

## Making a MiG-killing *Skyraider* in 1:72

By Chris Bucholtz

Saying the AD *Skyraider* was a remarkable plane is a vast understatement. Its development was extraordinary, its achievements legendary and its longevity astounding. It evoked in its pilots a devotion that few airplanes ever earn, and it lasted far longer than its designer, Ed Heinemann, could have dreamed.

The *Skyraider*—or “Able Dog,” or “SPAD,” as her pilots called her—was the result of a remarkable gamble taken by Heinemann and his design team in the summer of 1944. Dou-

glas had been a contender in the contest to design the Navy's next carrier bomber, and its BTD-1 appeared it could hold its own against its competitors, the Kaiser Fleetwings XBTK-1 and the Martin XBTM-1 *Mauler*. The BTD-1 evolved from the XSB2D-1, which was a two-seat bomber with two remotely-controlled power turrets and other innovations. The BTD-1 was a large, gull-winged bomber with an internal bomb-bay, and was a rather complex aircraft.

Heinemann thought a simpler design might be better. At a meeting with BuAer personnel to help pick the winner of this three-plane race, a host of conflicting views on the XBTM-1 convinced Heinemann that Douglas stood a great chance of losing out to Martin and Kaiser. So he took a gamble.

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.

“We would like to request that the Navy allow Douglas to cancel the existing contract for the BTM,” Heinemann said to an astonished collection of military and civilian air authorities. “Instead, we ask permission to use the unexpended funds to build an entirely new bomber, one I am convinced will do the

job for you.”

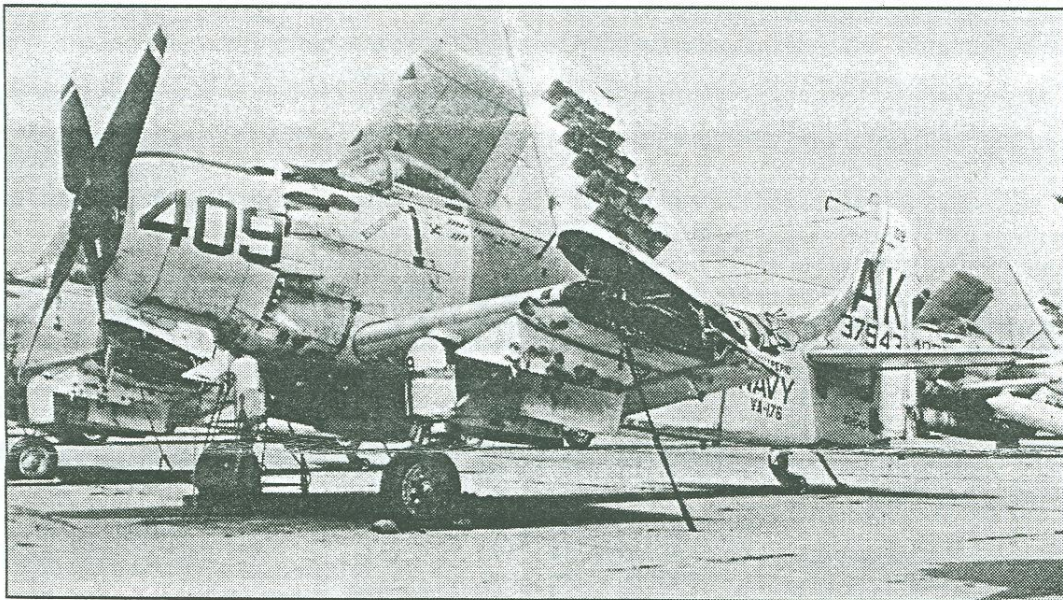
Heinemann asked for 30 days to draw up the design. Admiral Lawrence Richardson, the assistant BuAer chief, thought for a few moments, then said, “all right, Ed. But we can't give you 30 days. You'll have to have a design for us by 0900 tomorrow.”

Heinemann, Leo Devlin, Reid Bogert and Gene Root retreated to a room at the Statler Hotel in Los Angeles, where they worked from 6 p.m. until 3 a.m. to design a simpler, stronger and more capable plane. The four woke up at 7 a.m. to find a blueprint shop, and by 9 a.m. they had the new design ready for BuAer personnel's inspection.

This plane, devised during an all-night cram session, was the XBT2D-1, which was later named the AD-1 *Skyraider*. The plane could carry a massive amount of ordnance, absorb a terrific amount of punishment and loiter over targets longer than any other plane in the Navy's inventory.

The SPAD was truly the workhorse of the fleet in Korea, and it continued to

Continued on page 10



'Papoose 409,' the *Skyraider* that scored the second SPAD kill against a MiG-17, as it appeared at NAS Quonset Point immediately after VA-176's conversion to the A-7.



LT(jg) William Patton poses on his *Skyraider*, which wears a kill marking, visible just below his left hand.

## EDITOR'S BRIEF

Two weeks on the road has made your editor's job a bit more hectic than usual... but here's this month's issue, and a good one it is, if I may say so. Thanks go out to Laramie Wright and Joe Fleming, both first-time contributors to the newsletter and all-around good guys.

Next month, once again, some other group has snagged our Milpitas Library meeting room on our night. Efforts are being made to ensure that this doesn't happen again; it is likely we'll be meeting in the Milpitas Police Station community room one final time in April. The good news is that we have the room reserved at the library through July, and Rich Pedro has vowed to make sure the Library room is ours each month in the future.

Here's a bit of nationals news... Richard Peterson has been forced to drop out of our Fighter Pilots Symposium, but those of you who were building his "Hurry Home Honey" don't have to stop work now. His replacement on the dias is Urban L. "Ben" Drew, pilot of "Detroit Miss," and an ace with two Me 262 kills under his belt. Get those *Monogram Mustangs* moving!

The editor will be bringing a "duty roster" for volunteers to this month's meeting, so that you can sign up for just the role you want to serve in this summer. This roster will make the

rounds from club to club; if you'd like to volunteer by e-mail, you can do so at the address on the back of the newsletter.

We will have FOUR decal sheets this year, thanks to *ScaleMaster*, *Aeromaster* and, especially, the enthusiastic guys at *Flightline Decals* in southern California, who shocked us by asking to do a SECOND sheet after the data for sheet #1 arrived. Generosity like this is rare, and we really appreciate it!

The registrations are coming in fast, and the hotel reservations are going fast, so if you want to stay in the hotel get your room reserved right away. Also, the tours are filling up, especially the Travis AFB tour, which is limited to 60 people. If you want in on this tour, you should register as soon as possible.

Finally... Even with travel and the nationals, I got a chance to do some modeling this month, and it was just what the hobby was meant to be—relaxing. Granted, all I could do is sand, cut and re-scribe, but it still reminded me that you don't need a pile of expensive tools or a fully-stocked workbench to enjoy modeling. I hope you had as much fun this month!

Well, gotta go re-work some T-28 flaps...

—The Editor

## Winners from the 1998 Kickoff Classic

### S1. Single Engine Jet or Rocket Aircraft, 1:72 or smaller

First: F-105D *Thunderchief*, Dennis Ybe  
Second: F9F-5 *Panther*, James Wallace  
Third: F-86D *Sabre Dog*, Marc Wilson

### S2. Multi-Engine Jet Aircraft, 1:72 or smaller

First: Avro *Vulcan*, Frank Babbitt  
Second: F2H-2 *Banshee*, James Wallace  
Third: Avro *Vulcan* B.2, Ken Miller

### S3. Single Engine Prop or Turboprop Aircraft, 1:72 or smaller

First: *Martlet* Mk. V, Roy Sutherland  
Second: *Spitfire* IXC, Charles Betz  
Third: Bf 109E, Jim Gordon

### S4. Multi-Engine Prop or Turboprop Aircraft, 1:72 or smaller

First: F7F-3P *Tigercat*, Chris Bucholtz  
Second: Ar 240D, Greg Plummer  
Third: Fw-187A-0, Mark Schynert

### S5. Single Engine Jet or Rocket Aircraft, 1:48

First: T-33 *Shooting Star*, Harold Offield  
Second: F-84D *Thunderjet*, Harold Offield  
Third: F-94 *Starfire*, Harold Offield

### S6. Multi-Engine Jet Aircraft, 1:48

First: FG.1 *Phantom* II, Randy Rothhaar  
Second: MiG-29 "Fulcrum," Michael E. Valdez  
Third: Me 262, Ken Connor

### S7A Single Engine Prop or Turboprop Air-

### craft, 1:48, U.S. Navy

First: TBF *Avenger*, Mike Braun  
Second: F4U-1 *Corsair*, Joe Fleming  
Third: F4U-1 *Corsair*, Rodney Williams

### S7. Single Engine Prop or Turboprop Aircraft, 1:48 Allied, All Other

First: *Seafire* F.17, Jim Priete  
Second: P-47D *Thunderbolt*, Ben Pada, Jr.  
Third: *Spitfire* Mk.I, Alan Weber

### S8. Single Engine Prop or Turboprop Aircraft, 1:48 Axis

First: Bf 109E, Ed Van Brabant  
Second: Bf 109G-2, Alan Weber  
Third: A6M2 Type 22a Zero, Dale Bohling

### S9. Multi-Engine Prop or Turboprop Aircraft, 1:48

First: He 219, Mike Braun  
Second: P-38H *Lightning*, Ken Connor  
Third: Ju 88G with Berlin conversion, Curtis Knowles

### S10. Jet or Rocket Aircraft, 1:32 or larger

First: F-4J *Phantom* II, Howard Weaver  
Second: RF-4C *Phantom* II, David Stein  
Third: F-16C *Fighting Falcon*, David Stein

### S11. Prop Aircraft, 1:32 or larger

First: P-40E *Warhawk*, Rodney Williams  
Second: P-38 *Lightning*, Howard Weaver  
Third: F4U-1 *Corsair*, Howard Weaver

### S12. Biplanes, All Scale and Eras

First: Fokker D.VIII, Jim Priete

### Second: Polikarpov I-3, Joe Fleming

Third: Naval Air Factory PN-9, Jim Lund

### S13. Rotary Wing Aircraft, All Scales

First: Mi-24 "Hind," Rich Merkling  
Second: *Commanche*, Rich Merkling  
Third: AH-1W *Cobra*, David Stein

### S14. Missiles, All Scales and Eras

First: Republic *Loon*, Jim Priete

### S15. Civil Aircraft, All Scales and Eras

First: GeeBee R-1, Rob Ornelles  
Second: Short Mayo Composite, Jim Lund  
Third: 737-200, Rod Broyles

### S16. 1:35 Softwskins and Support Vehicles

First: VW Type 82 Kubelwagen, Jim Lewis  
Second: Light Armored Radio Car, Carlos Cardenas  
Third: Panhard P-178 Armored Car, Chris Hughes

### S17. 1:35 Light Armored Fighting Vehicles, wheeled

First: M35A1 Quad-Fifty Deuce, Jim Lewis  
Second: UN APC, Steve Nicosia  
Third: LAV-25 Pirahna, Gabriel Lee

### S18. 1:35 Light Armored Fighting Vehicles, tracked and semi-tracked

First: Halftrack with 37mm gun, Carlos Cardenas  
Second: Panzerbefelswagen I, Chris Hughes  
Third: SdKfz 250/78cm Mortar Carrier, Chris Hughes

**S19. 1:35 Main Battle Tanks, Allied and Neutral**

First: Panzer IB, Steve Palffy  
Second: Panzer III, Gary Bentson  
Third: Tiger I, Gary Bentson

**S20. 1:35 Main Battle Tanks, Axis**

First: M3 Stuart "Honey," Steve Palffy  
Second: M4A3 76mm Sherman, Laramie Wright  
Third: M4A1 Sherman, Joe Fleming

**S20A. Modern Armored Fighting Vehicles**

First: Merkava, Steve Palffy  
Second: Israeli M50 Sherman  
Third: Remanufactured Pakistani M4A1, Chris Hughes

**S21. 1:35 Artillery, Towed and Ancillary Vehicles**

First: 25-Pounder Howitzer, Laramie Wright  
Second: Raketenwerfer 88mm, Joe Fleming

**S22. 1:35 Self-Propelled Artillery**

First: SdKfz 124 Wespe, Jim Lewis  
Second: Hummel 150mm SP Howitzer, Carlos Cardenas

**S23. Softskins, 1:48 or smaller**

First: Mercedes Benz 64 Command Car, Dave Parks  
Second: Humber Armored Car, Steve Palffy  
Third: Flakpanzer IA, Jim Gordon

**S24. Armored Fighting Vehicles, 1:48 or smaller**

First: Renault FT-17, Bryan Finch  
Second: Panther G, Mark Gedney  
Third: Tiger IE (early), Dave Parks

**S25. Automotive, Competition, Closed Wheel**

First: Porsche GT1, Dave Shirley  
Second: Mini Cooper Rally, Greg Plummer  
Third: 1971 Porsche 917PA, Kent McClure

**S26. Automotive, Competition, Open Wheel**

First: 1931 Alfa Romeo, Simon Favre  
Second: TF Drag, Steve Nicosia

**S27. Automotive, Stock**

First: '67 Olds 442, Greg Plummer  
Second: CHP Harley Davidson, Harold Offield  
Third: '67 Dodge Coronet R/T, Greg Plummer

**S28. Automotive, Custom (Low Riders)**

First: '64 Chevy, Santos Gonzalez  
Second: '57 Chevy, Santos Gonzalez

**S29. Automotive, Custom (All Others)**

First: '67 Chevelle Pro Street, Marc Wilson  
Second: '49 Mercury "Chopped," Tom Bush Sr.  
Third: AA/Gas Dragster '34 Ford, Steve Travis

**S30. Automotive, Commercial Vehicles**

First: '85 Ford Stake Truck, Thomas Beisley

**S32. Ships, 1:351 and smaller**

First: U.S.S. *Riddle*, Jim Gordon  
Second: *Lutzow*, Sami Arim

**S33. Submarines, all Scales and Eras**

First: U.S.S. *Gato*, Dave Shirley  
Second: Type VII B U-Boat, Ken Pinella  
Third: U.S.S. *Dallas*, Dave Shirley

**S34. Dioramas**

First: Seaplane "Mothership," Jim Gordon  
Second: "Change of Ownership," Joe Fleming  
Third: "Jackpot," David Stein

**S34A. Vignettes**

First: Normandy Bunker Vignette, David Stein  
Second: "Battle of the Somme," Dennis Meyers  
Third: 2.8cm Gun Diorama, Steve Palffy

**S35. Railroad-Related Subjects**

First: Chesapeake & Ohio Steam Derrick, Joel Ybe  
Second: 1-pounder Armored Train Car, Kent McClure  
Third: Gas-Electric Railcar, Bob Miller

**S36. Figures, Science Fiction or Fantasy**

First: The Relic, Anita Travis  
Second: Draco the Dragon, Anita Travis  
Third: Yoda, Ray Alvarado

**S37. Figures, Military, Historic and Others, 54mm and Smaller**

First: Sergeant, Grenadier Guards 1914, David Monti  
Second: French 2nd Empire Currasier 1870, David Monti  
Third: Napoleon, David Monti

**S37A. Figures, Military, Historic and Others, 55mm and Larger**

First: British Paratrooper, Falklands Islands, Dennis Meyers  
Second: U.S. Navy SEAL, Brian George  
Third: SS Officer, Steve Palffy

**S38. Prehistoric Subjects (Dinosaurs, etc.)**

First: Tyrannosaurus Rex, Roy Sutherland  
Second: Velociraptor, Rodney Williams

**S40. Space, Science Fiction or Fantasy Vehicles**

First: Gundam Leopard, Randy Rothhaar  
Second: Battlestar Galactica Viper, David Stein  
Third: Space Cruiser Yamato, Gabriel Lee

**S41. Hypothetical Subjects**

First: Racing Stuka, Jim Priete  
Second: Naval MiG, Harold Offield  
Third: Sea Quest Helicopter, Tom Bush Jr.

**S41A. Hypothetical Subjects, German**

First: Lippisch Glider-Bomber, Mark Hernandez

Second: He 162C, Mark Hernandez  
Third: Messerschmitt P.1106, Mark Hernandez

**S43. Collections (5 or More Subjects in a Theme as a Single Entry)**

First: *Spitfire* Collection, Barry Bauer  
Second: Luftwaffe Secret Projects, Mark Hernandez  
Third: "P For Pursuit," Mike Burton

**J2. Junior Aircraft**

First: F4F *Wildcat*, Terrence Kiriokos.  
Second: Bf 109, Terrence Kiriokos  
Third: A-10 *Thunderbolt* II, Jeremy Mason

**J4. Junior Automotive, All Scales and Types**

First: 1955 Chevy Bel Air, Ben Torres  
Second: 1961 Chevy Impala, Ben Torres  
Third: 1992 Lexus, Ben Torres

**J5. Junior Science Fiction And Fantasy, All Scales and Types**

First: Kroxigor, Pete Pickett  
Second: Saurus, Pete Pickett  
Third: Alien, Jeremy Mason

**J6. Junior Miscellaneous**

First: Zero Diorama, Terrence Kiriokos

**SJ1. Sub-Junior Aircraft**

First: Maquis Space Ship, "DS9," Christopher Knowles  
Second: A-320 Airbus, Christopher Knowles

**SJ2. Sub-Junior Military Vehicles**

First: Panther G, Andrew Haas

**SJ3. Sub-Junior Automotive**

First: Shelby Cobra 427, Jonathan Williams  
Second: Dupont Monte Carlo, Jason McClure

**SJ4. Sub-Junior Miscellaneous**

First: Tyrannosaurus Rex, Jeff Reich

**Special Awards**

Ayrton Senna Memorial Award (Best Competition Car): Porsche GT1, Dave Shirley  
Arlie Charter Memorial Award (Best USAAF, Pacific Subject): P-47D *Thunderbolt*, Chris Bucholtz  
Mike Williams Memorial Award (Best Sci-Fi, Space or Fantasy Subjects) Gundam Leopard, Randy Rothhaar  
Best Fire Bomber: C-119, Ken Williams  
Best Air Racer: Racing Stuka, Jim Priete  
Best Civilian Modified: '67 Chevelle Pro Street, Marc Wilson  
Best Desert Fighting Vehicle: VW Type 82 Kubelwagen, Jim Lewis  
Best Lightning: P-38H *Lightning*, Ken Connor  
Best of Show, Junior: 1955 Chevy Bel Air, Ben Torres  
Best of Show, Senior: M35A1 Quad-Fifty Deuce, Jim Lewis

# King of the battlefield: Henschel's Tiger I

*By Joe Fleming*  
•Part 1 in a series•

The Tiger I heavy tank is arguably the most famous tank of the Second World War. Its fame was linked to its fearsome reputation, which overshadowed the relatively small number of Tigers manufactured. Only 1,346 Tiger Is were produced during the war, compared to 50,000 Shermans and more than 53,000 T-34s. German tank crews prized their Tigers, and Allied crews feared them. While the Tiger I had some shortcomings, overall, it was an excellent tank.

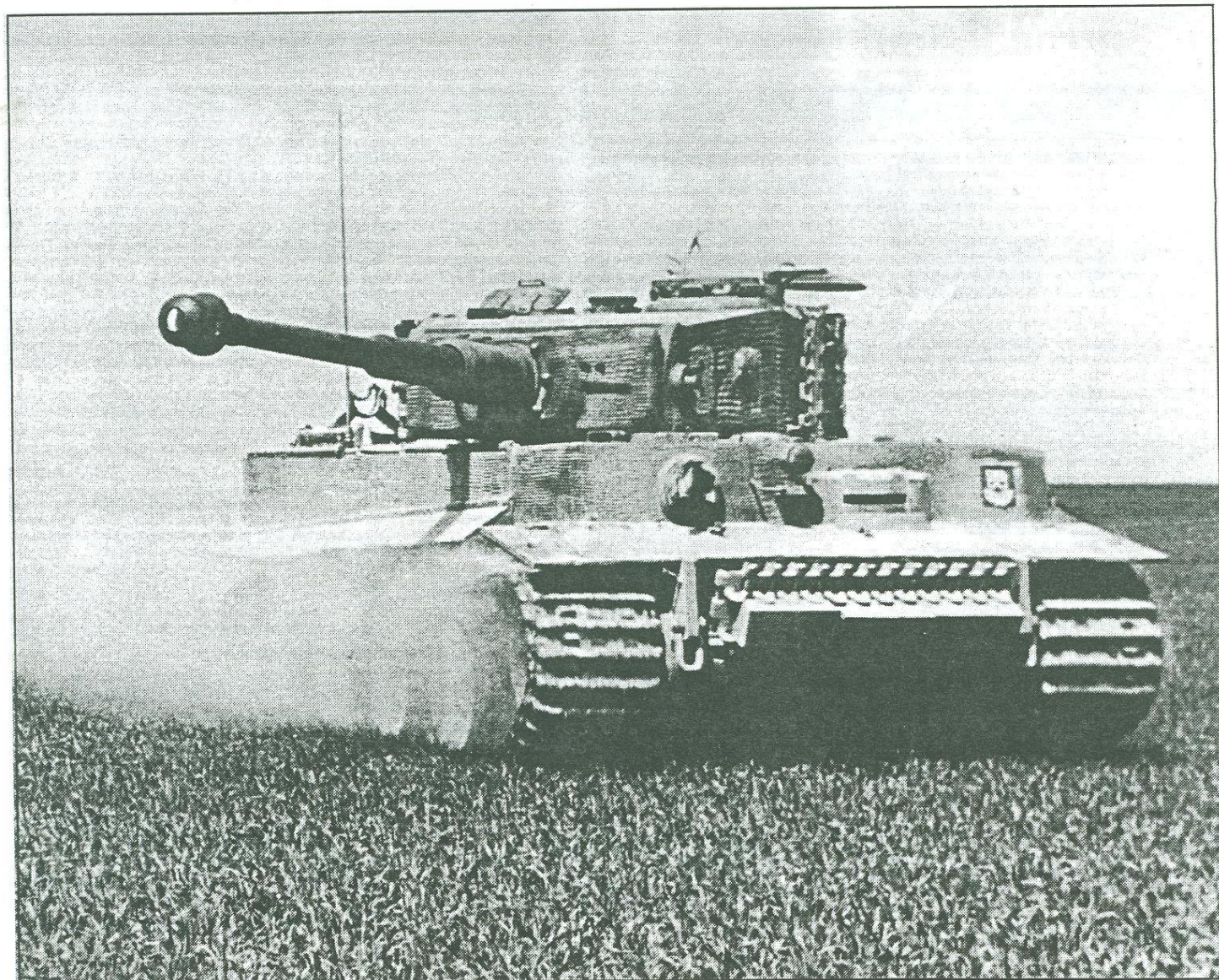
It is often said that the Tiger was produced as a response to the appearance of the Soviet KVI and T-34. That's a misconception. In reality, the development of the heavy panzer designs began in 1937. As the designs evolved, the main concern was with countering British tank and anti-tank developments. The appearance of Soviet KVIs and T-34s only accelerated the pace of the Tiger I's development.

The Tiger I developed from earlier heavy panzer designs and resulted from a competition in 1942 between the manufacturing firms of Henschel and Porsche. During comparative

trials in October of 1942, it was decided that the Henschel entry was the superior of the two, and was ordered into immediate production. The Porsche entry was relegated to conversion into the Ferdinand tank destroyer.

The Henschel design was assembled from a mixture of components from previous heavy panzer design, and because of this exhibited some initial teething problems. The Tiger I was also referred to by a variety of technical names; for the sake of clarity, we'll refer to it as simply the Tiger I in this article.

The Tiger I's technical statistics were impressive. The turret was designed in a horseshoe shape, with the gun mantle shielding the open end with 100mm of armor. The turret itself as composed of 80mm of side armor and 25mm on the roof. The driver's front end plate, angled at 9 degrees, and the glacis, angled at 25 degrees, were each 100mm thick. The un-angled superstructure sides and the rear plate, which had a 9-degree angle, were covered with 80mm of armor. The hull sides were protected by 60mm armor, and the deck and belly plates were 25mm thick. Despite the fact that much of the



**A Tiger I rampages across the Russian steppes in 1942. While not developed as a response to the T-34 or KVII, the Tiger helped counter**

armor was vertical or near vertical, the Tiger I's level of protection was superior to any allied tank until 1945. The amount of armor brought the Tiger I to a combat weight of 57 metric tons.

The Tiger I carried a total of 92 rounds of ammunition for the devastating 8.8cm KwK 36 guns. Covered bins accommodated 64 rounds in the panniers. Another 16 were kept in bins along the hull sides. Six were stored next to the driver in a small bin. The remaining six were stored under the turret floor.

The gunner used a binocular telescope with 2.5X magnification. He used hydraulic control to rapidly turn the turret and a handwheel for fine adjustments. The KwK 36 was capable of penetrating 100mm of 30-degree sloped armor at 1,500 meters. The gun was very accurate and was capable of hitting a 6-foot-by-7-foot target at 2,000 meters between 50 and 87 percent of the time, depending on the gunner's abilities. The power of the gun nullified current allied armor protection, with the rounds being able to penetrate the Sherman's front turret at 1,800 meters. Other allied tanks did not have significantly better protection and were equally vulnerable.

The drive train consisted of a high-performance Maybach HL210 P45 12-cylinder engine, which provided 650 metric horsepower at 3,000 RPM through an eight-speed transmission. This allowed the vehicle a maximum speed of 23 miles per hour. The engine was centrally located in the rear deck, and could be accessed through a large hinged hatch. It was flanked by its radiators and fuel tanks, which sat in the hull sponsons. The Tiger I's ability to negotiate obstacles was as good or better than most Allied tanks.

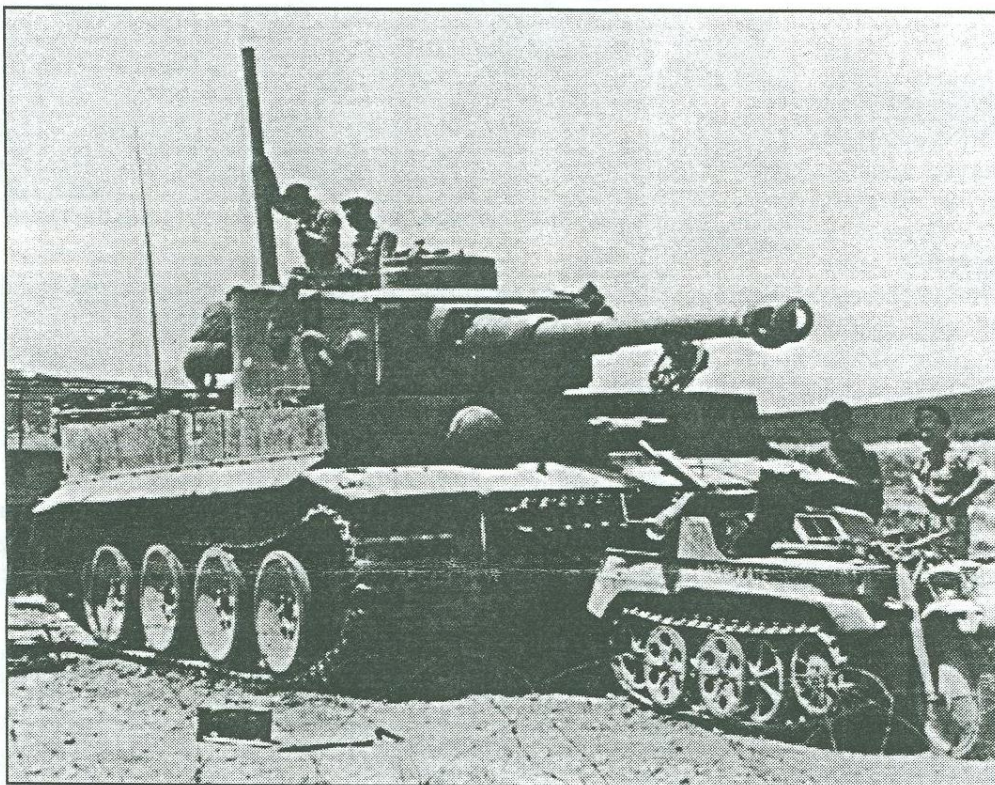
Initially, the Tiger I experienced teething problems in the drive train and required regular maintenance to keep it operating efficiently. Modifications corrected many of the earlier problems, but none ever cured the tendency of mud and ice to build up within the interleaved road wheels. This problem resulted in thrown tracks and, occasionally, the loss of a vehicle.

While not on a par with the Sherman or T-34 as far as

mechanical reliability was concerned, the Tiger I was dependable when maintained correctly, and its mechanical failures have been exaggerated over time.

I had recently purchased a *Minicraft* Tiger I (early) with the interior. In a future article I will review the kit in detail, but suffice to say the interior is not complete or accurate. I realized that I would be scratchbuilding a significant portion of the interior, so I rationalized, "why not make two?" I still had a dilemma, since there were several vehicles I wanted to represent.

The first vehicle would be the second Tiger of the 4th Platoon



**A captured Tiger I has its schnorkel inspected by British troops. The Ketttenkrad at right illustrates the size of the Tiger.**

of the 1st kompanie of schwere heeres Panzer Abteilung 501 in Tunisia. This tank was produced at the Henschel plant in October of 1942 and was rushed to Africa. Its production number was between 250013 and 25033. The 501st received two Tigers in September, eight in October and 10 in November of 1942. All 20 Tigers were safely shipped to Tunisia.

The 501st's tigers were very distinctive. The unit equipped their tanks with

non-standard front and rear mudguards. They used sheet metal exhaust guards to hide the Tiger's exhaust signature. They moved the Bosch headlights from their original locations to improvised mounts on the glacis. These Tigers left the factory with tropical fiefel air filters. The vehicles were painted at the factory in feldgrau (RAL 7027).

The 501st's tactical numbers were found on the sides of the turret in red with a thin white outline. The balkankruez was located on the hull sides. The unit emblem was a stalking tiger and was found either on the front glacis or on the turret sides forward of the tactical number.

The second vehicle is the first Tiger of the 4th Platoon of the 2nd Companie of schwere heeres Panzer Abteilung 503 in Russia. This Tiger was made at the Henschel plant in December 1942; its production number was between 250046 and 250076.

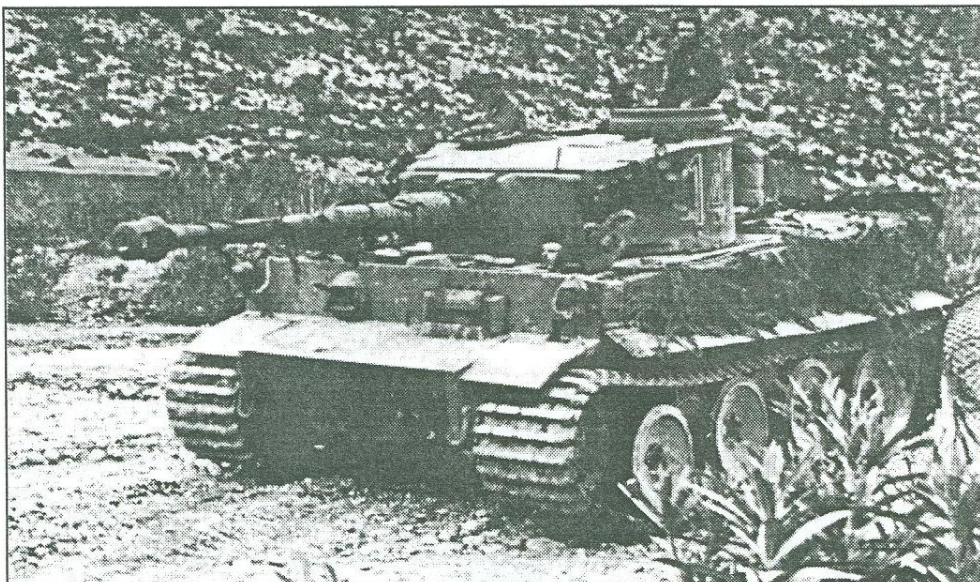
The 503rd received 20 Tigers in November and December of 1942, and was sent east in response to the Russian winter offensive. The first elements arrived at the front on New Year's Day, 1943.

The 503rd's Tigers had a number of differences that distin-

guished them from other units' Tigers, and some differences within its own companies. The most noticeable difference is that, until the spring of 1943, the 503rd's tanks had Panzer III stowage boxes mounted to the rear of the turrets in place of the standard stowage box. Many of these Tigers had the escape hatch in place of the right rear pistol port. After #46, the escape hatch became standard in place of the pistol ports, but evidence suggests that a few of the double-pistol port vehicles served with the 502nd and 03rd in Russia.

There are several sources that erroneously state that only four Tigers ever saw combat painted feldgrau. In actuality, most of the 503rd and many of the 502nd's Tigers were delivered in this gray color. An order issued February 18, 1943 dictated the use of dark yellow as a base coat for all newly-manufactured vehicles, and ordered that all old equipment that was feldgrau or schwartzgrau was to be repainted in the new color. By January of 1943, 98 Tiger Is had been inspected and delivered, all or most of them in feldgrau. During the winter of 1942-43, most of these vehicles were whitewashed and, in the spring, repainted in the new official colors.

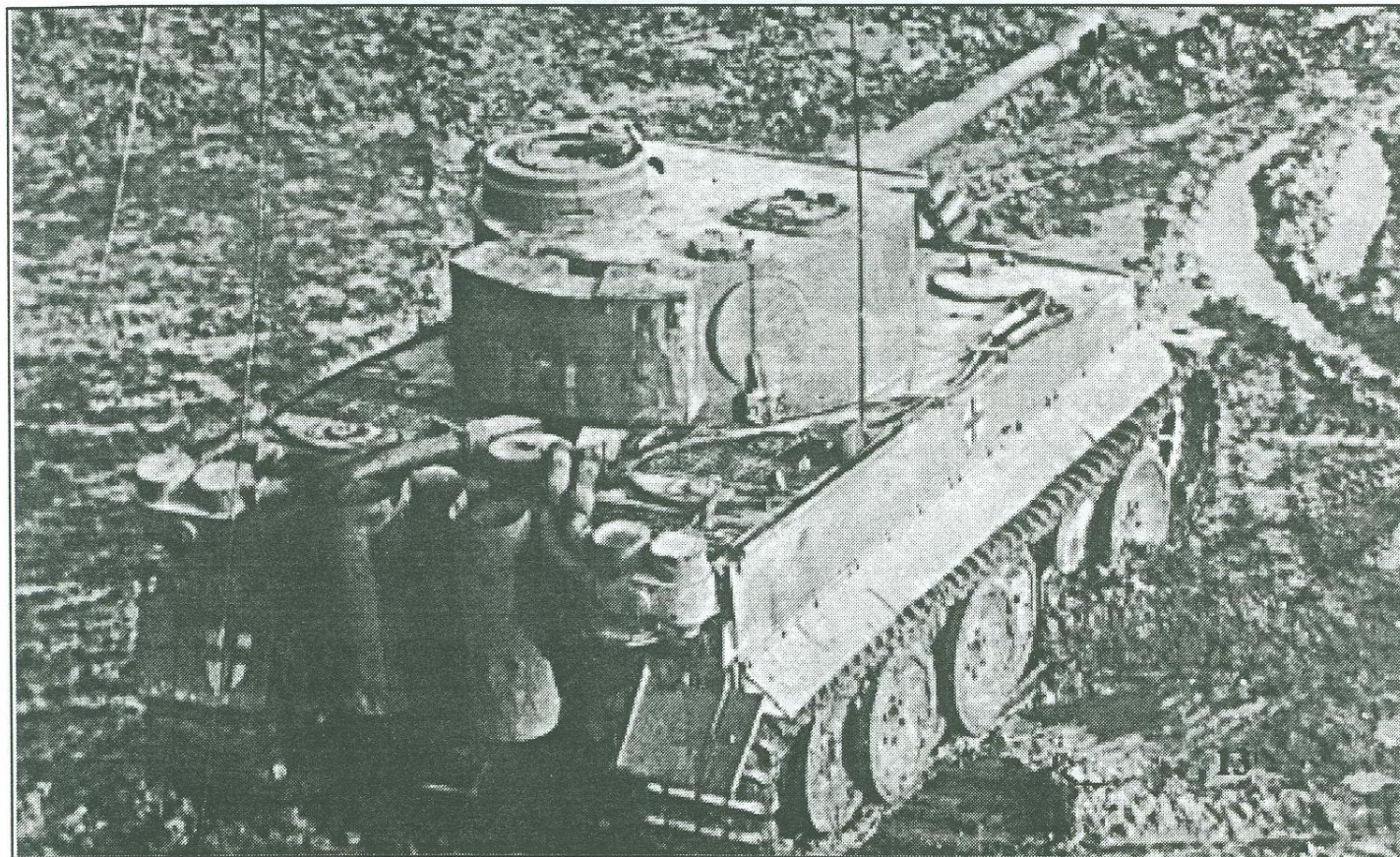
The 503rd's tactical numbers during this period were in white with a thin black outline. They were located on the turret sides. The balkankruez was located on the hull sides



**Tigers, like this one, first confronted British and American troops in North Africa.**

and was of a standard size. The unit's emblem was a tiger's head with its ears drawn back.

The success of the Tiger I is demonstrated by a combat report from the 503rd Panzer Abteilung. From July 5 (the Kursk battle) until September 21, 1943, the 503rd destroyed 501 tanks (mostly T-34s) and 388 anti-tank guns while losing only 18 of its Tigers. Their maintenance company reported working on 240 Tigers. It is this kind of reputation that made the Tiger I famous (or infamous) and why the Tiger I would, with modifications, be employed with great success until the war was all but over.



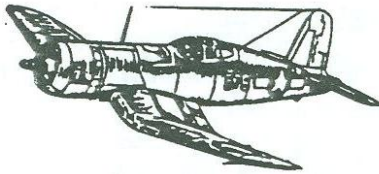
**A shot made for modelers: a Tiger I, showing the turret escape hatches that replaced the pistol ports of earlier vehicles.**

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# Taking a stab at *Welsh Models'* obscure 'Twin Pin'

By Bob Miller

*Welsh Models* produces a very attractive line of 1:144 vacform aircraft kits. Their favored subjects are likely to be (in any combination) British, transport types, civilian, and relatively obscure, but they're almost always subjects under-represented by other suppliers. I have several of them that I pull out and admire now and then. They look like little jewels on the sheet, but I hadn't cut into one until recently. Would they prove as good as they looked? I picked a Vickers *Viking* as a pseudo-sacrifice for my first try: in case there were surprises in store in handling these tiny parts, I didn't want to mess up a favorite. Simultaneously, I started a Scottish Aviation *Twin Pioneer*.

The *Twin Pioneer* was my real objective. It was a rather odd little transport that looked as if the designer got a quick glance at a Northrop C-125 but got badly distracted before he could put anything

on paper. A STOL transport, it had a pair of 640 hp Alvis Leonides piston engines and a span of 76.5 ft, but it could haul 16 passengers and claimed a 300 ft ground roll. It was one of the few types with a triple vertical tail, done, I expect, to bring lots of tail area down into the slipstream for safe low-speed handling. Like the C-125, it had a fixed tail-wheel gear and high wing. It was distinctly odd among 1950s types, however, in having strut-braced outer wing panels, which had been copied directly from its single-engine Pioneer predecessor. The struts attached to stub wings that also braced the main gear. Oddly enough, according to one article, it harked back to the "bomber-transport" of the '30s by hanging bombs on these stub wings, to be sighted through a hole in the cabin floor. A spate of articles appearing in the British aviation journals when the prototype first flew documented it well, but it got little mention after it went into production. Fewer than a hundred were built, with the RAF getting only about 30. It must have seemed a real anachronism at the end of its service life in 1969, but it proved very popular in the small wars Britain was fighting in the middle and far east in those last days of empire. That would seem to commend it as a model, in these times when one-off prototypes and even unbuilt projects have become popular subjects, but the only other kit I know of is one in 1:72 by *Hallam-Vac*, which I have never seen.

The "Twin-Pin" kit has about 25 vacform parts in 37 mil styrene sheet, and three metal gear legs with integral wheels. Metal engines and props would have been a nice addition, but the nacelles are flat-fronted and the props are vac parts. (More

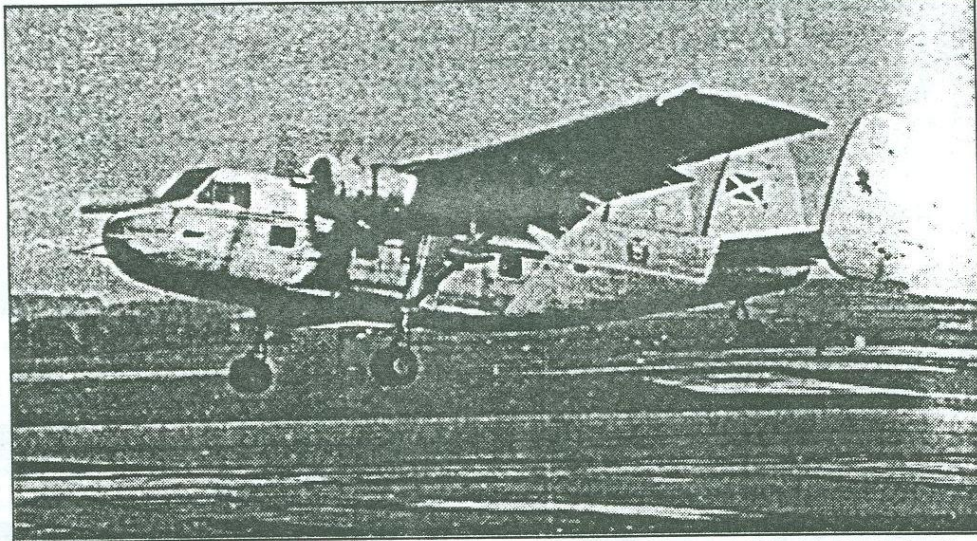
recent *Welsh* kits have many more metal parts, but prices have gone sky-high. Perhaps we need to be careful what we wish for.) For comparison, the *Viking* has 16 plastic parts and 7 gear parts.

I opened up the windows before cutting out any parts, then started on the *Viking* fuselage. I immediately got into trouble in sanding the edges of one half: I evidently put too much local pressure and "scaloped" a small length of top and bottom, even though I was taking care to get the parting line right. I

haven't made this mistake for years, and I suspect *Welsh's* styrene is more flexible than what we are used to. (in formal terms, it has a lower elastic modulus) Lessons learned were (1) watch very carefully, even though, with these tiny parts, your fingers obscure a lot of the action, and (2) put in bulkheads before cutting

them off the sheet to assure the sides don't spread. Wings and tail surfaces posed no problems. Having learned some lessons on the *Viking*, I did the *Twin-Pin* with no problems.

The wing was made in three pieces, with the top surface continuous, carrying through a recess in the top of the fuse-



The *Twin Pioneer* takes to the air. This STOL transport could get aloft in just 300 feet!

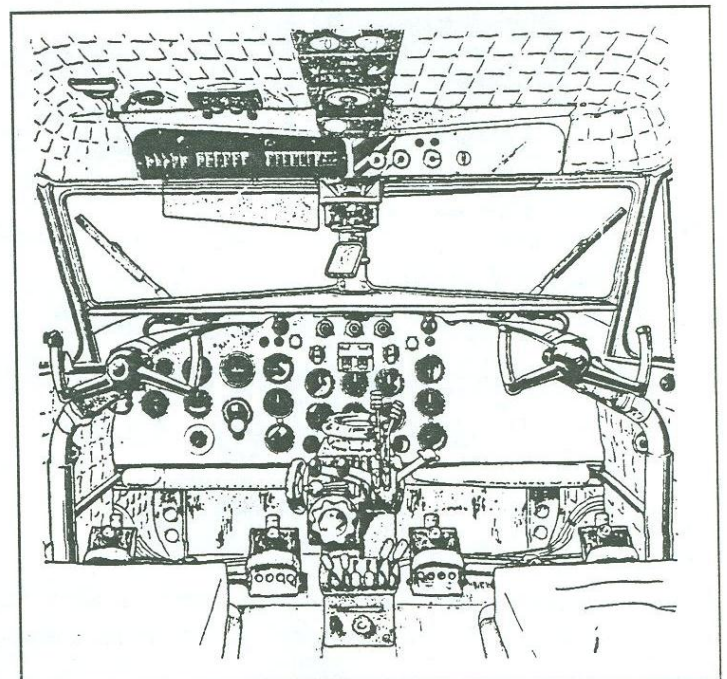


Diagram of the cockpit layout of the *Twin Pioneer*



lage, and the stub wing fit the bottom similarly. Since there were features on the two wings that had to match fuselage contours, I sanded the fuselage thickness to match these features, and found (Eureka!) the finished fuselage matched the plan, which matched quoted dimensions for the aircraft perfectly. (If you've built a few early *Contrail* or *Airmodel* vacuforms, you may have found yourself deciding whether to size parts to be correct, to fit the plan, or to fit together. Score one for *Welsh*.) The fuselage nose was a bit short and looks too pointed; I'm still trying to build it up to a better shape. The stub wing was slightly short, and needed to end precisely under the nacelles so the gear legs would be vertical: I made new top surfaces for it. ("Slightly" here is a problem peculiar to 1:144, I think. It missed by about 30 mils, which might not have been noticeable in 1:72.) Nacelles were separate and split vertically. I wasn't prepared to scratchbuild engines, but didn't want to just paint the front black, so settled for taping the halves together while opening up the fronts, then putting in firewalls and painting the insides black. Later, I rounded pieces of scrap to look like crankcases, painted them grey, and glued them to the firewalls. Who needs cylinders, anyway? It looks okay without them. Assembly went smoothly.

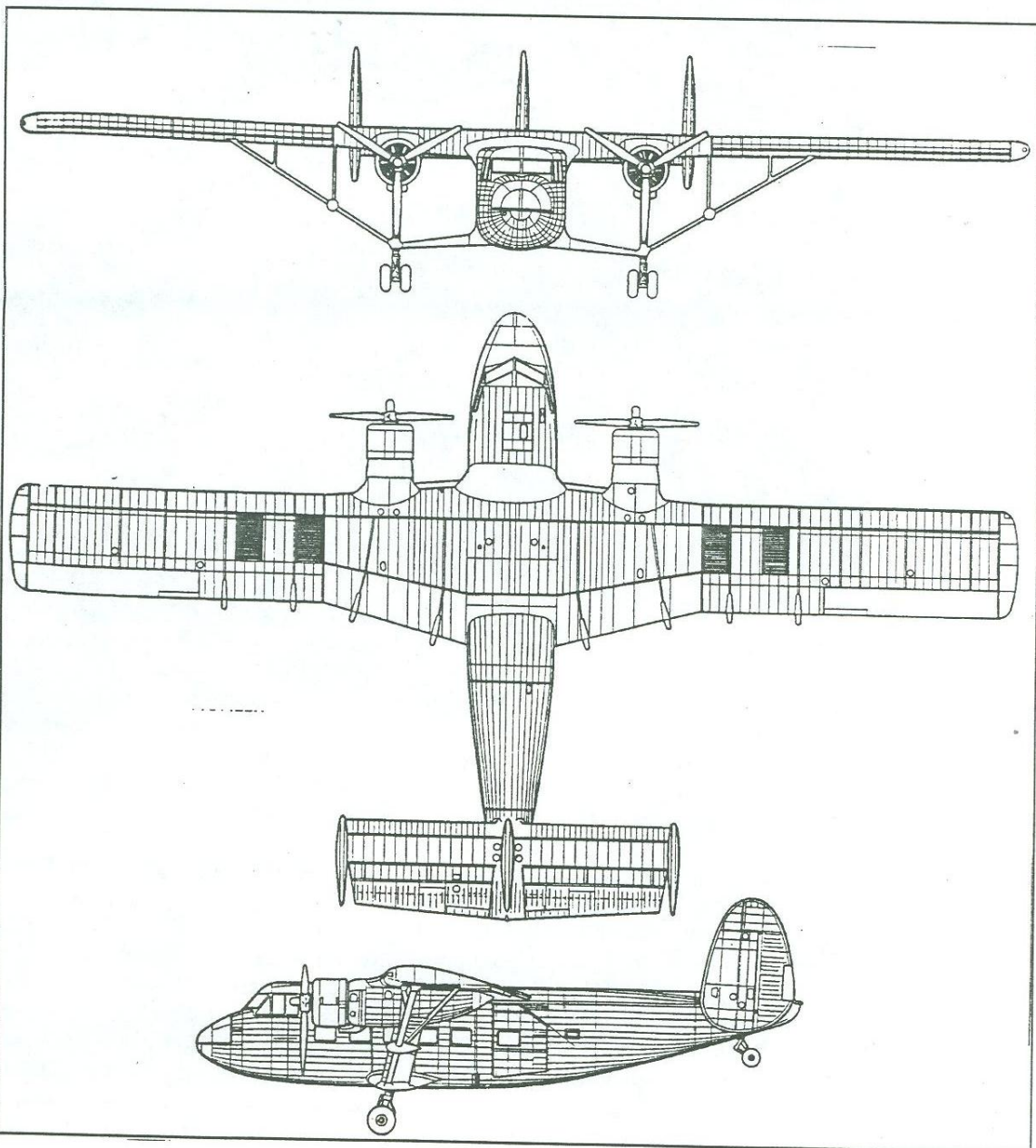
The only scribed lines *Welsh* puts in are for control surfaces and doors. A good choice for 1:144 vacuforms, in my opinion, since panel lines in this scale should be very restrained. The three-view in the instructions shows panel lines, to help in adding them. One significant omission in the three-views is the prominent fowler flap tracks that are shown in the magazine illustrations. Perhaps not surprisingly, no material is provided for flap tracks or struts.

In these early kits, *Welsh* used a standard decal sheet full of various roundels, which means that serial numbers and cheat lines are up to the builder. Airlines, however, do have the necessary decals.

*Welsh* kits look like little jewels in the sheet. So, what do I think,

now that I've (nearly) finished one? The fit and finish are excellent, but not perfect when you look for defects from six inches away, which seems to be a natural working distance for something this size. What I still believe to be low-modulus styrene bears watching. It just feels "different" from most vacform material. Metal props and more extensive decals would have been helpful, but these kits are already pricey. Would I have paid the extra dollar or two if they had included them? I can't honestly say. In other small ways, the kits could have been improved rather easily: The *Viking's* nacelles need landing gear doors opened if the kit is built gear-down. In 1:72, I can often cut out the doors so that they are usable, but there's no chance of that here.

If *Welsh* had made a pair of dummy nacelle bottoms to use for doors, it would have saved considerable effort. But even if they turn out to be considerable work, these kits are irresistible. Where else would I find a *Blackburn Beverly*? An *Airspeed Ambassador* to line up alongside a *Constellation* in a sort of *concourse d'elegance* of airliner design? Not jewels, true, but very nice work.



# Making Hasegawa's SPAD into a MiG master

Continued from page 1

serve well into the Vietnam War. From *Operation Pierce Arrow*, the response to the Gulf of Tonkin Incident in 1964, until its retirement from Navy front-line duty in 1968, the A-1 flew combat missions against North Vietnamese targets, gaining considerable success in what was considered to be a jet war.

As if to emphasize this, the old SPAD scored two kills during the war over MiG-17s. The first kill was scored on June 20, 1965 by LT Clint Johnson and LT Charlie Hartman of VA-25, who countered a MiG attack with a Lufberry Circle. One MiG tried to turn with the SPADs, flying between the two Navy airmen. They took turns riddling the MiG with 20mm cannon fire, which caused the MiG to crash into the jungle.

On November 11, 1966, a second MiG fell to the SPAD. This time, the plane belonged to the *Thunderbolts* of VA-176, whose A-1Hs bore the red and yellow bumblebee markings most associated with the SPAD.

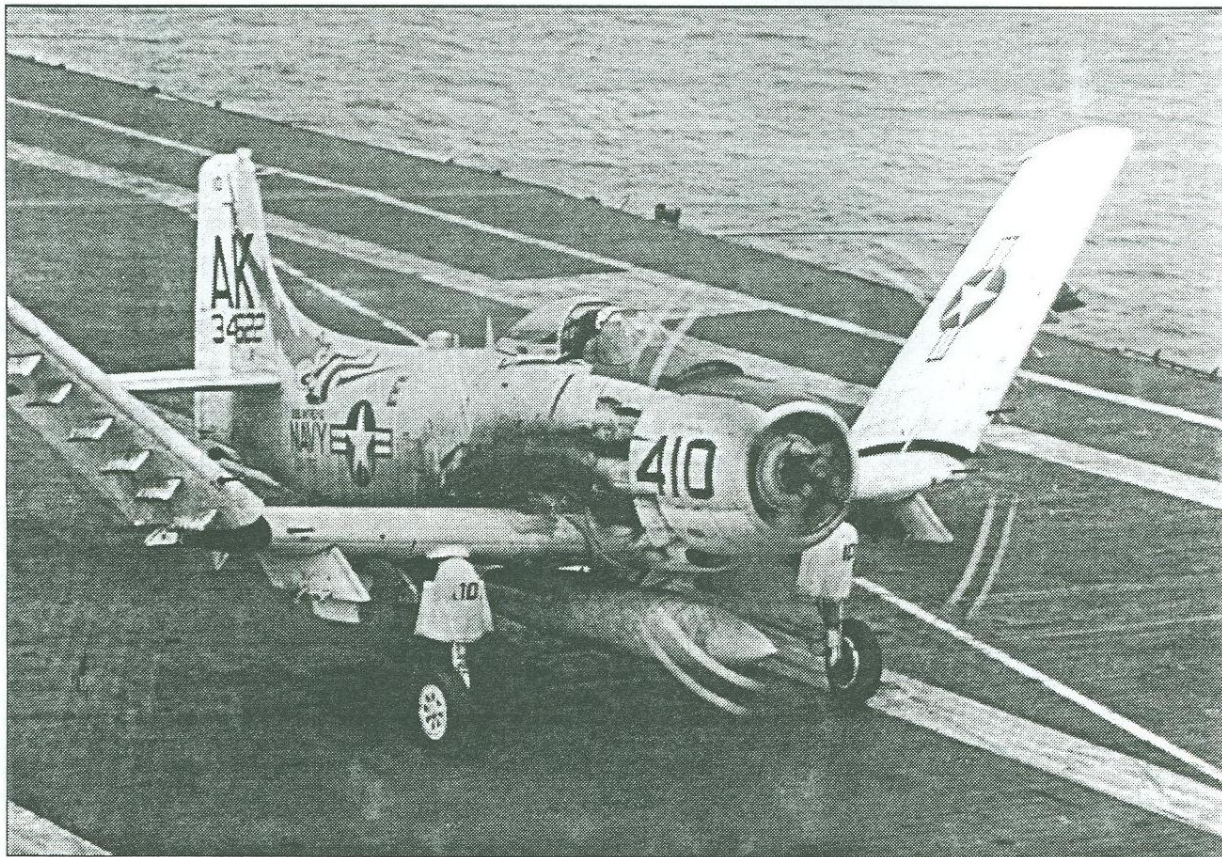
LT(jg) William Patton was inbound on a strike mission when he saw a MiG-17 jump another SPAD below him.

Quickly, Patton jettisoned his ordnance and tanks and threw his plane, callsign Papoose 409, into a dive toward the enemy plane. The MiG pilot spotted Patton and broke off his attack, closed his speed brakes and started a hard climbing turn to the left. Once again, trying to out-turn the SPAD proved to be the wrong maneuver. Patton closed to within 200 feet of the MiG before opening fire. Shells from the 20mm cannons punched holes in the MiG's mottled-green fuselage, and went out of control in an inverted position, its pilot ejecting before the plane slashed through the jungle canopy and exploded in a sheet of flame.

Until just recently, building a 1:72 model of the SPAD presented you with few choices. For the AD-5, *Monogram's* old offering is the only choice, and not a bad one. For the single-seat *Skyraider*, options were more daunting—the oversized *Fujimi* kit (later reissued by *Testors*), the wretched *Tsukuda* kit (recently flogged under a trio of misleading

banners by *Hobbycraft*), and the best of this bunch, the *Airfix* kit, which suffered from oversized rivets, inaccurate folding wings and a complete lack of cockpit detail. (For an overview of these older kits, see Mike Burton's article in the December 1993 issue of the *Styrene Sheet*.)

That's changed now, thanks to *Hasegawa's* new A-1H kit. This model is a real gem—beautifully scribed panel lines, terrific fit, and an accurate outline. It's also engineered in a thoughtful way—separate cowl flaps that go over exhaust pipe detail; landing gear door hinges that allow for positive alignment of the doors; and pylons with actual sway braces.



A VA-176 *Skyraider* taxis forward and folds its wings after returning from a sortie over North Vietnam.

The model also presents the bolted-on armor of the A-1H and A-1J beautifully, and the flame glare shields and boarding steps are also presented as in-scale, molded features.

I armed myself with my references and some extras to make the model just a little better. First, I picked up the *Kendall Model Company* detail set for the SPAD, which includes correct seats and wheels for the Navy and Air Force versions, a cockpit tub, control panel, control column, cowl ring with retracted cowl flaps and gunsight. Next came the *Eduard* brass set, with its myriad of details for the landing gear, tie downs, catapult bridle hooks and other exterior features. Finally, although the kit engine is good, I picked up an *Engines & Things* R-3350 to add a bit of depth to the plane's nose.

The *Kendall* set was a bit of a disappointment. The nose cowl ring was riddled by air bubbles, which required lots of filling and sanding to eradicate. Worse yet, the retracted cowl flaps

were molded backwards! The cockpit was also problematic. The tub had one sidewall molded to its side, but this left a sizeable gap between the side of the plane and the sidewall detail. I had to cut the sidewall from the tub, sand it thin and add it separately. The instructions, while thorough for USAF versions, completely ignore the colors and antenna placement for Navy birds.

On the plus side, the wheels are very nicely detailed, and the seats are quite nice. The Navy seat even includes a small water bottle—a handy accessory for any Yankee Station SPAD pilot!

I started construction with these cockpit components, substituting the wonderful *Eduard* brass instrument panel and photo-negative instruments for the resin panel. I painted the seat dark gull gray with light gray seat belts, and painted up the water bottle in olive drab. The control panels were painted tire black, and were drybrushed with light gray paint to bring out the detail. The control column was left out until later, so that it would not be broken during the masking of the cockpit. To add a bit of detail to the cockpit floor, I trimmed the *Eduard* brass floor and added it to the resin tub.

Before I secured the resin and brass components into one of the fuselage halves, I cut the DF housing, TACAN antenna and UHF antenna from the model's spine. These are molded into one half of the fuselage, making sanding the seams around them very difficult. I wish kit manufacturers would include these details as separate pieces that could be added on after basic assembly is complete instead of as obstructions to construction. I also sanded away the large canopy

guide rail, which is molded as a very big cylinder; in reality, it's a thin rail that's raised above the fuselage. I set these parts aside to be added to the model later.

The fuselage halves fit together with no problem. Small seams were present in the tail hook and tail wheel bays; I filled the former and blanked off the latter with a part from the *Eduard* set.

The scoop on top of the cowling is molded as a single separate part, which required a bit of sanding to fit properly. When in place, it captures the look of the *Skyraider* well.

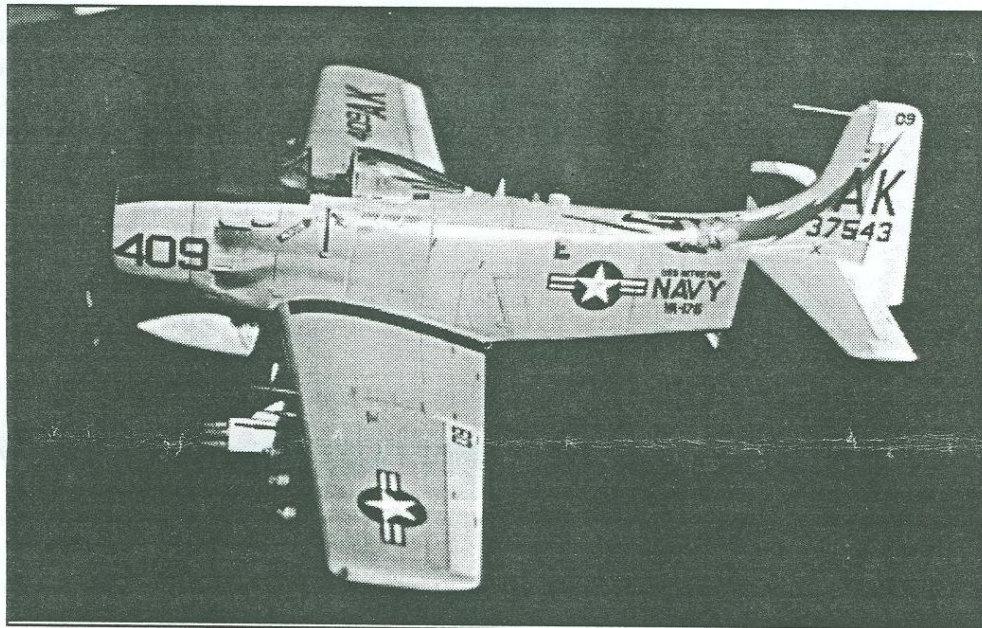
The wings assembled just as easily. I cut the cannons from the wings, to be replaced later with tubing; this made sanding the leading edge seams much easier. The trailing edge also needed some sanding and sharpening. I chipped away the molded-on pegs in the catapult bridle hook bays and added the photo-etched replacements from *Eduard*, and I removed

the wingtip lights from the model so I could replace them with clear lights later.

The wings joined the model with a minimum of fuss on the leading edge and wing roots, although the trailing edge joint was thin and required special attention. I had to rescribe the panel detail under the fuselage at this point, especially the ventral dive brake.

The horizontal tail also fit cleanly to the fuselage, with a minimum of gap-filling required. The pylons went on next, again fitting with virtually no seams. Each pylon—15 in all—has separate sway braces, which require a bit of attention to ensure alignment. A slip-up here means that ordnance won't be aligned properly later.

The drop tanks



Two views of the finished model. Note the home-made kill mark and nose modex decals, created using a computer, scanner and copying machine.

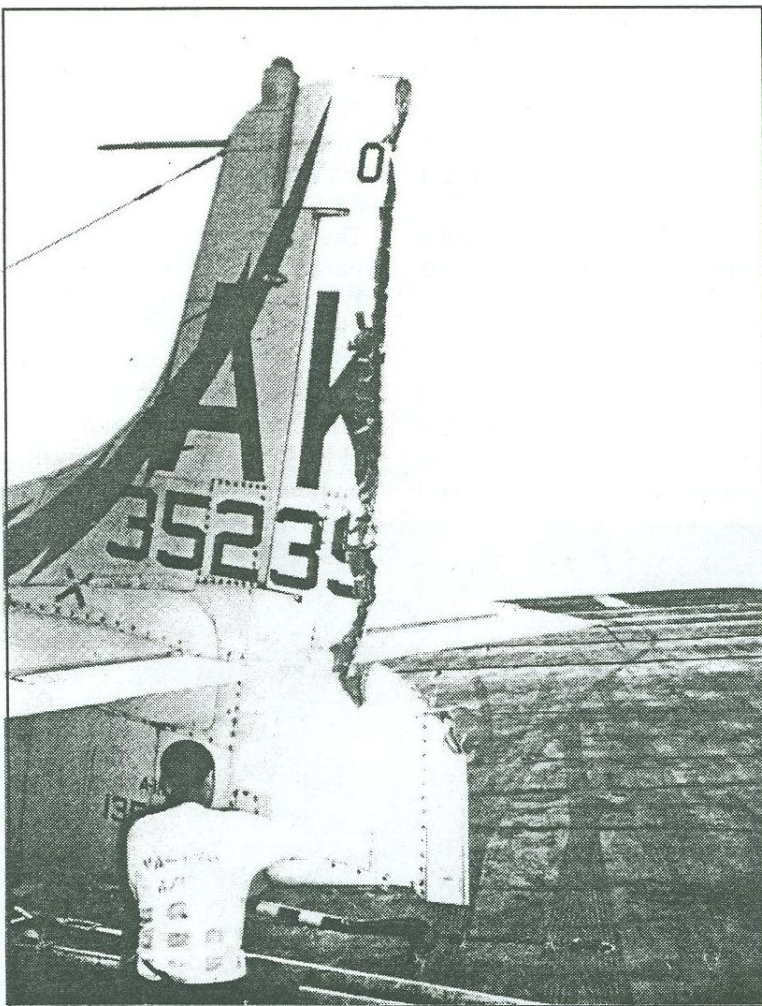
were assembled next. Even though I planned to use only one tank, I built all three because they were so wonderfully detailed. These are easily the best drop tanks I've seen in 1:72. I also built up the rest of the underwing stores—two four-shot Zuni rocket pods, taken from the *Fujimi A-4 Skyhawk* kit, and six Mk.82 500-pound Snakeye bombs. The Zunis were assembled and sanded down by with a piece of sandpaper rolled into a tube to preserve the roundness of the pods. The pods were airbrushed white, and the rockets' noses were brush painted olive drab.

The Snakeyes were roughed up with a piece of 200-grit sandpaper to simulate the cast texture of Navy Mk.80 series bombs. The noses of the bombs were airbrushed yellow, then masked off. The bombs' bodies were airbrushed olive drab, and the fuses were brush painted brass.

At this point, with the basic aircraft assembled, I figured I'd be done in no time. That was when A.M.S. set in, with an assist from the Canadian Postal Service. Just after I ordered my new R-3350 from *Engines & Things*, there was a postal strike in the great white north, delaying my engine for what seemed like forever. When it finally arrived, I was pleased with the detail, which was much better than I expected. I painted the engine in the proper colors and rigged it with a brass ignition harness from an *Aires R-2800*. As a final touch, I added a "data plate" to the top of the crankcase with a small rectangle of black rub-on transfer.

I used my Dremel tool to grind away the "engine mounts" inside the nose, mounting bits of styrene on the second flange in the nose until the engine sat at the proper depth. I took the *Kendall* cowling ring and replaced the backwards nose cowl flaps with paper and wire flaps, which were painted white before the ring was cemented in place.

I re-attached the DF housing, the TACAN and the UHF



**Pilots, like the one who returned in his VA-176 plane with most of the rudder gone (upper photo), owed a debt to Ed Heinemann (at center, lower photo) and the SPAD's ruggedness.**

antenna in advance of painting. I also removed the static boom from the tail and drilled a hole for a metal replacement to be added later and drilled small holes to accommodate the aerial antenna.

The clear parts were dipped in Future floor polish and allowed to dry overnight. The windscreen was installed into the nose, first with white glue and then with superglue. The seam was sanded flush, and the clear areas were masked with Parafilm in preparation for painting.

I masked the cockpit with wet tissue paper and prepared my trusty airbrush. I used a 50-50 mixture of *Humbrol* and *Testors Model Master* white; I figured that *Humbrol* covers well but is grainy, while *Model Master* goes on smoothly but doesn't cover well, so I figured I'd combine them and see how well it worked. It took three coats, but the paint eventually covered the

model's lower surfaces, rudder, ailerons and elevators.

After masking the rudder and upper control surfaces—and tacking the cowl flaps in place—I sprayed a coat of gull gray over the upper surfaces. I free-handed the demarcation line on the cowling, to simulate the one place on the *Skyraider* that had a soft break between the colors. I made a mixture of chrome silver and white and used this to simulate the corrogard on the leading edge of the wings, a process that required quite a bit of masking. I brush-painted the three dielectric antenna covers on the outboard wing panels with a mixture of brown and yellow paint. The two diamond-shaped covers were originally for the APA-70 homing equipment system fitted to the AD-3N and -3Q, and the rounded panel covered the APR-9 waveguide. Since all outboard wings were built to identical specifications after the

AD-3Q, these covers were present on all subsequent SPADs, although there were no antennas behind them.

Once the paint was dried, I hit the model with a good, thick coat of Varathane to prepare the surface for decals.

At this point, another problem cropped up: despite being the

most famous aircraft from the most famous Vietnam War SPAD squadron, Papoose 409 has never been portrayed in decals! This turned my project into a learning experience. Last year, Dave Sampson wrote an article in the Styrene Sheet about making one's own decals, and this helped out greatly.

The book *U.S. Navy Carrier Markings, 1964-1973* includes a profile of Papoose 409, including a detail of the unique kill marking applied to the airplane. Photos of the plane revealed that the nose modex number was slightly larger and more squat than ordinary nose numbers.

I had a decal sheet with the number "402," so I took this and the kill marking detail and enlarged them by 400 percent on a copy machine. I took these blow-ups and scanned them into my computer. Using the scanning program, I altered the images bit by bit, taking out the thunderbolt from the kill marking and altering the modex to make the "4" in "402" more elongated and turning the "2" into a "9." When I printed this out, I reduced it to about the size I'd need for the model. I ran the printout through the copier to get a template showing where to position my decal film.

Earlier, I painted Future onto a sheet of clear decal paper and allowed it to dry. I cut the sheet into several pieces and taped them to the positioning template. Then, I ran this piece through the copy machine. It took several passes to get satisfactory results, but ultimately I ended up with two "409's" and a kill marking that would work. These were painted with a second coat of Future to seal them.

From there, things went fairly simply. I used *SuperScale* decals for the tail markings, mission markings, wing modex, data stencils and national insignia. *ModelDecal* sheet #8 provided the "USS *Intrepid*" / "Navy" / "VA-176" legend, and my own home-made nose numbers went on the cowling. I used extra red decal material to make a tiny red thunderbolt (from a rectangle and a triangle) for the kill marking. The small home-made kill decal went over this thunderbolt and completed a most convincing kill marking.

I added the exhaust stains behind the cowl flaps with pastels. Another coat of Varathane sealed the pastels and prepared the model for further weathering, which was accomplished with a wash of dark gray watercolor paint. The centerline drop tank was always streaked with oil; to replicate this, I put small drops of thinned black paint atop the tank, and blasted the drop with the airbrush, blowing small streaks of "oil" back along the tank.

The landing gear was added at this point. I painted the

*Kendall* wheels tire black with white hubs, which were liberally washed with a mixture of dark paint. The landing gear struts lock firmly into place, as do the retraction struts. The *Eduard* set includes a brass parts to add detail to these struts; I also added drag links made from telescoping tubing and brake lines made from brass wire. At this point, I also painted and added the tail wheel and the tail hook, which benefited

from an *Eduard* brass tie down. The gear doors fit easily into place to complete these assemblies.

The little details came next. I used a small bit of airfoil-shaped styrene to depict the white light fairing on the plane's spine, and a piece of stiff guitar string was bent and added to replicate the canopy guide rail. The propeller was painted black, with white tips in front and yellow in back. I added red decal

stripes to the tips on the front of the props, and the kit's data decals finished off the propeller.

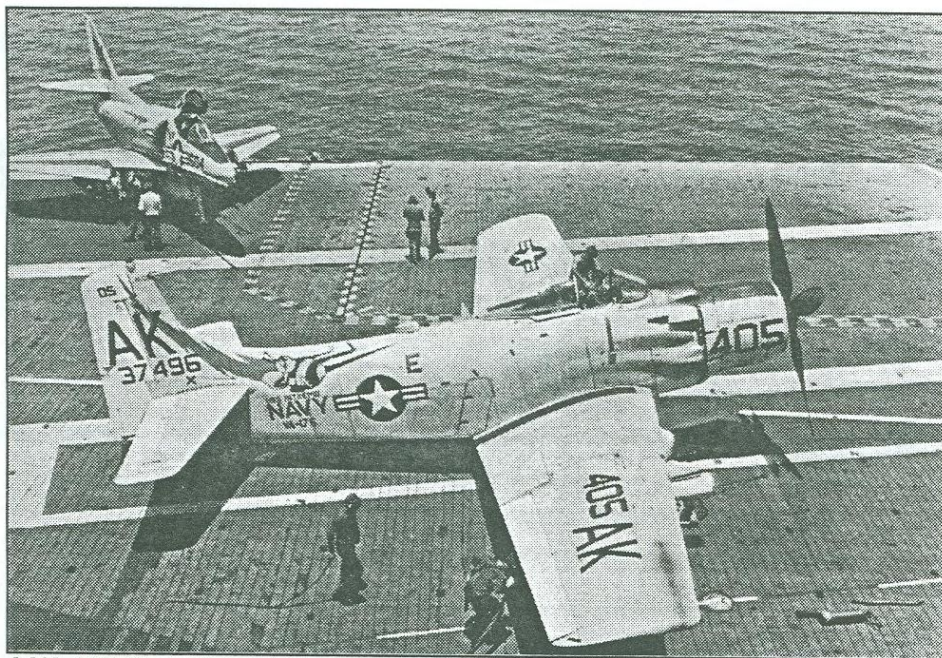
I used two sizes of telescoping tubing to replicate the cannons, and drilled holes in the wings to accommodate them. The cannons were slightly staggered on the wings, with the outboard cannon on the centerline and the inboard cannon slightly above the centerline. Once in place, the cannons were painted black and the ends of the barrels were wiped to reveal bare metal, giving the illusion of a weathered gun.

On went the drop tanks and the Zuni pods; the Mk. 82 bombs had bits of very thin wire tied around the fuse and attached to the electrical connectors molded into the wing; these wires are used to arm the bombs' fuses when the bombs are dropped from the plane.

Small holes were drilled in the wingtips, and bits of stretched clear styrene were glued into them. I held the clear styrene close to the flame of a candle, causing them to "mushroom" into properly-shaped wingtip lights. Clear red and green paint finished the effect off. A bit of 5-minute epoxy dyed red with food coloring went onto the tail-top beacon.

I added the kit gunsight and glued the photoetched mirrors and handles to the sliding canopy and glued it into place. To finish things off, I painted the two-piece control column and, with the aid of tweezers, glued it to the cockpit floor.

Despite the brief hang-ups in my particular project, the end result was a model that embodied the pugnacious SPAD to a tee—chunky, dirty and loaded for bear. If you want to build a model that falls together and lets you add to the model whatever level of detail you wish, this SPAD is for you.



**A VA-176 Skyraider prepares for launch aboard the U.S.S. *Intrepid*, the Navy's first all-attack carrier. Note the Skyhawk at rear, another Ed Heinemann design.**

**In this month's club contest, it's time to go for the horsepower!**

# '60s Muscle

**Mean cars, *Skyraider*, *Super Sabers*... Any symbol of '60s power!**

***and, in a more thematic vein...***

## BEWARE THE IDES OF MARCH!

**Roman Numerals!**

**(as in *Spitfire XIV*, *Panzer IV*, *Mach II*,  
*HMS King George V*, *Richard the III*...)**

**And coming up...**

**April: Squadron Hacks (any kind—SNBs and T-45s, captured birds—  
use your imagination!)**

**May: NATIONALS SNEAK PEEK**

**June: NASCAR / Choppers (bikes & copters)**

**July: Straight Wing Jets**

**July 98: Area ruled (F-102, Chargers, all Mopars, )**

**August 98 : NATS LOSERS CONTEST (Home Of the Plastic Whipping)**

**September 98: Air Racers**

## In next month's **STYRENE SHEET**

**Laramie Wright takes a look at  
*Pavla's* kit of the Nieman R-10**

**Brad Chun gives a blow-by-blow  
account of building a 1:48 Fw 189**

***Tamiya's* F4D *Skyray*—let's take a  
look!**

**And more!**

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

## **STYRENE SHEET**

**Write to:**

**Silicon Valley Scale Modelers, P.O. Box  
361644 Milpitas, CA  
or, by E-mail, to bucholtzc@aol.com**

## **CONTEST CALENDAR**

**April 4: HobbyTown USA's annual Spring  
Contest**, at the Milpitas HobbyTown, 1350 S.  
Park Victoria Dr. in Milpitas. For more informa-  
tion, call (408) 945-6524

**June 7: IPMS Silver Wings Summer Contest**,  
at the Ramada Inn, 2600 Auburn Blvd., in Sac-  
ramento. For more information, call Scott Bell  
after 6 p.m. at (916) 428-7217.

**July 1-4: The 1998 IPMS/USA National Con-  
vention and Contest** at the Santa Clara Con-  
vention 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.

**August 9: The 1998 IPMS Region IX Con-  
vention and Contest**, hosted by IPMS Mt. Diablo at  
the Holiday Inn, 1000 Fairgrounds Drive, in  
Vallejo. Theme: Over 150 Years of Bay Area  
Naval History. For more information, call Chuck  
Speir at (707) 645-0231 or check the IPMS Mt.  
Diablo website at [www.ipms-mt-diablo.org](http://www.ipms-mt-diablo.org).

# FEBRUARY MINUTES

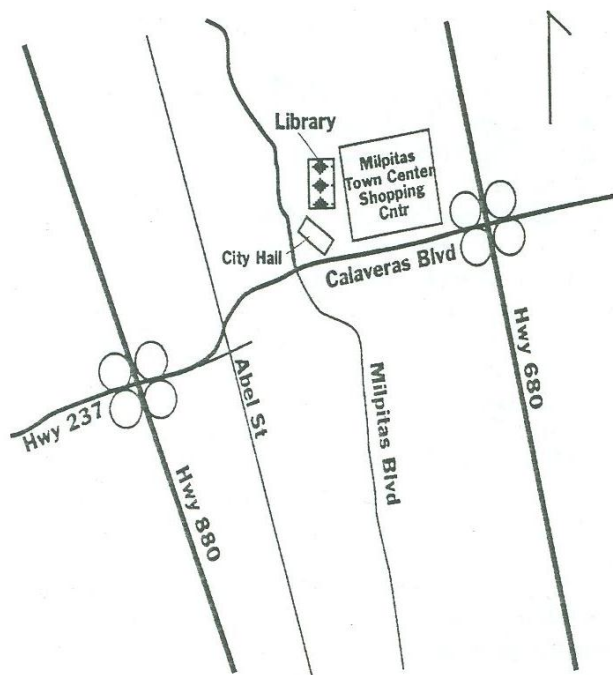
February's meeting included news of a new group started by Ken Miller and Ken Durling that will focus on modeling civilian aircraft subjects—for a long time a most neglected category but one that has been making a resurgence. The group has met in the same location SVSM meets in; stay tuned for news of its future meetings and activities.

Also, the '60s Muscle contest has been delayed until March, giving more of us a chance to complete and compete!

Don't forget—March is the month we hold our elections for club officers. If you have an inclination to hold an office for the next year, bring your hat to toss into the ring on March 20.

In model talk... The article Joe Fleming wrote in this issue about the Tiger I isn't just an exercise in research, as his two under-construction Tigers prove. These super-detailed vehicles have 160 scratch-made parts in just the cupolas—not to mention the rest of the tank. Joe's also providing air cover for his armor; he's building a *Hobbycraft* Bf 109E-1 and a *Hasegawa* Bf 109E-4, both in 1:48, and both with aftermarket canopies from *Squadron*. Cliff Kranz had two very large semi-tractors on display, 1:16 monsters from *Monogram*, including one model he'd finished just that day. Cliff contends that, try as he might, he just can't build these trucks stock! Cliff also did a fine job of rehabilitating a *Revell* 1:32 P-38 *Lightning*, which suffered a fall from the rafters but has returned to its earlier glory. Chris Bucholtz is working on the masters for a resin interior set for a BAe *Jet Provost* trainer; he has the rear bulkhead done, and he's borrowed ejection seats from *Aeroclub*. The trainer's also been re-scribed and readied for assembly. Mark Hernandez is converting something that never existed—he's adding a third seat to a resin Arado Ar E.583, to make the model more closely resemble the paper plans. Jim Lewis had last month's cover girl, "Nancy" the 2 1/2 ton gun truck. This model was also best of show at the Kickoff Classic! Peter Wong took the old *Esci* M-48 Patton kit and painted it in the colors of the Jordanian Army, using photos from an "In Action" book; Peter added a cast texture to the model by hitting it with a citrus-based paint remover before painting. Chris Hughes is working in Mark Hernandez' territory with his Panther artillery observation tank, based on the *DML* kit; Chris has added *Eduard* photo-etched parts to detail this "Wehrmacht 1946" subject. Toby Martin improved the bad fabric detail on his *Revell* Nieuport, but he had a better time out of the box with his 1:72 *Airfix* Sopwith triplane—sort of. Toby said a jig of some sort would make aligning the wings on these planes much more easy and enjoyable. Toby finished the Sopwith in a Middle-Eastern paint scheme. Ken Miller put a pro-SVSM message on his snap-together Goodyear Blimp; he says that creating the message took longer than building the kit! Ken also displayed the results of his ambitious *Flying Boxcar* conversion project, a C-119 firebomber with an add-on jet engine atop the fuselage. This model won best firebomber at the Kickoff Classic. Kent McClure put his Massachusetts Scale Models 1970 Can Am March on wheels, and took over from his son (to a point!) on a *Arii* 1:144 Robotech figure in "guardian" mode. Kent is also building another anime subject, what he calls a "walking thing." Speaking of fantasy

subjects, Dennis Donovan said that taking a break from reality is a good way to get over Advanced Modelers' Syndrome, and his Warhammer 40,000 APC is proof of what you can do when you're having fun. Laramie Wright used *Tamiya*'s 25-pounder British howitzer, *Eduard* brass parts and a bit of scratchbuilding to create a convincing North African artillery piece. Laramie also used an *Italeri* turret, *Tamiya* hull and tracks and some other parts to create a lovely Sherman from the 12th Armored Division in an unusual black-and-green paint scheme. Jim Priete is building an *Esci* F-100D *Super Sabre*, which may become his first natural metal model; he says the kit fits very well, except for the nose ring. Jim also brought in a couple of new kits, the *FineMolds* A7M1 Reppu and the Chapparral 2D racer. Ken Durling's latest project has afflicted him with AMS; he's building a model of the C-54 operated briefly by the Santa Fe Railway's short-lived airline. This has required him to modify a *Heller* C-118 to a C-54, add *Engines & Things* radials, and make his own decals, using railroad decals as a basis. Ken is also spending time with an easier kit, an *Aircraft Models* DeHavilland *Albatross*, which he says fits beautifully. Roy Sutherland said that sanding and preparing the wing roots of his *Hasegawa* 1:48 *Spitfire* V saved him a lot of time in assembly. Roy also discovered that Durham's Water Putty is ideal for making bases, especially for such things as his *Horizon* Tyrannosaurus Rex. Ben Pada's going through his new *Monogram* Me 410 like a shot—he won the model just a week before at the Fremont Hornets' raffle! His *Hasegawa* P-47D bubbletop wore decals from *Aeromaster*, featured a cockpit from *Jaguar* and landing gear from *Tekniks*. As if to show that he's not all about aftermarket details, Ben built *Hasegawa*'s Raiden straight from the box, and his *Tamiya* Bf 109E-3 is nearly stock. This white-nosed Messerschmitt was finished with *Gunze Sangyo* paint and decals from *Three Guys* and *Aeromaster*. Mike Braun's award-winning *Tamiya* He 219 was perched owl-like on the table, next to his decidedly non-German *Accurate Miniatures* TBM *Avenger* in Atlantic patrol colors. Mike built this model straight from the box and painted the canopy using *Easy Masks*. Marc Wilson is turning a *Revell* LAPD Camaro into a street car, and he's working on a Pro-Street Beretta that he says is "crappy" and doesn't fit. Somehow, one thinks, Marc will MAKE it fit! Marc's also made startling advances on the new *Hasegawa* A-3 *Skywarrior*; despite some ejector pin marks in very bad places, Marc says this kit looks like a "Whale." Chris Bowman's 1:48 fleet has grown, with a *Tamiya* Bf 109 reaching completion, thanks to a *Hasegawa* canopy, and an *Otaki* *Hellcat*'s construction being completed in the colors of the U.S.S. *Princeton*'s tiger-mouthed VF-21. Dave Balderrama wanted a fun slam project, so he picked *DML*'s 1:144 F-117 Stealth Fighter kit and turned it into a tiny but impressive model. And the model of the month goes to... Ken Durling's SBD-3, built from the *Accurate Miniatures* kit and detailed with a *Kendall* engine, new seat belts, compass and oxygen system and twin .30-caliber machine guns in the rear seat. Ken finished the model in the markings of *Enterprise* Air Group CAG Wade McCluskey, one of the heroes of Midway!



Next meeting:  
**7:30 p.m.,**  
**Friday,**  
**March 20**  
at the Milpitas  
Public Library  
**40 N. Milpitas Blvd.**  
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