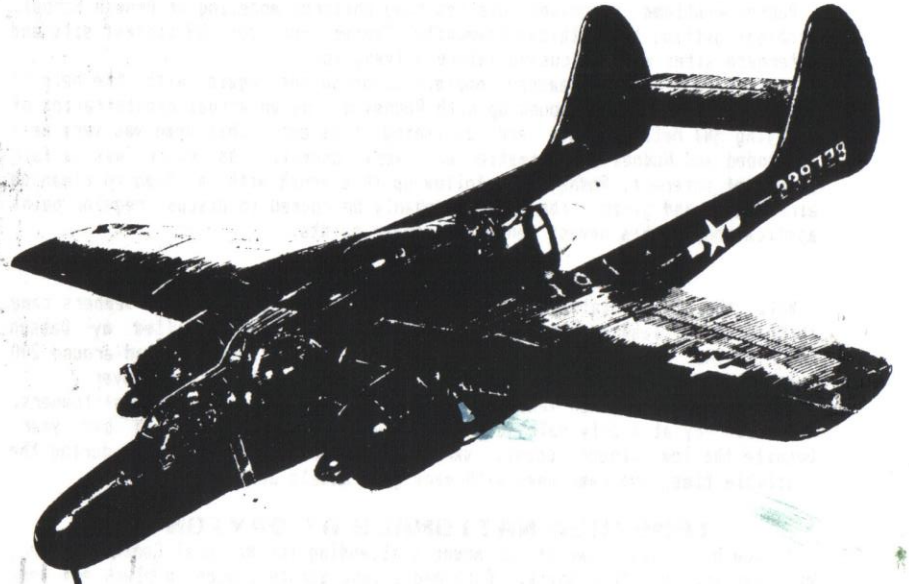


# SAN JOSE SCALE MODELERS



**AUGUST 1988**

**Next Meeting: August 19, 1988, Friday**

**Meeting Time: 7:30 PM - Gab, Shop,  
8:00 PM - Business, Raffle  
9:00 PM - Airbrush Cleaning Demo**

**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 the month your dues expire after. Renewal \$10.**

## MINUTES FROM JULY FRACAS

We had two guests, one of which came from our Moffet field display. That is certainly a lot less than other years. Let us hope they stop by at later meetings. The guest (actually a couple) that came from the airshow info. were enthused enough to stay at the Howard Johnson's nearby so that they could come to the following day's Swap & Auction. They had come down from Marin as he works for the Lucas Skunk Works in Burbank of the North.

Auction announcements were made and then our contest was held. I could only write fast enough to get down these winners; 1st & 3rd place in non-theme models went to Roy Sorenson with Monte Carlo & Thunderbird ProStreet cars respectively, and 2nd place went to Pat Levy-Gallegios with an E-2A Hawkeye. In the theme category of WWII, Eric McClure took 1st with a diorama titled "Sherman's March".

Rodney Williams discussed his teaching children modeling at Denman School. Problems getting the Milpitas Community Center for our '89 contest site and alternate sites were discussed (since solved, ed.).

We raffled off a \$60 Paasche complete airbrush set, again with the help of D&J Hobby. The meeting wound up with Rodney giving an actual demonstration of spraying SNJ Metal Paints and polishing them out. This demo was very well attended and Rodney's information was very useful. As there was a fair amount of interest, Rodney will follow up this month with a demo on cleaning airbrushes, and given time, can probably be coaxed to discuss regular paint application, or his newest venture, lacquer paints.

### ANNUAL SWAP & AUCTION

Well, the club certainly has to pat itself on the back, as the members came through at the last minute with a load of models that half filled my Datsun wagon on the meeting night! I did not count, but we must have had around 200 donated items, and we matched last year's super results with just over \$500 raised! Only seven vendors showed up with virtually no out-of-towners. Maybe our try at a July date just did not work, or it was just a bad year. Despite the low vendor count, many people shopped voraciously during the available time, and came away with many good models and/or bargains.

### IPHS/USA NATIONALS AT DAYTON

I know of at least two of our members attending the National Contest, Rodney Williams and Matt Matsushita. Both had a last minute change in plans and were able to go, so both took already built kits not intended for the Nationals. However! Matt won Best 1/72 A/C, Out Of The Box, Rodney won, I assume, 1/48 Jet/Single Engine, with his F-86 Sabre done as Bob Love's Bernie's Bow. In an interesting and instructive turn of events, Rodney also won, I believe, Civilian A/C (or one scale of it) with his Gee Bee. Many of you may remember seeing his Gee Bee, with its beautiful, but cracked-acrylic, red & white finish. Rodney took the model to show an example of a cracked-acrylic finish and entered the model so that it could be displayed. He put it on the table with the other planes like it, with signs indicating its informative display nature. He was encouraged to enter though, and just before judging, he decided to let it compete, AND HE WON. It turns out the judges felt that the plane exhibited very positive attributes in all other respects, and I suppose they did not consider the cracked finish "an oversight" or some other flaw caused by a builder with less diligence than was expected. So, as we have often discussed, models do NOT have to be perfect to win Nationals (it don't hurt though!), they just need to have less flaws than the competition, and flaws that do not detract from the model as much as the competition.

### CATEGORIES

#### SENIOR (18 years and up)

- A- 1/72 AIRCRAFT PROP
- B- 1/72 AIRCRAFT MULTI ENGINE PROP
- C- 1/48 AIRCRAFT PROP
- D- 1/32 AIRCRAFT PROP
- E- 1/72 AIRCRAFT JET
- F- 1/72 AIRCRAFT MULTI ENGINE JET
- G- 1/48 AIRCRAFT JET
- H- 1/48 AIRCRAFT MULTI ENGINE JET
- I- 1/32 AIRCRAFT JET
- J- ROTARY WING ALL SCALES
- K- MILITARY VEHICLES ARMOR (TANKS, APCs, etc)
- L- MILITARY VEHICLES SOFT SKIN (TRUCKS, JEEPS, etc)
- M- CIVILIAN VEHICLES ALL SCALES AND TYPES
- N- SCIENCE FICTION ALL SCALES AND TYPES
- O- SHIPS ALL SCALES AND TYPES
- P- DIORAMAS ALL SCALES AND TYPES (SEE SPECIAL RULES)
- Q- OUT OF BOX ALL SCALES AND TYPES (SEE SPECIAL RULES)
- R- MISC (IF IT DOESN'T FIT IN A THRU Q IT FITS HERE)

#### JUNIOR (13 years and up)

- S- AIRCRAFT PROP ALL SCALES AND TYPES
- T- AIRCRAFT JET ALL SCALES AND TYPES
- U- MILITARY VEHICLES ALL SCALES AND TYPES
- V- CIVILIAN VEHICLES ALL SCALES AND TYPES
- W- SHIPS ALL SCALES AND TYPES
- X- MISC

#### SUB-JUNIOR (12 years and under)

- Y- OPEN (ANY TYPE OR SCALE MODEL)

### SCHEDULE

- REGISTRATION - 10:30 AM to 1:00 PM
- JUDGING - 1:00 PM to 3:00 PM
- AWARDS - 3:00 PM to 4:00 PM
- RAFFLES - THROUGHOUT THE DAY

### REGISTRATION FEE

\$2.00 - ALL AGES

### ENTRY FEE PER MODEL

- SENIORS - \$1.00
- JUNIORS - .75¢
- SUB-JUNIORS - .50¢

NOTE: ONE RAFFLE TICKET WILL BE GIVEN FOR EACH MODEL ENTERED.  
ADDITIONAL TICKETS WILL BE ON SALE DURING THE CONTEST

### VENDOR TABLES

\$10.00 PER TABLE PLUS DONATION OF A MODEL TO THE CONTEST RAFFLE.  
FOR RESERVATIONS IN ADVANCE AND/OR ADDITIONAL INFORMATION CONTACT  
ONE OF THE CLUB MEMBERS LISTED ON THE COVER SHEET.



# I.P.M.S. STOCKTON PROUDLY ANNOUNCES

IPMS-USA



OUR SECOND

# PLASTIC MODEL CONTEST

SATURDAY SEPT. 24, 1988 10:30 am-4 pm  
at the SEIFERT COMMUNITY CENTER  
corner of BENJAMIN HOLT DR. and  
ALTURAS, STOCKTON, CA.

FOR ADDITIONAL INFORMATION CALL BOB (209) 951-9757 or MIKE (209) 957-5575

AFFILIATED WITH: SEIFERT COMMUNITY CENTER  
CITY OF STOCKTON  
PARKS AND RECREATION  
(209) 477-1611



## A FEW WORDS FROM "THE MONEY MAN" . . . . REX

I would like to thank Mike Burton along with Alan & Dahlia Wolcott for the filling in they did for me the last two months. Their work is very much appreciated. In keeping with VP Eric's idea of reporting on other model events, here are a few words about a model car show I attended on July 26th. Held at the Rodway Inn in Carmichael, the Sacramento Car Club put on an informal, yet very enjoyable show. There were 246 models displayed by some 40+ modelers. About 100 spectators saw excellent quality and kept saying "It is impossible to get detail like that!!" The theme was "Pony Cars"...that era when horsepower-laden, brute force cars ruled the street. The craftsmanship was shown in everything from factory-showroom stock, to rods and customs, to a bizarre '34 Ford grafted to a Huey/Apache heli?? Our own Roy "ProStreet" Sorenson was in constant demand over his mega-detailed vehicles. This observer was very impressed with both the amount and quality of the "junior" class.

A well deserved cheer and thanks to those who put it on for showing yet another aspect of our hobby.

## ACRYLIC PAINT PROBLEMS

All those of you using acrylic paints and having problems (or trying to avoid them), make sure you read the article in the most recent issue of Fine Scale Modeler.

## 1989 SJSN CONTEST SITE

It appears we have got everything coordinated with the Milpitas Community Center and will be able to use their excellent facilities again on Feb. 19, 1989, for the same price. This should be clarified at this meeting.

## OUR HOBBY - SOAP BOX

Many people were predicting the doom & demise of our hobby a few years ago, due to video games, R/C cars, skateboards, "rad" haircuts, or whatever else caught the fancy of the early & pre-pubescent set with their limited, and yet seemingly inexhaustible, budgets. Well, I have not seen any great new number of youthfull modelers surface, but, my gosh, look at all the new kits that have come out! These last two months has seen a phenomenal number of re-issued, re-tooled, or brand new kits!! ITC molds are back under the Glencoe name, Meikraft kits are out, Monogram reissues 1/48 WWII A/C, Revell 1/32 X-1, small firms are producing innumerable conversions, vacuforms, resin kits, and reference material, auto modelers are having a field day with: Ferrari Daytonas, F40's, 250 GT's; 1/16 Rods & '69 Camaro; 1/24 427 Cobra S/C; 1/25 Shelby GT500 '69 & 1968 Corvette Convertible; 1/12 F-1 McLaren MP4C, (all these cars are brand new toolings!), and there are new kits in armor, ships and other areas that I have not kept track of.

So it appears the manufacturers are responding to the adult trade and interests. Do not let them think their efforts have gone unnoticed. Write the companies, telling them that you like what they done, what you would like to see them do, and through constructive criticism, how to improve what they have done and will do. Most of all, buy the kits that you have waited for right away, to send a positive signal that they were on target. If you do not buy the kit because a failure of accuracy (such as the 'new' Boss 351 Mustang by MPC) or because it lacks certain features or details, make sure you write them and tell them why, what to change and how much you would pay at retail, for the changed kit. We have a very rare industry that listens to the individual, so if you do not write, you have only yourself to blame for that kit you always wanted, never getting manufactured.

## COMING ATTRACTIONS

- SWAP & AUCTION: August 28, Kit Collectors Exposition & Sale**  
7675 Crescent Ave., Buena Park, CA (1/2 so. of Fwy. 91)  
9AM-3PM. Contact: Bob Keller (714)826-5218
- Sept. 3, WMCA Model Car Swap Meet**, San Felipe Community Ctr.,  
D Street, Hayward, 11AM for Vendors, 12AM for Shoppers, goes  
until 4PM. Tables \$15.00, 1/2 price for WMCA members.  
Admission: \$2.00, \$1.00 for children.
- October 8, Airline Collectables Show & Sale**, 10AM-4PM,  
Sheraton Airport Hotel, 1177 Airport Blvd., Burlingame Contact  
Thomas G. Dragges (415)574-8111
- Jan. 15, 1989, West Coast Model Expo**, 10AM-4PM  
Sunnyvale Hilton Hotel, 1250 Lakeside Dr.  
Contact: WCME, 19088 Santa Maria Dr., Castro Valley, CA 94546
- CONTESTS: Sept. 10, IPMS/Reno High Rollers**, Nevada Air Museum, Stead Airport,  
Reno. 12 classes. Open 10AM, Reg. Closes 12 noon, Close 5PM,  
Contact Earl A. Riemath, 582 Rancho Via, Sparks, NV 89431
- Sept. 24, IPMS/Stockton**, Seifert Community Ctr., Benjamin Holt Dr.  
at Alturas, 10:30AM-4PM, Reg. closes 1PM. 18 Adult classes,  
7 Junior. Contact: Bob 209/951-9757 or Mike 209/957-5575
- Oct. 8-9, IPMS/Reg. II Contest/Convention**; REGIXMINCONPAC.  
Special Theme: The Missiles of October, Special Class: Model RR  
Howard Johnson's, Bradshaw Rd. at Hwy 50, Sacramento  
Contact: Pat Liscomb, 916/927-8970, Box 1042, Sacto, CA 95805
- Feb. 19, 1989, IPMS/San Jose Scale Modelers**, Milpitas Comm. Ctr.  
Contact: San Jose Scale Modelers, PO Box 1052, Cupertino 95015
- DISPLAYS: August 20, GoodGuy's West Coast Nationals '88/Street Rods.**  
Model Car Show in Conjunction. 10-4:30 PM. Pleasanton, CA  
(Alameda County Fairgrounds).  
Contact: Eyeball Engr., 605 Debbie Dr., Santa Rosa, CA 95407
- October 2, Model Car Show**, in Conjunction with Modesto Concours  
D'Elegance. All model cars welcome, special theme: Lincoln  
Continentials. Contact: Vince Nemanic 209/522-4729 or Bobby  
Duvall, 209/577-4769 or write P.O.Box 2327, Modesto, CA 95351
- January 14, 1989, MNL Western Nationals - 5th Annual (Model Car)**  
New Hours: 10AM-10PM, Sunnyvale Hilton, 1250 Lakeside Dr.  
Contact: WCME, 19088 Santa Maria Dr., Castro Valley, CA 94546
- AIR SHOW TEAMS: Blue Angels - 10/8-9; NAS Point Mugu**  
**Thunderbirds - 9/17; Reno (Air Races)**  
9/18; Vandenburg AFB  
10/29; Salinas  
10/30; George AFB  
11/12; Bakersfield
- AUTO RACING: Sears Point International Raceway - 707/938-8448**  
Sept.16-18; Super Chevy Sunday Weekend  
Sept.23-25; General Tire SCCA Championship  
Oct. 8-9; CSRG Vintage Car Races  
Laguna Seca Raceway  
Aug. 19-21; Monterey Historic Auto Races & Pebble Beach Concours  
Oct. 15-16; Champion Spark Plug 300km - Indy/CART
- AIR RACING: Sept. 15-18; Reno Air Races**, Contact: Reno Chamber of Commerce

Z140919ZAPR

EYES ONLY

FR: REGIXMIDPAC

TO: IPMS/USA

INFO: REGIXMINCONPAC

REGION IX CONVENTION

OCT 8-9 1988

SACRAMENTO CA

SPECIAL THEME:

"THE MISSILES OF OCTOBER"

SPECIAL MODEL RAILROAD CLASS

INFORMATION AS FOLLOWS:

PRIME LOCATION - HOWARD JOHNSON'S, BRADSHAW ROAD AT HWY 50  
SACRAMENTO, CA.

ALL PROCEEDS GENERATED FROM THE DOORPRIZE RAFFLE WILL BE  
DONATED TO THE CALIFORNIA VIETNAM VETERANS MEMORIAL FOUNDATION.

RESPOND TO: PAT LIPSCOMB 916-927-8970  
P.O. BOX: 1042  
SACRAMENTO, CA., 95805

END TRANSMIT

END TRANSMIT

END TRANSMIT



## GETTING STARTED IN 1/700th WATERLINE SHIPS By Bert McDowell

There are approximately 150 kits in the 1/700th scale waterline ship series. Some are better than others, on the basis of; fit of parts, quality of casting and overall accuracy. Rather than a review of individual kits, it is better to be aware of some general rules that may be applied in buying your first few kits. Hopefully, starting out as a better shopper, your first choices will turn out well and you will be encouraged to continue.

There is a "big four" of 1/700th waterline ships; Tamiya, Fujimi, Hasegawa & Aoshima who work in cooperation in that each ship has a coordinated numbering system, whichever company produces it. Examples are the battleship Yamato, which is number 9, Mutsu is number 10, Carrier Essex is number 108, etc. A general rule, though not absolute, is that the early numbered kits lack the quality of the later ones, in the 70's & up. Nice exceptions are the Hasegawa Aoba/Furutaka class & Nachi class cruisers, as well as most of Tamiya's cruiser & destroyer kits. Additionally, Aoshima's kits are somewhat crude but recent kits such as the Chitose/CVS, Taiyo/CVE, etc., have improved. Fujimi's kits have a problem with parts fit, but they, too, have improved their more recent kits, though not consistently. Generally, every Tamiya kit in the '100' & '200' series is a jewel and well worth the price.

There are two other 1/700th ship makers besides the big four; Sky Wave and Matchbox. Early Sky Wave kits are also of variable quality, but on an improving scale, best represented by the new present-day fleet units of the U.S., Russian and Japanese Navies. Matchbox produces very accurate kits in dimension & shape, but are very heavy-handed (thick gunnels, masts, etc.) and also use a 4-piece hulls instead of the more convenient Japanese-style one- or two-piece (above & below waterline sectioned) hull assemblies.

For accuracy, there are some kits that require changes. You will not know this starting out, of course, unless you have pictures or plans of the subject that you are modeling. This means research. Where do you look? For WWII, there is a lot of information available. For Japan, the Maru Specials series is useful. For all other navies, try the quarterly-published Warship International and Warship. Plans & pictures galore are available from The Floating Drydock, a mail-order company. Other sources are available, many of which advertise in the ship-modeling magazines. And, of course, IPMS/USA and its local chapters can provide help.

Some suggestions on what to start out with. Begin with a small ship, such as a destroyer, submarine or at least a cruiser. Get used to the scale by practicing on something other than the gigantic Yamato or the Akagi, or the complicated CV Hornet or BB King George V. Hasegawa makes a fine kit of two U-boats (one each type; VII & IX) which includes the two halves of a freighter torpedoed in half. For a destroyer, go after one of Hasegawa's Asashio or Yuguo class, though even the guns & torpedo turrets have to be reamed out to fit.

A bit more of a challenge is the tiny Mutsuki class boats launched in the mid-20's, but they are worth it. Next, go after the cruiser Furutaka, the first one of the class to be lost in one of the many surface gun actions at Guadalcanal in 1942. Or maybe try the cruiser Myoko; one of the few to survive the war, though damaged. By this time in building 1/700th kits, you should be ready to do this ship in the camouflage pattern she was captured in. Now, and only now, are you prepared for a carrier or battleship. The carrier Kaga by Hasegawa would be a good choice, it is complicated, but everything fits the way it should.

Like anything else, start small and work up. Once you have built a few kits, you will be able to look at the kits and spot the easy and tough ones.

## AIRLINE COLLECTABLES SHOW & SALE



### BAY AREA AIRLINE HISTORICAL SOCIETY

**OCTOBER 8, 1988**

**Saturday 10 a.m. - 4 p.m.**

**SHERATON AIRPORT HOTEL**

**1177 Airport Blvd.**

**Burlingame, CA 94010**

*(Room Rate \$49.00 Per Night)*

*For Reservations Call (415) 342-9200*

**Admission - \$3 (with card - \$2.50)**

**Children under 12 (with parent) FREE**

*For More Information Call: Thomas G. Draggas (415) 574-8111*

### WANTED

Old "Space 1999" kits, especially the large-scale or small-scale Eagle-1 and Hawk Interceptor. Call Mark Schumann - 408/252-2160

To contact person at last meeting who was interested in airliners, particularly Airfix Boeing 707. See Larry Gross at Meeting.

To contact person who had friend who had damaged their Monogram Visible B-17 and was looking to purchase another. See Alan Wolcott at meeting.

A BIG THANK YOU TO MATT MATSUSHITA FOR THIS CROSS REFERENCE GUIDE TO:  
NAVY AIR COLORS, VOL. 1, BY DOLL, JACKSON, RILEY.

USN AIR COLORS 1940 - 1945

Reference: Navy Air Colors, Vol 1, by Doll, Jackson, Riley			
<b>SIGNIFICANT CHANGE:</b>	<b>ALL CARRIER A/C: GLOSSY SEA BLUE</b>	<b>SR-2c COLOR MIXES PERI 30 Jan 1943</b>	
Date of issue of rev to paint spec'n:	SR-2c Jun 1944	Directive A6r-E-2754-MVS, F39-1, 14708	
Date of issue of addendum directive:		<b>To make NS Sea Blue:</b>	
Date of issue of addendum directive:		Blue Gray	Parts by Volume
Reference page number:	71	Insignia Blue	6
Date of revision effectivity:	not mentioned	Black	4
			2
		<b>OR</b>	
<b>PROPELLER</b>		Dark Blue	4
Spoiler	Glossy Sea Blue	Insignia Blue	5
Front face	Glossy (1177) Black or Insignia Blue	Black	2
Back face	Glossy (1177) Black or Insignia Blue	Insignia White	1
Tips (both faces)	4" band Glossy Orange Yellow	<b>To make Semi-Gloss Sea Blue:</b>	
		NS Sea Blue (from either of	
		the above blends)	3
<b>WING</b>		Clear Dope or Lacquer	1
Upper surface	NON-SPECULAR finish reinstated for	<b>To make NS Intermediate Blue:</b>	
Leading edge	US combat airplanes of the patrol/	Blue Gray	12
Lower surface	patrol bombing, and observation and	Insignia White	24
Folding section (if applicable)	helicopter categories	Dark Blue	2
Flap interior		Insignia Blue	1
	<b>ALL USN CARRIER BASED AIRCRAFT</b>	Insignia Red	1
	<i>were to be painted</i>		
<b>UPPER FUSELAGE</b>	<b>OVERALL GLOSSY SEA BLUE</b>		
<b>MIDDLE FUSELAGE</b>	NON-SPECULAR finish reinstated for		
<b>LOWER FUSELAGE</b>	US combat airplanes of the patrol/ patrol bombing, and observation and helicopter categories		
<b>RUDDER</b>	<b>ALL USN CARRIER BASED AIRCRAFT</b>		
	<i>were to be painted</i>		
	<b>OVERALL GLOSSY SEA BLUE</b>		

USN AIR COLORS 1940 - 1945

<b>SIGNIFICANT CHANGE:</b>	<b>ALL CARRIER A/C: GLOSSY SEA BLUE</b>		
Date of issue of rev to paint spec'n:	SR-2c Jun 1944		
Date of issue of addendum directive:			
Date of issue of addendum directive:			
Reference page number:	71		
Date of revision effectivity:	not mentioned		
<b>INSIGNIA STYLE</b>	NO CHANGE except F6F's did not have blue surrounds (p9 66)		
<b>WINGS</b>	Upper left & lower right locations		
<b>SIZE</b>	Ø=alleron leading edge to wing leading edge but <60"		
<b>LOCATION</b>	Centered approx 1/3 from tip towards fuselage		
<b>FUSELAGE</b>	Centered between wing trailing edge and stabilizer leading edge		
<b>SIZE</b>	Ø<24"		
<b>IDENT CODES</b>	NS Intermediate Blue on White or Dark Blue & Black on NS Intermediate Blue		
<b>COLOR</b>			
<b>FUSELAGE (SIZE)</b>	16" for a/c of <50' wingspan; 24" if >50' wingspan;		
<b>WING (SIZE)</b>	36" if >100' wingspan. Locate ID on fin/rudder on multi-engine craft aft of national insignia		
<b>LOCATION</b>			
<b>COWL (SIZE)</b>			
<b>LOCATION</b>			
<b>OTHER</b>			

USN AIR COLORS 1940 - 1945

Reference: Navy Air Colors, Vol 1, by Doll, Jackson, Riley		
SIGNIFICANT CHANGE:		FIGHTERS: OVERALL GLOSSY SEA BLUE
Date of issue of rev to paint spec'n:	SR-2d 22 Dec 1943	
Date of issue of addendum directive:		13 Mar 1944
Date of issue of addendum directive:		
Reference page number:	63 - 64	64
Date of revision effectivity:	6 Mar 1944	not mentioned
PROPELLER		
Splinter	Usually NS Intermediate Blue	Glossy Sea Blue (or Intermediate Blue)
Front face	NS Black or Insignia Blue	Glossy (1177) Black or Insignia Blue
Back face	NS Black or Insignia Blue	Glossy (1177) Black or Insignia Blue
Tips (both faces)	4" band Glossy Orange Yellow	4" band Glossy Orange Yellow
WING		
Upper surface	Semi-Gloss Sea Blue	ALL "NON-SPECULAR" TO BE "GLOSS"
Leading edge	NS Sea Blue over top for ~5% of chord	and
Lower surface	NS Insignia White	ALL FIGHTERS TO BE
Folding section (if applicable)	NS Intermediate Blue	OVERALL GLOSSY SEA BLUE
Flap interior	Not mentioned, assume Insignia Red	Not mentioned, assume Insignia Red
UPPER FUSELAGE	NS Sea Blue above 60 deg from horizontal	ALL "NON-SPECULAR" TO BE "GLOSS" and
MIDDLE FUSELAGE	*Approx" NS Intermediate Blue	ALL FIGHTERS TO BE OVERALL GLOSSY SEA BLUE
LOWER FUSELAGE	NS Insignia White below 30 deg from horizontal	ALL FIGHTERS TO BE OVERALL GLOSSY SEA BLUE
RUDDER	NS Intermediate Blue	GLOSSY SEA BLUE

Page 7

USN AIR COLORS 1940 - 1945

SIGNIFICANT CHANGE:		FIGHTERS: OVERALL GLOSSY SEA BLUE
Date of issue of rev to paint spec'n:	SR-2d 22 Dec 1943	
Date of issue of addendum directive:		13 Mar 1944
Date of issue of addendum directive:		
Reference page number:	63 - 64	64
Date of revision effectivity:	6 Mar 1944	not mentioned
INSIGNIA STYLE	White star & bars on blue circle & surround	NO CHANGE except F6F's did not have blue surrounds (pg 66)
WINGS	Upper left & lower right locations	Upper left & lower right locations
SIZE	Ø=aileron leading edge to wing leading edge but <60"	Ø=aileron leading edge to wing leading edge but <60"
LOCATION	Centered approx 1/3 from tip towards fuselage	Centered approx 1/3 from tip towards fuselage
FUSELAGE	Centered between wing trailing edge and stabilizer leading edge	Centered between wing trailing edge and stabilizer leading edge
SIZE	ØS24"	ØS24"
IDENT CODES	NS Intermediate Blue on White or Dark Blue & Black on NS Intermediate Blue	NS Intermediate Blue on White or Dark Blue & Black on NS Intermediate Blue
FUSELAGE (SIZE)	16" for a/c of <50" wingspan;	16" for a/c of <50" wingspan;
WING (SIZE)	24" if >50" wingspan;	24" if >50" wingspan;
LOCATION	36" if >100" wingspan. Locate ID on fin/rudder; on multi-engine craft, aft of national insignia	36" if >100" wingspan. Locate ID on fin/rudder; on multi-engine craft, aft of national insignia
COWL (SIZE)		
LOCATION		
OTHER	Clear Gloss may be applied to 2" Ø areas (on white paint only) around exhaust stacks and oil drains	
	All camouflaged a/c to have NS Black cowling interiors	

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Reference: Navy Air Colors, Vol 1, by Doll, Jackson, Riley		
<b>SIGNIFICANT CHANGE:</b>	<b>STRIPES &amp; RED DISC REMOVED</b>	<b>TRI-COLOR &amp; INSIGNIA CHANGES</b>
Date of issue of rev to paint spec'n:	15 May 1942 (ALN Dispatch 062230)	SR-2c 5 Jan 1943
Date of issue of addendum directive:	**22 Dec 1942 (Aer-E-257A:MVS, F38-2)	**29 June 1943 (AN-I-9a)
Date of issue of addendum directive:	59-60: *60	**Aug 1943
Reference page number:		60-63: *66; **33, 66
Date of revision effectivity:	Not mentioned	1 Feb 1943
<b>PROPELLER</b>	Not mentioned, assume unchanged	
Splinter	Not mentioned	Usually NS Intermediate Blue
Front face	NS Black or Insignia Blue	NS Black or Insignia Blue
Back face	NS Black or Insignia Blue	NS Black or Insignia Blue
Tips (both faces)	4" bands: from tip: Insignia Red, Orange- Yellow, Insignia Blue	4" band Glossy Orange Yellow
<b>WING</b>		
Upper surface	NS Blue Gray	Semi-Gloss Sea Blue
Leading edge	not mentioned in reference	NS Sea Blue over top for ~5% of chord
Lower surface	NS Light Gray	NS Insignia White
Folding section (if applicable)	NS Blue Gray	NS Intermediate Blue
Flap Interior	Insignia Red	Not mentioned, assume Insignia Red
<b>UPPER FUSELAGE</b>	NS Blue Gray	NS Sea Blue above 60 deg from horizontal
<b>MIDDLE FUSELAGE</b>	Irregular, wavy line, blended color	"Approx" NS Intermediate Blue
<b>LOWER FUSELAGE</b>	NS Light Gray	NS Insignia White below 30 deg from horizontal
<b>RUDDER</b>	Remove stripes	NS Intermediate Blue

<b>SIGNIFICANT CHANGE:</b>	<b>STRIPES &amp; RED DISC REMOVED</b>	<b>TRI-COLOR &amp; INSIGNIA CHANGES</b>
Date of issue of rev to paint spec'n:	15 May 1942 (ALN Dispatch 062230)	SR-2c 5 Jan 1943
Date of issue of addendum directive:	**22 Dec 1942 (Aer-E-257A:MVS, F38-2)	**29 June 1943 (AN-I-9a)
Date of issue of addendum directive:	59-60: *60	**Aug 1943
Reference page number:		60-63: *66; **33, 66
Date of revision effectivity:	Not mentioned	1 Feb 1943
<b>INSIGNIA STYLE</b>	Remove red disc	*Added Insignia White bars & Insignia Red**(changed to Blue) border (pg 66)
<b>WINGS</b>	4 places: upper & lower, port & starboard	Delete lower left & upper right, leaving upper left & lower right
<b>SIZE</b>	Ø-aileron leading edge to wing leading edge but <60°	Ø-aileron leading edge to wing leading edge but <60°
<b>LOCATION</b>	Centered approx 1/3 from tip towards fuselage	Centered approx 1/3 from tip towards fuselage
<b>FUSELAGE</b>	Centered between wing trailing edge and stabilizer leading edge	Centered between wing trailing edge and stabilizer leading edge
<b>SIZE</b>	Ø<24" (but most stayed as was 'le: large, except red disc was removed)	Ø<24"
<b>IDENT CODES</b>	*All markings...remained the same... (pg60)	NS Intermediate Blue on White or Dark Blue & Black on NS Intermediate Blue
<b>COLOR</b>	NS Black (lowest contrast to Blue Gray)	
<b>FUSELAGE (SIZE)</b>	12" high	12" high
<b>WING (SIZE)</b>	12" high	12" high
<b>LOCATION</b>	1/2 fuselage width from fuselage	1/2 fuselage width from fuselage
<b>COWL (SIZE)</b>	4" high	4" high
<b>LOCATION</b>	Fwd portion	Fwd portion
<b>OTHER</b>	*All Navy craft Interiors to be Interior Green	



USN AIR COLORS 1940 - 1945

Reference: Navy Air Colors, Vol 1, by Doll, Jackson, Riley		
<b>SIX PLACE ROUNDELS/ RUDDER STRIPES ADDED</b>		<b>DIVE FLAP INTERIOR COLOR SPECIFIED</b>
Date of issue of rev to paint spec'n: Date of issue of addendum directive: Date of issue of addendum directive: Reference page number:	5Jan42(Aer-E-2571-BP,F39-5,VV,FF12...) *17 Jan 1942 (**6 Feb '42 summary) 55-571 - *57	SR-15d 26 Mar1942  57-59
Date of revision effectivity:	Not mentioned	Not mentioned
<b>PROPELLER</b>	No change from "existing" per 6 Feb '42 ltr	Not mentioned, assume unchanged
Spinner	Not mentioned	Not mentioned
Front face	NS Black or Insignia Blue	NS Black or Insignia Blue
Back face	NS Black or Insignia Blue	NS Black or Insignia Blue
Tips (both faces)	4" bands, from tip: Insignia Red, Orange- Yellow, Insignia Blue	4" bands, from tip: Insignia Red, Orange- Yellow, Insignia Blue
<b>WING</b>		
Upper surface	NS Blue Gray	NS Blue Gray
Leading edge	not mentioned in reference	not mentioned in reference
Lower surface	NS Light Gray	NS Light Gray
Folding section (if applicable)	NS Blue Gray	NS Blue Gray
Flap interior	not mentioned in reference	Insignia Red
<b>UPPER FUSELAGE</b>	NS Blue Gray	NS Blue Gray
<b>MIDDLE FUSELAGE</b>	Irregular, wavy line, blended color	Irregular, wavy line, blended color
<b>LOWER FUSELAGE</b>	NS Light Gray	NS Light Gray
<b>RUDDER</b>	7 NS Red, alternating with 6 NS White stripes of equal width	7 NS Red, alternating with 6 NS White stripes of equal width

USN AIR COLORS 1940 - 1945

<b>SIGNIFICANT CHANGE:</b>	<b>SIX PLACE ROUNDELS/ RUDDER STRIPES ADDED</b>	<b>DIVE FLAP INTERIOR COLOR SPECIFIED</b>
Date of issue of rev to paint spec'n: Date of issue of addendum directive: Date of issue of addendum directive: Reference page number:	5Jan42(Aer-E-2571-BP,F39-5,VV,FF12...) *17 Jan 1942 (**6 Feb '42 summary) 55-571 - *57	SR-15d 26 Mar1942  57-59
Date of revision effectivity:	Not mentioned	Not mentioned
<b>INSIGNIA STYLE</b>	Red disc in white star in blue circle	Red disc in white star in blue circle
<b>WINGS</b>	4 places: upper & lower, left & right	4 places: upper & lower, port & starboard
<b>SIZE</b>	Maximum $\emptyset$ possible - *stay off	Maximum $\emptyset$ possible - stay off ailerons
<b>LOCATION</b>	Centered approx 1/3 from tip towards ailerons	Centered approx 1/3 from tip towards fuselage
<b>FUSELAGE</b>	Centered between wing trailing edge and stabilizer leading edge	Centered between wing trailing edge and stabilizer leading edge
<b>SIZE</b>	24" $\emptyset$ : move forward if necessary *50" $\emptyset$ authorized	24" $\emptyset$ TO 50" $\emptyset$ : move forward if necessary
<b>IDENT CODES</b>	Style (eg: 2-T-1) remained "as before" (p257)	No mention of style change - assume same
<b>COLOR</b>	NS Black (lowest contrast to Blue Gray)**	NS Black (lowest contrast to Blue Gray)
<b>FUSELAGE (SIZE)</b>	12" high	12" high
<b>WING (SIZE)</b>	12" high	12" high
<b>LOCATION</b>	1/2 fuselage width from fuselage	1/2 fuselage width from fuselage
<b>COWL (SIZE)</b>	4" high	4" high
<b>LOCATION</b>	Fwd portion	Fwd portion
<b>OTHER</b>	All markings to be NS *Aer-E-2571-JWM-1478 **Aer-E-2571-MVS,F39-5,F39-1.012076 ***All markings to be in Black	Service plane cockpits to be DULL DARK GREEN, Flying boat interiors @ discretion of contractor.

Reference: Navy Air Colors, Vol 1, by Doll, Jackson, Riley		
SIGNIFICANT CHANGE:	OVERALL LIGHT GRAY	TWO TONE
Date of issue of rev to paint specn:		
Date of issue of addendum directive:	30 Dec 1940 (AER-3-25-FZ, F-39-5)	13Oct'41 (Aer-E-2571-DMC,F39-5,VV...)
Date of issue of addendum directive:	26Feb1941(AER-3-25-HY,F-39-5,F-39-1	*26Dec'41 (Aer-E-2575GE,F39-5,VV...)
Reference page number:	49; *49-51	54; *55
Date of revision effectivity:	*well into 1941* (after 26 Feb addendum)	Not mentioned
PROPELLER	See page 50	Not mentioned
Splinner	Not mentioned	Not mentioned
Front face	*Non-specular (NS) Black or Insignia Blue	NS Black or Insignia Blue
Back face	*NS Black or Insignia Blue	NS Black or Insignia Blue
Tips (both faces)	*4" bands: from tip: Insignia Red, Orange- Yellow,Insignia Blue	4" bands: from tip: Insignia Red, Orange- Yellow,Insignia Blue
WING		
Upper surface	NS Light Gray	NS Blue Gray
Leading edge	NS Light Gray	not mentioned in reference
Lower surface	NS Light Gray	NS Light Gray
Folding section (if applicable)	NS Light Gray	NS Blue Gray
Flap interior	Not mentioned in reference	not mentioned in reference
UPPER FUSELAGE	NS Light Gray	NS Blue Gray
MIDDLE FUSELAGE	NS Light Gray	Irregular, wavy line, blended color
LOWER FUSELAGE	NS Light Gray	NS Light Gray
RUDDER	NS Light Gray	NS Blue Gray

SIGNIFICANT CHANGE:	OVERALL LIGHT GRAY	TWO TONE
Date of issue of rev to paint specn:		
Date of issue of addendum directive:	30 Dec 1940 (AER-3-25-FZ, F-39-5)	13Oct'41 (Aer-E-2571-DMC,F39-5,VV...)
Date of issue of addendum directive:	26Feb1941(AER-3-25-HY,F-39-5,F-39-1	*26Dec'41 (Aer-E-2575GE,F39-5,VV...)
Reference page number:	49; *49-51	54; *55
Date of revision effectivity:	*well into 1941* (after 26 Feb addendum)	Not mentioned
INSIGNIA STYLE	Red disc in white star in blue circle (pg 4,7)	Red disc in white star in blue circle
WINGS		
SIZE	*Delete lower left & upper right, leaving upper left & lower right	Upper left & lower right locations only
LOCATION	Ø= alleron fwd edge to wing leading edge, but <60°Ø (pg 7)	Ø= alleron fwd edge to wing leading edge, but <60°Ø (pg 7)
FUSELAGE	Centered between wing trailing edge and stabilizer leading edge	Centered between wing trailing edge and stabilizer leading edge
SIZE	*Ø524"Ø (pg 50)	Ø524"Ø (pg 50)
IDENT CODES	Style (eg: 2-T-1) stayed the same	Style (eg: 2-T-1) stayed the same
COLOR	*NS Insignia White/lowest contrast**	NS Black (lowest contrast to Blue Gray)
FUSELAGE (SIZE)	*12" high	12" high
WING (SIZE)	*12" high	12" high
LOCATION	*1/2 fuselage width from fuselage	1/2 fuselage width from fuselage
COWL (SIZE)	*4" high	4" high
LOCATION	*Fwd portion	Fwd portion
OTHER	Patrol craft to be NS Blue Gray on upper surfaces. NS Black plane fus- elage codes on bow aft of US Insignia	
	**Lowest contrast :White on Light Gray; Black on Blue Gray	