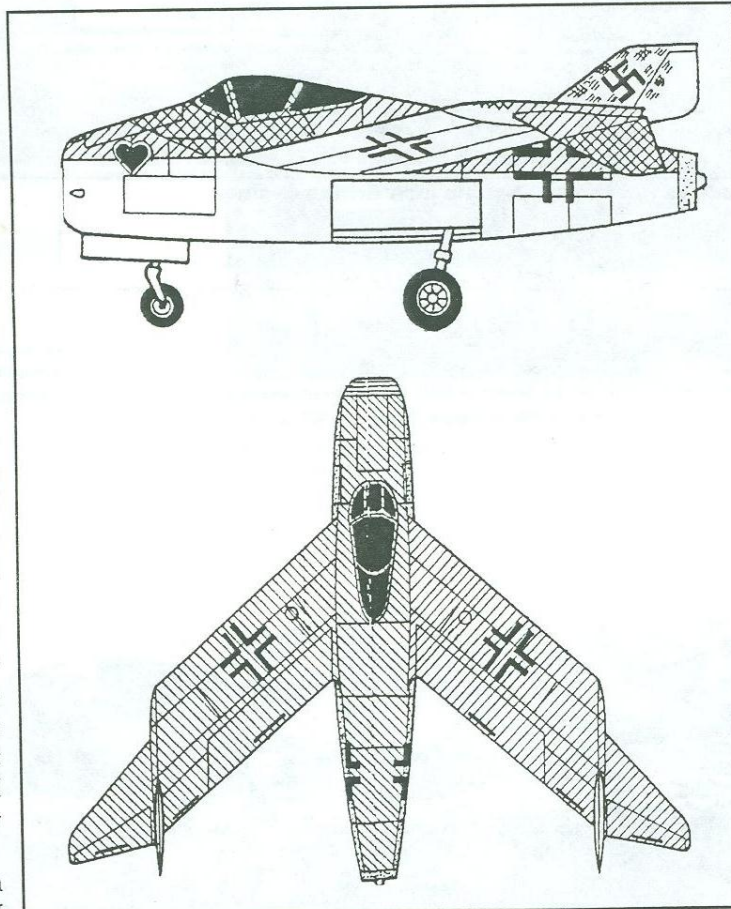
Next was the landing gear. The kit's main struts are not quite round, so I scratchbuilt new struts out of brass and aluminum tubing. I used bare metal foil to simulate the oleo

struts, and then used the drawings once again to make sure I attached the gear at the proper angles. I had to go through much the same process with the nose gear, and I also deviated from the kit's instructions by moving the gear from the rear to the front of the wheel well. With the intake and the gear rotating 90 degrees, I couldn't see how it could fit into the bay if it retracted forward.

The canopy is a very thick vacuformed piece. I'm not very good at sanding down canopies, but this one forced me to try. Afterward, I coated the canopy with Future floor polish, which I used to prevent superglue fogging when the canopy was put in place. I masked the canopy with Bare Metal Foil and cut out the area for the frames with a brand

new X-Acto blade. The frames were first painted in RLM 66—the interior color—and then I trimmed it from its carrier sheet to be added to the model. I painted my P.212.03 with natural metal undersides, using Xtracolor's oily steel, and RLM 81 topsides. The model has a blue nose and a blue "8," depicting an aircraft from JG 54.

With a few home-made modifications, the kit can be built into an intriguing example of what could have been, and can be painted just about any way you'd like! It's a welcome addition to my collection of WWII '46 aircraft.





**Silicon Valley Scale Modelers
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Fifth Annual Kickoff Classic

Model Contest & Exhibition

**Saturday, February 7, 1998
at the Milpitas Community Center
457 East Calaveras Blvd., Milpitas, California**

This year's theme:

Made in the U.S.A.

Featuring

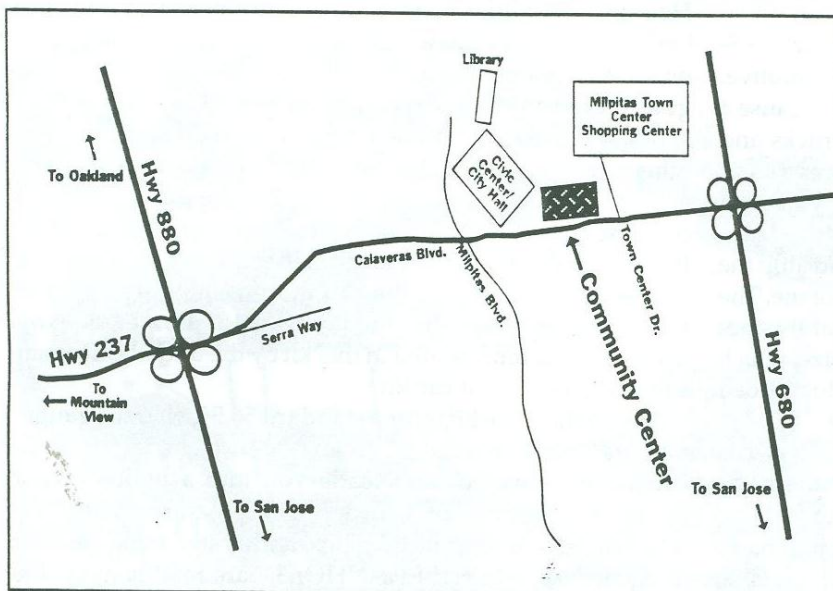
**Expanded Regular Categories including Collections,
Real Space Subjects, Missiles and NINE total Armor categories
Plus Special Awards including**

Arlie Charter Memorial Award for Best USAAF Pacific Theater Aircraft • Best Fire Bomber

Ayrton Senna Memorial Award for Best Competition Car • Best Air Racer (fact or fiction)

Mike Williams Memorial Award for Best Science Fiction, Fantasy or Space Subject

Best Desert Fighting Vehicle (any period) • Best Civilian Modified (air or land) • Best Lightning



Schedule of events:

9 a.m. to 12:30 p.m.: Registration

11:45 a.m.: Judges Meeting

12:45 p.m. to 2 p.m.: Judging

3 p.m.: Awards

Fees:

Adults (17+):

**\$5 for 3 entries, \$1 each additional entry
Juniors (14-17) and Subjuniors (13 and below):**

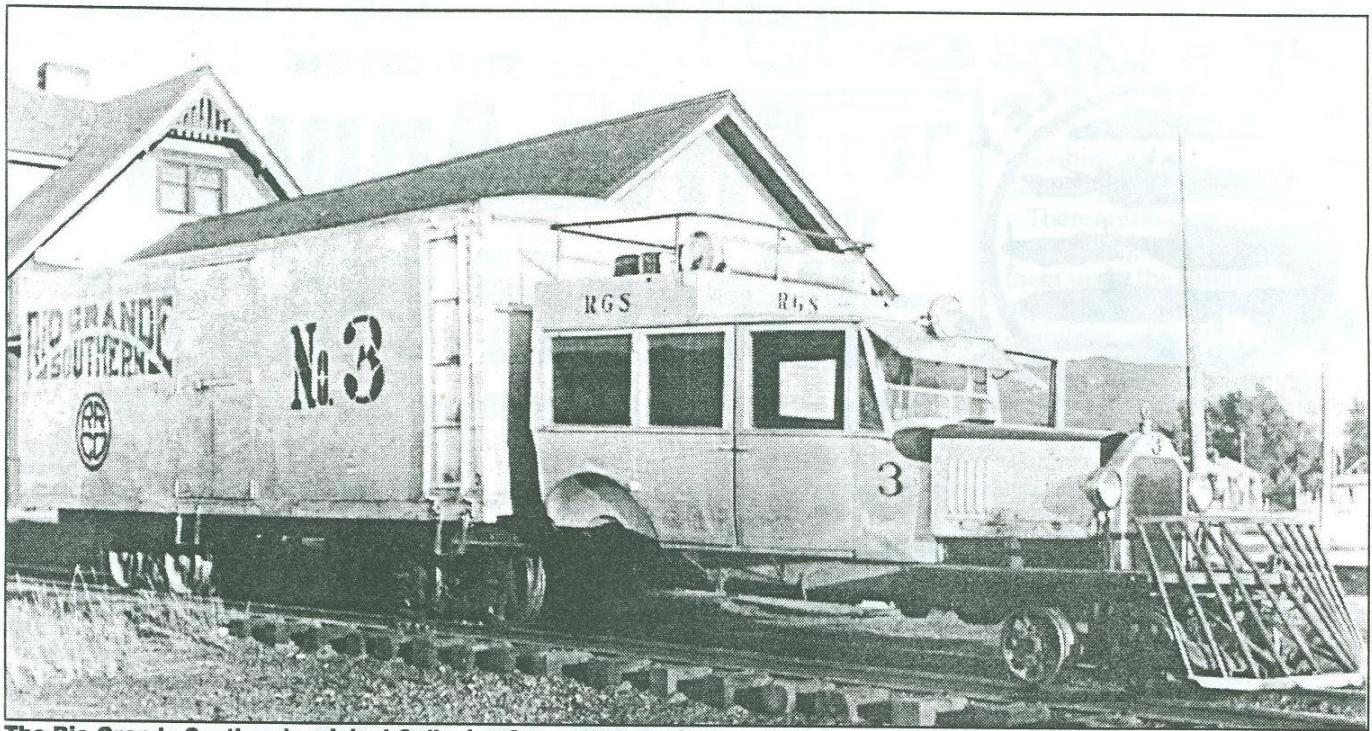
\$1 registration, .50 per entry

Vendors tables \$25 dollars per table

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The Rio Grande Southern's original Galloping Goose No. 3, built by combining a boxcar with a Pierce-Arrow automobile.

Of geared locomotives and Galloping Geese

By Bob Miller

Railroad subjects would seem to be good candidates for the sort of modeling IPMS'ers enjoy. There's history, considerable variety and lots of opportunity for detailing and weathering. The only thing missing is kits.

Airfix produced a handful of attractive British locomotives, now issued by *Dapol*, and there are a couple by *Revell-Germany* and *Monogram*, but most of the kits produced by model railroad suppliers are not the sort of thing to catch the styrene enthusiast's fancy. But recently I came upon a series of kits that set my imagination running wild. I have only one of this "3 in 1" series so far, but this could get habit-forming.

Model railroad supplier *Roundhouse Products* produces a 3-in-1 kit in HO gauge (1:87) of a Climax geared locomotive. There are about 54 parts, but this count is deceptive because a number of alternative parts and some screws for trucks and couplers are included. Also, out of the box, it produces a basic exterior, and I expect the fun would begin when you start improvising a firebox and the rest of the interior.

A rather hokey-looking load of wood fuel is molded atop the one-piece body, and this will be the first thing to go, for me. The major break with model railroading tradition is that it is not intended for power, and would be difficult to motorize, which places it in the IPMS camp, for me. (Yes, actually, I do railroad a little, but everything I have that runs is N-gauge.)

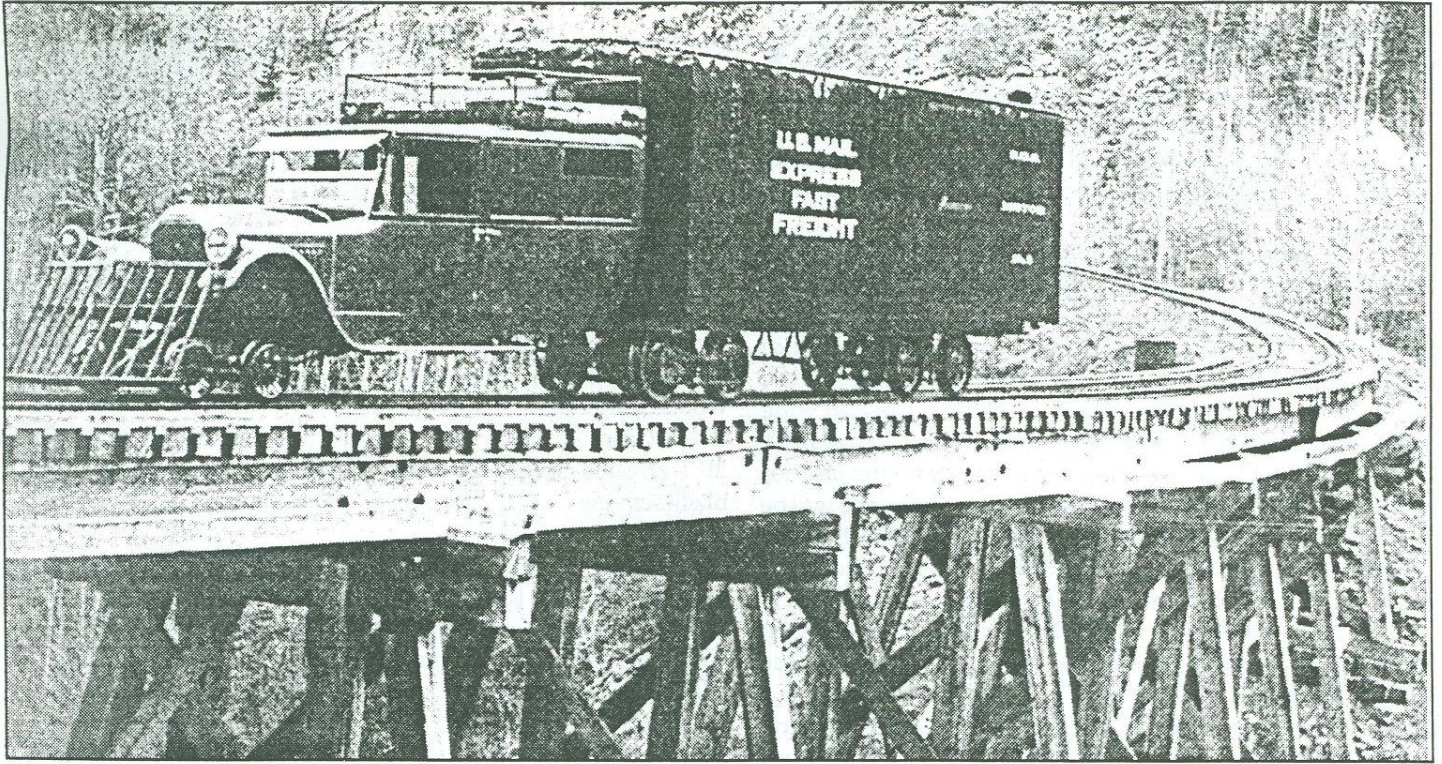
OK, but what's a Climax locomotive? Thought you'd never ask. These were geared locos, a very different critter from the main-line "rod engines" that usually come to mind. There were no big driving wheels, just small-wheeled trucks front and back, coupled by a long longitudinal shaft with universal joints, to cylinders set amidships. Since the rigid wheelbase was short, typically about five feet, they could negotiate tight curves:

since all wheels drove, they could climb grades of 10 percent or more.

The disadvantage was that since the drive wheels were geared down from the cylinders, they made a lot of fuss but didn't make much speed. The notes with the kit claim a top speed of 12 mph for the freight version and a breathtaking 20 for the higher-g geared passenger version. This made them ideal for the poorly prepared roadbeds of logging railroads.

Geared locos came in four configurations. Shays had the boiler offset to left and vertical cylinders to the right, with the drive shaft running outboard of the trucks on the left. Heislors had cylinders in a Vee, with the shaft under the boiler, on the center line. Climax built two configurations; one was a weird machine with a transverse crankshaft geared to a centerline drive shaft where rod engine wheels should be, but the cylinders cocked up at 30 degrees. The other is the subject of this kit, with a centerline driveshaft and the cylinders vertical at the back of the cab. It was sort of "Casey Jones Meets the *African Queen*." The kit notes say the engine was a tug boat design. Since the engine was in the cab, as was the firebox, the cab in unusually big on these locos. The entire machine, including fuel and water, rides on a frame that is represented in this kit by the underbody from some 31-foot freight car kit.

As supplied, the kit is for a standard 56.5 inch track gauge. One variation referred to in the "3-in-1" series name is extensively covered, and leads you into a lighter 3-foot gauge type, for which you do extensive surgery that includes a new boiler and firebox and water tank. (3-foot gauge trucks, referred to as "HOn3," are readily available but not supplied.) Another conversion is only alluded to. Whichever version is attempted, some sort of cylinders



Winding across mountainous territory on rugged, narrow-gauge lines was no problem for the geese.

should be scratched up to fit into the back of the cab. There is a sketch in the drawing of the 3-foot conversion that shows the cylinders, but for the engine and interior of the standard-gauge version, you're on your own.

It's in the documentation area that an IPMS styrene enthusiast could get a little frustrated. If you happen to favor *Spitfires* or *Phantoms*, you can find a dozen good books in any good hobby shop, full of details of every version, if not every individual aircraft. Unless you have a roomful of old model railroad magazines, you may have difficulty finding more than one picture of any one loco, and "cockpit" photos are even more rare. Finally, logging locos were very individualistic, so photos of one may tell little about another.

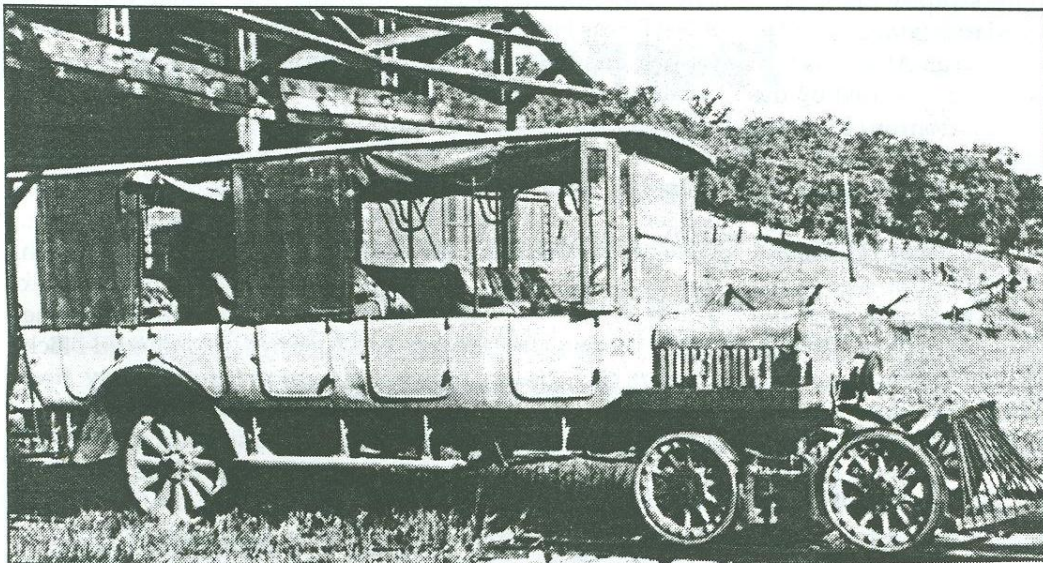
To a model railroader, getting the history and markings of an individual model correct may be a minor point; many just

invent a time, a setting, and a road, and go from there. If you took an example built to these standards to an IPMS competition, would it have to be entered in "hypothetical subjects"? Should you go this route, logging roads markings were usually extremely simple, and after a few years in the woods, they were often faded and weathered. If weathering is your thing, have fun!

Another kit in the series is #1518, a "Galloping Goose." I haven't found one of these kits yet, but the term suggests a small assortment of railcars pieced together from autos and boxcars or buses by the narrow-gauge Rio Grande Southern. These were real oddities, and should be fun to model. Unlike the Climax loco, these were well documented, and RGS markings are available from *Microscale* as sheet 87-179. Another on my personal wish list is #1515, an old-timer rotary

snow-plow kit. The people at The Train Shop in Santa Clara say *Roundhouse* produces these kits in batches, and they usually order enough to carry them through the next production cycle, but there seem not to be any copies of either of these in area hobby shops. Nothing to do but watch and wish.

I've got my own secret agenda here: I'd like to see railroad kits like these get so popular that *Roundhouse* will issue more and more of them, and every IPMS competition will have a big "Railroad Subjects" section. Take a look and see if you agree.



Odd railway vehicles existed even here in California, as evidenced by this ex-bus-turned-Hetch Hetchy No. 20.

SEPTEMBER MINUTES

At September's meeting, stand-in president Mike Burton announced that, due to a scheduling screw-up, November's meeting will be held at the Milpitas Police Station Community room. A map will appear next month for this one-time occurrence.

In model talk, Bert McDowell showed the pattern for the upcoming *Tom's Modelworks* 1:350 early *Essex*-class aircraft carrier—truly an impressive piece of work. With any luck, this kit will be ready in time for next year's nationals. Cliff Kranz said that the *Esci* kit of the V-22 *Osprey* is terrible, but his didn't look bad at all. Cliff built it with the rotors and wing in the "stowed" position. Roy Sutherland built *Hasegawa's* 1:72 *Spitfire* Mk. IX out of the box, opting to draw the interior details in with a pencil and close the canopy. The plane will be a Canadian squadron plane flying with the RAF. Roy has also finished work on his *Martlet* Mk. V, converted from the *Hasegawa* Wildcat and finished with decals from *Ministry of Small Aircraft*. Jim Priete's *Eduard* Fokker D.VIII appeared in Dutch markings—think Japanese, only orange. Jim said the photoetched struts in the kit had him worried but assembly turned out to be quite easy. Barry Bauer has an interesting new figure for competition in that ordinarily staid category: a lovely, beautifully-weathered 1:32 pig from the *Tamiya* farm animal set! Barry's also built an *Academy* M-18 with a family connection: his father served in these for three days before he realized that a 6' 4" guy didn't fit all that well into a tank destroyer! Richard Pedro has two new figures to practice his painting talents—the *Warriors* busts of a witch and a vampire. Rich also has a *Minicraft* P-38 *Lightning* assembled and getting close to painting. Dennis Ybe did a beautiful job of painting his *Monogram* 1:72 F-105D *Thunderchief*, dressing his Thud in a freehand-painted Southeast Asia scheme. Dennis is also tacking a 1:48 *Fujimi* Bf-109K-4, which he says has an odd fit in the cowling. Eric McClure is getting into the wonderful world of individual track links with his *DML* Sherman. Brad Chun's spent some of our tax money on his 1:32 Jeep—he backdated *Tamiya's* kit for use in a Vietnam diorama while serving on army temporary active duty! Mark Hernandez used *Planet Models'* resin kit to build the swept-wing, butterfly-tailed hypothetical He 162C. Toby Martin added "two" to *Eduard's* Albatross D.III—he turned it into an Albatross D.V by adding a new tail and markings for a plane used by the Germans in Palestine. Toby took the decals from an otherwise poor Albatross kit from *Glencoe*. Mike Fletcher's *DML* Fw 190D-9 is a good kit, he says, but there's some spots that don't have the best fit and require some work. The paint has finally been applied to Laramie Wright's Panzer IVH kit from *Tamiya*. Laramie's also got a *Czechmaster* Panzer 35t project in the works, and he says that this "flat kit" (meaning each flat surface needs to be glued to another) is very nice. Rodney Williams' 1:32 P-40E *Warhawk* is on its landing gear and looking with its hand-painted shark mouth. Rodney brought in a box full o' templates to show how he re-scribed the ancient *Revell* kit. Rodney also used the vacuforming skills of Mike Meek to create a new canopy for his Grumman *Gulfbawk*, created from the old *Hawk* kit and resplendent in an orange, white and blue scheme applied using automotive lacquers. Ken Yamada wanted an easy kit to get past his case of A.M.S.,

but instead started piling detail into his snap-tite Star Wars X-wing fighter, including new laser cannons and modified wings. Matt Reich has done major surgery on his police car, putting an Impala trunk on a Caprice taxi with rearview mirrors from *AMT* Z-28. Ben Pada is forgoing prop jobs for a blow—er, a jet; he's put a Korean scheme on his *Hasegawa* 1:48 F-86 *Saber* using *SnJ*, *Testors* Model Master metallizers and *Alclad* paints. He wasn't satisfied with his first attempt, so he stripped it and started again! Bill Shipway is doing a bit of woodwork for his railroad set, creating a lovely bridge from wood. Bill had the roadway at the meeting; the trestles are already pinned down to his base! Chris Bucholtz's 1:72 F7F-3P *Tigercat* is completed, finished in a heavily-weathered all black scheme from the Korean war and detailed with the *Aires* deluxe set.

But that's not all—we also had two special contests at the meeting for Air Racers and Science Fiction. In the Sci-Fi category, Dave Balderrama brought in an example of the new *Arii* Space: 1999 Eagle transporter; he says it's basic but nice. Cliff Kranz did a fine job on *Lindberg's* snap-together *Godzilla* kit, which he says is one of the best kits of the King of the Monsters. Cliff also entered his five-ship collection of *Zendradi* spacecraft in 1:20,000, and a battle fortress in 1:5000, both from the *Macross* series. Richard Draga let his imagination run wild, building a diorama of Luke, Leia and the other Star Wars good guys at the drive in, being ambushed by a special AT-AT equipped with parts of a U.S.S. *Missouri* kit. Kent McClure drew on his gaming hobby for a science fiction cannon, his kangaroo "critter commandos" and his "Star Guards" bugs. Kent also entered three fleets of space ships—the "eraser" fleet, the "Shamu" fleet and a fleet of "Star Trek wanna-bes." There were so many entries, we had winners for the "Non-biological" and "Biological" categories. In Non-biological: third place went to Kent and his collection of robots whose audition for "Mystery Science Theatre 3000" fell flat. In second place, Mark Hernandez extended the idea of Sci-Fi to the hypothetical German subjects he loves and entered a Lippisch fighter and the Zeppelin *Ramjager*, a pair of really out there concepts. And the winner, with his spectacularly-detailed AT-AT, was Nationals-winner Dave Balderrama. In Biological, the third-place award went to Brian Sakai, who did an outstanding job of painting a selection of Star Trek: the Next Generation gaming figures to look just like the actual characters. In second place, with a lovely figure of the Anime character *Aria*, was again Brian Sakai. And in first, with a collection of Ultramarine figures from the *Warhammer* game.

Also in September was our annual air racers event, which this time only drew four entries. Laramie Wright's *Hawk* Travel Air Mystery Ship suffered damage on the way to the event. Crossing the finish line in third was the all-black Hooters S2F *Tracker*, flown by a pilot bereft of any fire-retardant clothing of any type. In second, Ken Fadrigon, brought is a yellow T-6 racer (along with a spark plug from the real plane!). And the winnee—and the Model of the Month as well!—was Jim Priete, whose *Jagermeister* Racing Stuck showed little evidence of its origins as a dive bomber! It was highly modified for racing, but still has fixed landing gear! Ach, du lieber!

LETTERS TO SVSM

The Modelfly category has been very popular for years at the Northwest Modellers show in Seattle. At the 1998 IPMS Nationals in Santa Clara, this will be a trophy category sponsored by the newsgroup REC.MODELS.SCALE and Mike West of Lone Star Models.

The basic rules of the Modelfly are very simple; you are assigned a specific kit from which you may build whatever comes to mind. You may not build it according to kit instructions/markings (straight). An important rule is that the judges must be able to find some parts of the original kit in the final kitbash. You may use parts of the kit, several kits, and even bash together other kits to build your creation.

Judging criteria: judging criteria is identical to IPMS judging; sound building technique, good finish, etc. are still necessary. The only exception to these criteria is that an emphasis is also placed on creativity and humor.

IMPORTANT: The kit that will be the basis of the Modelfly competition at the IPMS Nationals in Santa Clara in 1998 will be the 1:48 *Monogram P-51B*. This kit was chosen by members of REC.MODELS.SCALE; the winner of this competition will have the honor of choosing next year's kit.

There will be first, second and third place honors in this category; first place, however, will also win the coveted "Trophy Hog." The Trophy Hog is a trophy which will be held by the first place winner for one year. On receipt of the "Hog," the winner will accept the responsibility of getting it to the next year's Nationals so that it can be awarded then; it is a revolving trophy. Of course, the winner will keep the first place ribbon. If the winner doesn't want the responsibility of

returning the "Hog" for the following year's Nationals, they can opt to decline the "Hog" after the banquet.

How to start this darned thing? Some modellers choose to draw pictures of possible schemes before buying the kit and beginning on it while there is another very strong contingent that likes to take a kit and fit the pieces together different ways until ideas begin to gel. Both methods work quite well and you'd be surprised how innovative and resourceful we modellers can be!

This is meant to be a fun and humorous category that will stretch your creativity to the limit. Some of the more interesting Modelflies at the Northwest Modellers in recent years have been:

Model :	Original kit:
Crane (machine)	Fairey Rotodyne
Orca (killer whale)	Fairey Rotodyne
Whaling harpoon	F-14
Sailboat 3D art	F-14
Windmill	Topfuel Dragster

(my apologies to the many other interesting models that have come from this competition; memory only works to a point.)

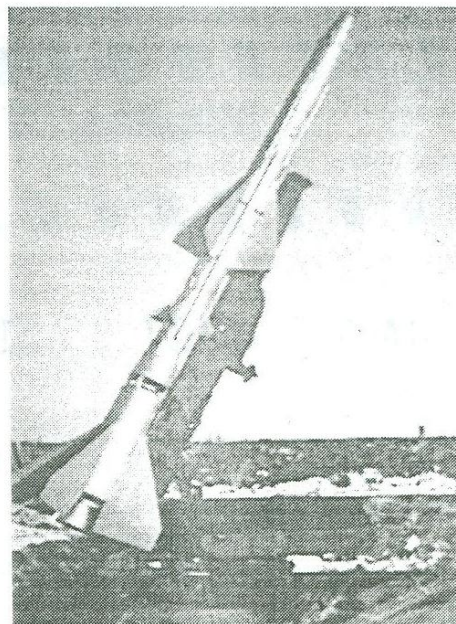
Now get out there and pick up your *Monogram P-51B* and start modelflying it. Good luck!

Stephen Tontoni
IPMS Seattle

**Need another contest to
get fired up over?
The Missiles of
October Contest**

**Bring in your best models of
projectiles of any type! We'll use a
U-2 to judge them from 50,000 feet!***

(*Unless, of course, we find judges in
attendance at the meeting willing to judge
from ground level)



Other Upcoming club contests:
November: Corsairs—F4Us and A-7s
December: Twins (Anything having to do with the number two)

Next meeting:
7:30 p.m.,
Friday,
October 17
at the Milpitas
Public Library
40 N. Milpitas Blvd.

For more information, call the
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