

## Scouting around *Tamiya's* new M8 Greyhound

By *Bradley D. Chun*

During World War II, the M8 Greyhound served at the United States' most widely-used armored car. Used primarily as an escort and reconnaissance vehicle, the six-wheeled vehicle's light weight and speed made it very maneuverable, and it served in every theater of the war.

Development of the M8 began in 1941. The Ford Company test-drove the first prototype in June, 1942, and the vehicle reached front-line troops starting in the spring of 1943. Originally intended to serve as an armor support vehicle, the vehicle was fast and quiet, making it an ideal choice for the reconnaissance mission. The Greyhound had a Hercules JXD rear-mounted water-cooled engine with a horsepower rating of 100bhp at 3,000 rpm driving a five-speed gearbox (4 forward and 1 reverse). The combination of the six wheels and engine configuration made the Greyhound a very stable vehicle, with a maximum speed in excess of 55 mph, and a range of 350 miles.

The steel plate armor on the body ranged from 19mm to 32mm thick. The open-topped turret also had 19mm thick armor. The M8's main weapon was an M36 37mm gun and an M70 gun sight/telescope system, with a coaxially mounted .30-caliber machine gun. A turret-mounted .50-caliber machine gun was added for anti-aircraft defense; in the later M8E1, this gun was installed on a skate-ring mount. The interior of the Greyhound was able to store up to 80 rounds for the cannon, 400 rounds for the .50 cal M2 machine gun, and up 1,500 rounds for the .30 cal machine gun.

Over 8,500 M8s were produced from March 1943 to April

1945. Greyhounds were primarily deployed in Europe, although some also served in the Pacific. The M8 was also supplied to the French and British, who gave the M8 the nickname of "Greyhound." Many countries continued to use the M8 Greyhound well after World War II.



**The speed and agility of the M8 Greyhound made it the premiere American scouting vehicle of World War II.**

Until recently, 1:35 scale models of the M8 and M20 were limited to the releases by *Mono-gram* in 1:32 and a resin 1:35 M8 Greyhound by *ADV/Azimet*. *Mono-gram* re-released their M20 in the SSP program a few years ago, and they have all but disappeared from hobby shop shelves. In the mid-to-late-'60s or early '70s *Tamiya* had a 1:35 scale M8 Greyhound, but that kit has become very dated as the hobby has ma-

tured. *Tamiya* has finally come to the rescue of armor modelers by releasing a new-tool M8 Greyhound. After seeing the built example at the IPMS National Convention, I knew I had to have one these! This release follows a trend that *Tamiya* has recent started by recently releasing a new-tool Kubelwagen, Schwimmwagen, Jeep, and 2 1/2-ton truck.

At least *Tamiya* isn't following the trend of *Revell-Mono-gram* when it comes to packaging their kits. *Tamiya* is still packing their kits in sturdy two-piece boxes and not the flimsy, flip top, clamshell, one-piece boxes. The kit is packaged in typical *Tamiya* fashion. Inside the kit the modeler will find an instruction sheet, four bags containing six sprues of injection molded parts, and a decal sheet.

The kit consists of 210 parts in the usual olive drab plastic, plus a length of string/twine for the tow cable. All the parts are crisply molded, with no flash to be found anywhere. The

**Continued on page 6**

# EDITOR'S BRIEF

Angelo Deogracias, Mike Burton and your editor made it to two contests in SOUTHERN California in the last 30 days—OrangeCon and the Antelope Valley Group's contest. On both occasions, the long drive was more than rewarded by friendly folks, gracious hospitality and fine modeling, and demonstrated what contest-going is supposed to be about.

OrangeCon drew over 400 models and featured a very large vendor room, making it resemble a true regional event, which it was! After we spent the day gawking at *Spitfires*, *Bearcats*, *Hurricanes*, *OH-6As* and *Skyraiders* at the Museum of Flying in

Santa Monica, Nat Richards and his crew joined the three weary travelers for refreshments in the hotel bar on the eve of the contest. We discussed a number of topics—most of which focused on modeling. Among them: Nat has an idea for a hobby shop/lingerie bar that could revolutionize the hobby industry, but he doesn't think that lenders will appreciate his vision. Alas...

The event itself featured a great array of beautiful figures, many top-flight automobiles and a tough lineup of 1:48 prop-driven aircraft. We didn't judge, but it's not hard to imagine the struggle the judges went through to pick the winners. There was a delay during the awards ceremony (nothing we here at SVSM aren't familiar with!), but things went exceedingly smoothly. One highlight was a talk by John "Brownie" Brown, a veteran of the Eagle Squadron who went to the U.K. to fly and fight against Hitler long before the U.S. entered the war. While your editor managed to restrain himself in the vendor room, he did buy a print offered by the RAF Charitable Fund of Brown sinking a German minelayer in his *Spitfire V* after chatting with the pilot. Brown told your editor about one of the most noticeable differences between British and American-made planes to a pilot was the interior paint. British paint had an odor, but not a strong one, but American paints in new planes gave off fumes that could almost knock a pilot out unless he kept his oxygen mask on! Peter Greathouse, IPMS/Orange County's president, gave his own first-hand account of the Battle of Britain; as a child, he watched the air battles by day and heard the bombs by night. All in all, OrangeCon was a terrific show, and Nat, Peter, James Woody and the rest of the guys deserve a Bravo Zulu for putting on such a great show.

The three of us—plus Robin Powell—made a suicide one-day drive-and-back trip of the Antelope Valley show, and again, the people there made the event for us. The tables had more models than last year, and the awards were simply beautiful, showing that a club doesn't have to be big or hail from a big city to put on a first-class show. The best of show was a diorama called "Which Way to the Front?" featuring a Tiger I at a North African oasis. Other standouts were a mostly-disassembled Gotha Go 229 in 1:48 and a spectacular model of the Disney *Nautilus* from *20,000 Leagues Beneath the Sea*. Aviation author Frederick Johnsen gave a talk during the judging, which helped the judges do their work without having to compete with spectators, and he also brought video tape from the Edwards Air Force Base library illustrating everything from the P-59 to the X-38. Johnsen also brought the restored cockpit area of a PB4Y-2 *Privateer* he had recovered after the aircraft was expended as a drone. Again, the hospi-

tality of Nick Kiriokos, David Newman and the rest of the crew made the show a lot of fun for us three northerners (and one Brit).

The only downside to these two weekends was that only one member of IPMS/Orange County was present at the AVG contest, and that caused some hurt feelings since the AVG had moved its event's date to accommodate OrangeCon. This illustrates why it's so important to support other clubs when they put the effort in to hold what are essentially parties for their fellow modelers. If you enjoy them, attend them or else you won't get a chance to in the future.

That being said... Please note that our contest is coming up in February! Thanks go to Laramie Wright, who has sponsored a special award; other sponsorships are welcome. In the meantime, start getting ready—with the nationals behind us, you may see a lot of very inspired modelers at the Sixth Annual Kickoff Classic!

A program note: Don't forget that it's once again time for the Veterans Hospital Model Drive. This year, Frank Beltran is heading up our efforts. If you have a model or two on your shelf that you aren't going to get to—maybe something you won in a raffle and didn't want, or an impulse purchase that wasn't based on what you really like to build—bring it to the meeting this month or next month. If you don't have any kits to spare, you can still help out by donating money for the purchase of snap-together kits. This month, we'll be auctioning off some rare and offbeat kits, so bring a bit of cash and be aware that the money you bid will go to help a veteran rebuild his life. The kits are used in rehabilitation and in the recreation services for veterans who may be bed-ridden and need a break from T.V. You enjoy modeling—help spread that enjoyment to the men in this facility. After all, these veterans gave so much for the rest of us—the least we can do is give a little bit back to them.

That's all for now! Gotta go stick gear doors on an A-36...

—The Editor

## CONTEST CALENDAR

**December 5: 1998 Holiday Classic**, sponsored by IPMS/Silver Wings (Sacramento). For more information, call Scott Bell at (916) 428-7217 or e-mail him at [snjmodprod@aol.com](mailto:snjmodprod@aol.com).

**February 13/14: NNL Western Nationals and West Coast Model Expo**, at the San Mateo County Fairgrounds. For information, go to [www.zoomie.com/nnl.html](http://www.zoomie.com/nnl.html)

**February 28: 1999 Kickoff Classic Model Contest**, sponsored by Silicon Valley Scale Modelers. at the Milpitas Community Center. Theme: "Gone But Not Forgotten." For more information call Chris Bucholtz at (408) 723-3995 or e-mail him at [bucholtzc@aol.com](mailto:bucholtzc@aol.com).

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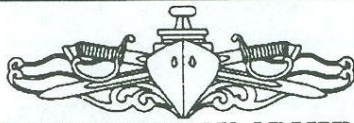
# Building better *Sumner* and *Gearing* destroyers

As World War II destroyers go, the U.S. Navy's *Sumner* class (an improved version of the *Fletcher* class with an almost-unchanged hull) and the longer *Gearing* class were arguably the most aesthetically-pleasing ships of their type. A single-deck with a high sheer forward, following the *Fletchers'* look, but with a thick, compact bridge, they had a beefy, powerful look. They packed more punch, with six 5-inch, 38-caliber main guns mounted in twin turrets, plus a large variety of 40mm bofors anti-aircraft guns.

If a modeler ever thinks of doing a ship model for a change of pace, a destroyer offers a good choice because the cost factor is less than for a battleship, both financially and in terms of time and effort invested. I've done a few destroyers (mostly *Fletchers*) and finally went looking for a *Sumner*. There are three kits to choose from for this class (excepting any garage industry kits that I haven't yet seen). *Skywave* and *Albatross* both make *Sumners* and *Gearings* in injected plastic, and *Bureau of Small Warships* makes both in resin. I had already bought both of the *Albatross* kits at \$7 apiece when the other two manufacturers offered theirs. The resin kits sell for \$26; the *Skywave* items have an incorrect shape in the hull. The few mistakes in the *Albatross* kits seemed repairable, so I stuck with them.

From here on, all of the kit changes will apply to both the *Sumner* and the *Gearing*. *Albatross* lost the shape of the hull at the bow; it has what is known as a clipper bow, looking more like a modern *Spruance*-class destroyer with a pronounced outward "nose" (see figure 1). The correct way to straighten out the bow and maintain the true scale length is to add a plastic strip to the "cutting edge" of the bow and putty in the proper shape (see figure 2). Naturally, I chose the easier way of sanding back the deck level until I had the correct profile, followed by rounding and tapering the deck to a point. Finally, the inside curve was sanded the natural shape of the

base and the deck for a natural transition. So my *Sumner* will be two scale feet short; if you don't tell the judges, then I won't either!



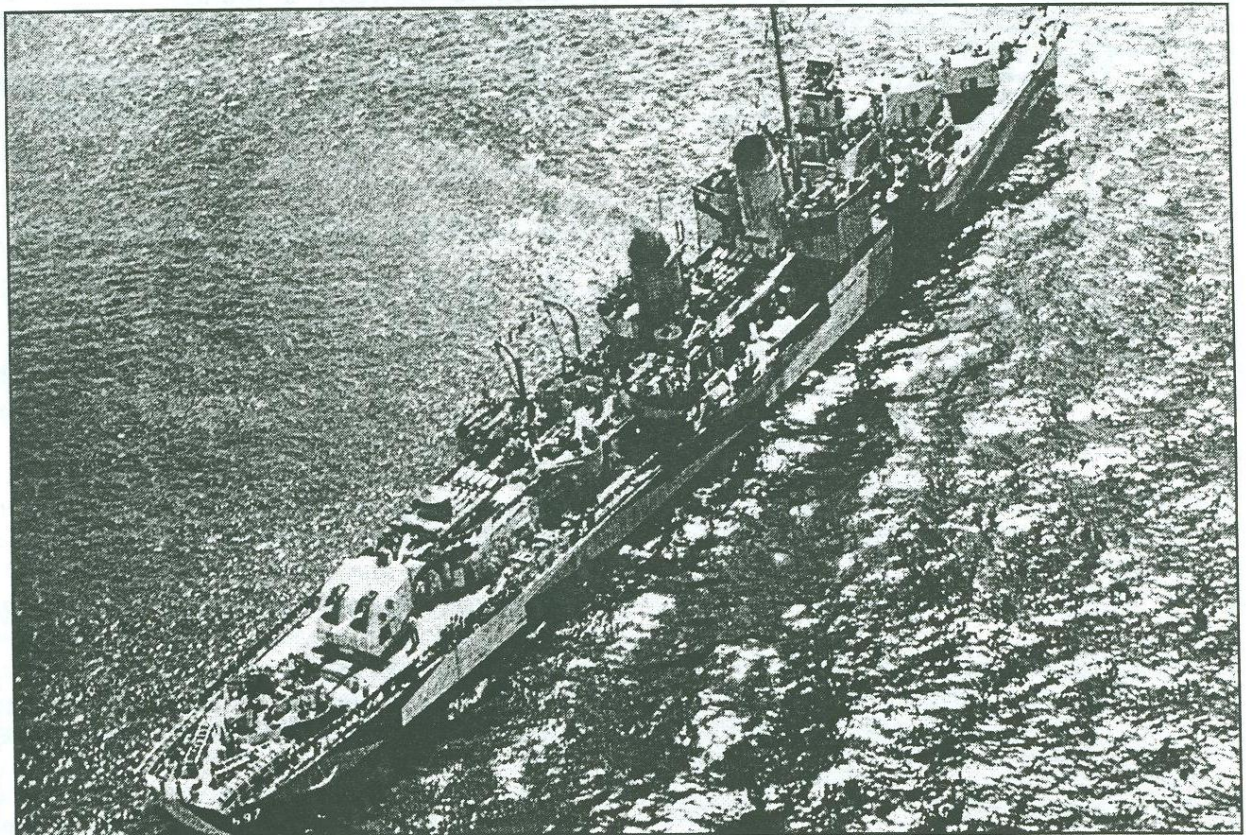
**THE HAZE GRAY ADMIRAL**  
**Bert McDowell**

The rest of the hull shape (primarily the hull sheer) is satisfactory, so I let it alone. However, cast on the hull is the 02 level or deck house, upon which sits the stacks and bridge. Figure 1 shows the deck house on the kit; figure 2 shows the deck house following the sheer of the hull, as it should

be. This will be a more bothersome correction.

Add a .040" shim atop the hull deck house at the front to raise the 02 deck (part #3) and continue it as far back as the middle of part #3. Taper the shim down to meet the top of the kit's deck house as in figure 3. I tried a gradual taper to agree with the hull sheer by using .030", .020", etc., to minimize some of the sanding (which worked surprisingly well!). Just follow the gradual curve of the hull. This of course, raises the bridge base (part 3) also, which is good news and bad news. The top of part #3 must now be sanded level (again, see figure 3) in order to keep the bridge level. Perhaps the kit designers thought the captain would become too fatigued climbing uphill all day! In any event, level it off.

I bet you thought the rest of the kit assembles according to the instructions, right? Gotcha! The kit's details are relatively correct, but I wanted to thin the gun pot walls (gunwales) and add different 40mm gun sets from *Skywave's* kit #E-6 or #E-9. The guns are larger than the space allowed so I removed the gunwales down to the deck and added .010" strip around the outside following the existing shape of the base. This was



**Charles S Sperry (DD-697) in August, 1944, resplendent in Measure 31, Pattern 9 camouflage. The arrangement of the 20mm and 40mm guns provided maximum fields of fire against attacking aircraft.**

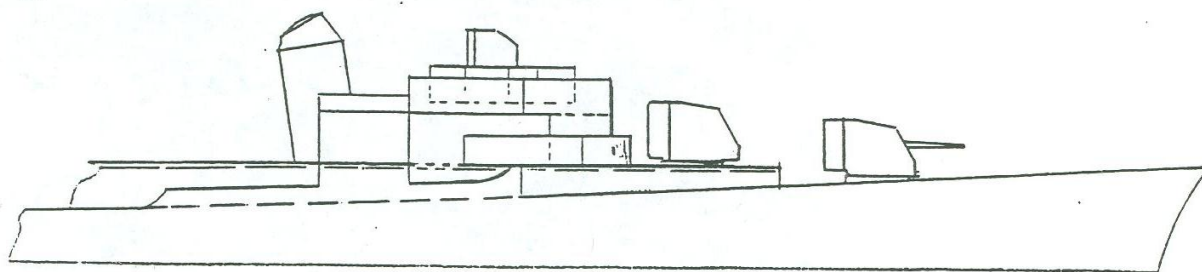
It's relatively easy on the rear deck house roof (part 2) but more difficult on the bridge level/rear of part 6. The two 40mm pairs reside in boxes, which should be a seamless continuation of the lower part #3. Fortunately, the upper part has a taper (probably due to casting requirements) but should be vertical, so upon assembling parts 3 and 6, the slight overhang can be cured by a touch of putty to make it vertical.

Once I found that all this nonsense worked, I finished cleaning up the hull before assembling the deck house roofs and stuff. Cleanup consists of removing the cast-on depth charge racks at the stern and the depth charge throwers on each side. What for? So I could use photoetched brass, of course! This is why Tom's Modelworks set #701 was created: to replace parts 14 (prop guards), 17 and 19 (radars), 22 (20mm guns), etc. Part 12, the mast, was also replaced with .0285" brass rod.

The rest, as they say, is history. Choose your paint scheme carefully; there were three different bridge configurations and the *Albatross* kit, though of the *Sumner* class, is not the *Sumner* herself. There are two books that may help sort out just which ships you can do with this kit. *Fletcher, Sumner & Gearing Class Destroyers in WWII* by Jeff Herne explains the bridge differences quite well, and an appendix shows which ships wore which camouflage scheme. Also, you might look into *USN Destroyers of WWII In Action* by J.C. Reilly, Jr., which may cover more of the subject than you might want, but is nevertheless a good treatise of destroyers.

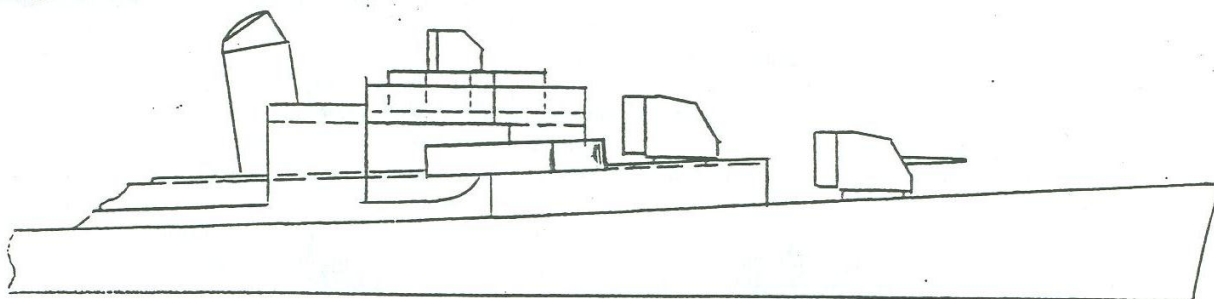
One last point: the *Albatross* 5-inch twin mounts are the closest to accurate I have found in 1:700. They are missing the range finder "ears" detail on the sides, but are heads and shoulders above the Japanese kits, which for the most part don't capture the right look.

**Figure 1**



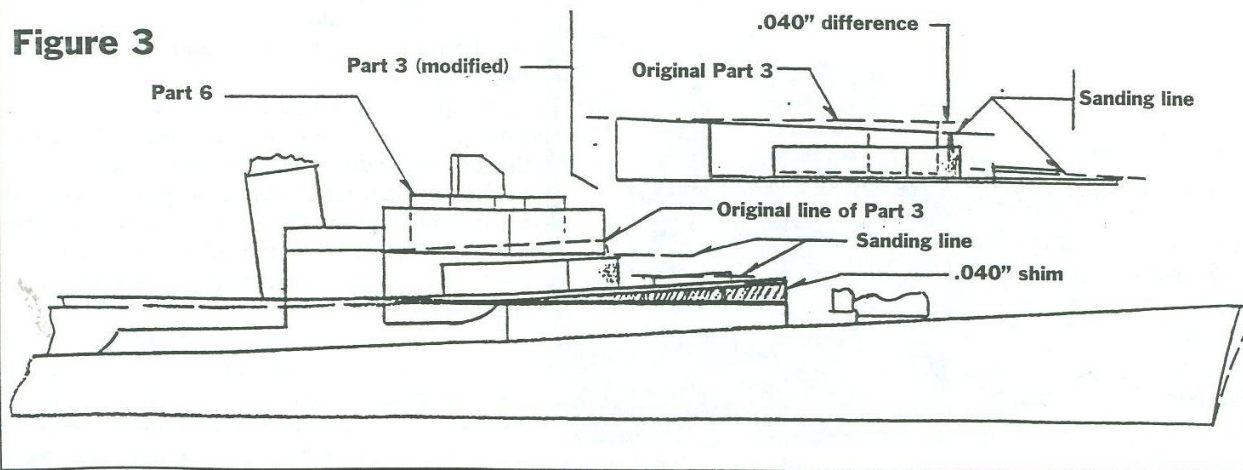
Original kit arrangement by *Albatross*

**Figure 2**



Actual arrangement on bow of an O2 level—both ships

**Figure 3**



The rotor blades is a separate piece for those of you who are crazy enough to put together a *Seahawk* powerplant. This could make for a nice hangar deck diorama! However, *Italeri*,

If you are interested, I have photos of an SH-60B from HSL-47; just give me a call a few nights before the next meeting and I'll get them to you. Ask for Geoff at (408) 739-7244.

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# Rolling recon: taking a look at *Tamiya's* M8

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molding is what we have come to expect from *Tamiya*, with crisp detail everywhere. The kit includes one sprue of "unique" parts, one sprue for general hull parts, two sprues for wheels and drive line, and a separate eight piece .50 cal M2HB machine gun, which if offered alone could be an aftermarket kit itself. As one might guess, the sprue containing the "unique" parts include the turret and its related components. The "hull" parts sprue contains all the parts related to construction of the hull. The duplicate sprues include the tire/wheels, leaf springs, ammo, land mines engine hatches, grab handles, headlights and headlight guards, etc. One figure of a GI peering through his binoculars is included, and he is molded up to the standard as the latest *Tamiya* figures.

Since the upper hull section, turret ring and driver's compartment are separate pieces, it could be that *Tamiya* has plans to produce an M20. If not, hopefully a conversion will be produced by an aftermarket company, or for those who can't wait, even scratch-built by the modeler. The kit is also molded with engine compartment hatches, but no engine is included (hopefully *Jaguar* will come to the rescue here). The wheels also have brake drums as separate pieces which hold the poly cap connecting the wheels to the axles. There are also a number of small ejection pin marks on some of the parts, most notably the inside of the front hatches, turret walls, and interior parts. Since they are small, they can be easily removed with sandpaper.

Steps 1 to 4 cover the construction of the lower hull section and suspension. The center portion of the lower hull is a separate piece to allow for detail on both sides. The drive train is also one-piece (this is becoming a *Tamiya* trademark) allowing precise alignment of the drive train. Added to this part are the insides of the differentials, steering arms, springs, and

shock absorbers.

Steps 5 and 6 illustrate the construction of the lower hull interior. This deals with the rear and side bulkheads, front seats and gearshift lever. Included is an excellent driver's



An M8 at the head of a mechanized column stops to assess the situation. Note the .30-caliber machine gun mounted on the turret.

instrument panel with raised detail, which will look great with careful painting. Note that the two front seat backs are of different shapes, and be careful to install them in the correct locations. Also included are a fire extinguisher and radio for left side sponson. A few details can add to the interior. I plan on adding the driver's accelerator, brake and clutch pedals from sheet styrene and wire, and a hand brake lever from stretched sprue. I also need to find two M1 carbines and install them in their racks on the front sidewalls. These can be seen through the large hull hatches. The interior is flat white, but the inside of the upper hull around the two front hatches is colored olive drab, and not white, though this is not indicated in the instructions.

Step 7 deals with gluing the upper and lower hull sections together, along with the engine bay doors and the insert for the turret ring and driver's hatches. Before gluing the hull sections together, you must open up the locating holes for the pioneer tool storage. There are a couple optional holes; could this be for the different pioneer tool storage positions on an M20? The holes to be opened on the M8 are indicated by small arrows on the inside of the hull top. Dry-fitting of the hull sections shows the join to be very good, and it looks as if no filler will be required.

Step 8 is the assembly of the wheels. Assembly is straightforward, as the separate brake drums trap the poly cap to the main wheel section. The modeler will have to remove a mold line around the center of the tread pattern with sandpaper; light sanding of



The nimble M8 was a useful scouting tool, even in urban battlefield situations.

the edges of the tread pattern will also remove the sharp edge and give a realistic, worn appearance to the tires.

Steps 9 through 11 direct you in the attachment of the details to the hull. They include the headlights with guards, lifting lugs, rear engine deck handles, and other small items. The modeler is given a choice of either mine racks or storage boxes on the hull sides. The majority of the reference photos I have seen show the mine racks, so I'll probably fit these. If you are going to fit the wheel fenders, you will have to attach the

wheels at this point, since they can't be attached after the fenders are fitted.

The builder also has the choice of open or closed front hatches. I plan on leaving them open, and they will be attached after painting is completed. I don't foresee any problems with the fit of any of these parts, but most parts in this kit

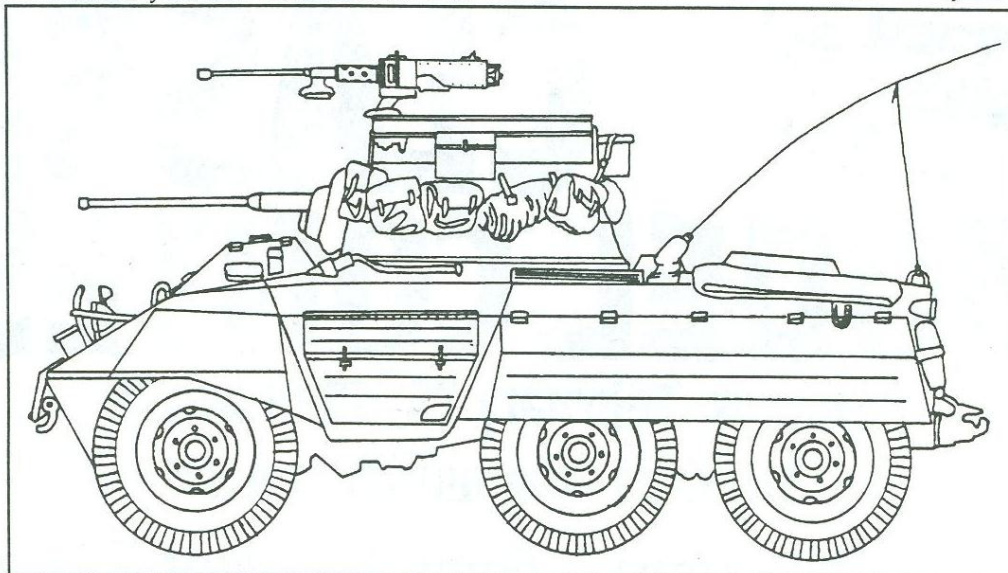
need to be handled with care as some, like the rear towing pintle, are very small and finely molded.

The construction of the turret is dealt with in steps 12 to 15. The turret is molded in two halves with nicely molded ammo racks on the inside walls. There are a few small ejector pin marks on the sidewalls, but these can be easily removed with sandpaper. The gun and mount are simply awesome. The main gun breech is molded in two halves, with a separate breechblock and barrel; this

is molded in one piece to eliminate a seam line. A nicely detailed guard frame is also added to the assembly. This assembly then fits in between the two-part gun mount, which also has a separate elevation mechanism. There is also a telescopic sight and a coaxial .30-cal. machine gun. This whole assembly is then slipped into the opening in the turret front to which the outer mantlet is attached. The outer mantlet is nicely done with subtle surface detail to include the casting numbers. The turret ring and basket is molded in one piece—a nice piece of engineering in itself—with excellent detail on turret rotation teeth. Attached to the ring are the crew seats, traverse mechanism and mounting brackets. This assembly then fits onto the bottom of the turret. The modeler has the choice of attaching the gun mount to the turret top or the

turret gun ring. I plan on using the turret gun ring. The turret base has the mounting bases for two M1 carbines, which aren't included in the kit. I guess I need four M1 carbines, not two...

Step 16 is the final assembly. This deals with the attachment of the turret to the hull and the assembly of the figure. No other crew figures are included, but I'm pretty sure a number of resin figure companies will come the rescue. *Warriors* has an excellent M18 Hellcat crew, and maybe these figures could



easily be used for the M8. *Jaguar* has also released a set of M8 tires with snowchains attached for those wishing a winter setting for their M8s.

There are four decal options:

- The 4th Armored Division, 25th Cavalry Reconnaissance Squadron-Mechanized, Troop A, Spring 1945, Czechoslo-

## M8 Greyhound Technical Data

**Weight: 16500 lbs.**

**Length: 16 ft. 5 in.**

**Width: 8 ft. 4 in.**

**Height: 6 ft. 6 in.**

**Maximum speed: 56 mph.**

**Turning radius: 28 ft.**

**Maximum grade: 60 %**

**Armament:**

**1 x M6 37 mm gun: (ammunition: APC-M51B1 or M51B2; AP-M74; HE-M63)**

**1 x M1919A4 .30 caliber machine gun**

**1 x M2 .50 caliber machine gun**

vakia

- "Colbert," from the 2nd Armored Division, 82nd Armored Reconnaissance Battalion, C Company, 3rd platoon

- The 7th Armored Division, 87th Cavalry Reconnaissance Squadron-Mechanized, A Troop, Aug 1944, France

- Free French Army, 5th Armored Division, 1st REC, 5th Squadron, 2nd platoon, France, 1944.

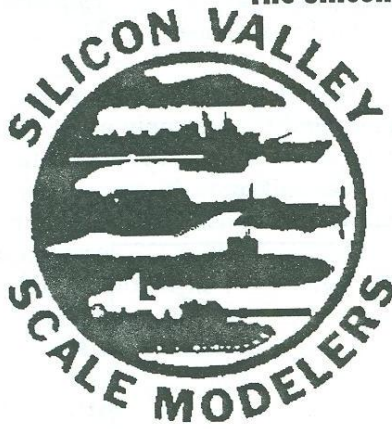
The decals are on the thick side. This might be due to the fact that six colors were

required for the French M8. Otherwise, the decals are nicely printed, and I found no problems with registration.

An excellent kit can be built straight from the box, but a few details, like adding a couple M1 carbines, drilling out the exhaust pipe and gun barrels and thinning of the head light guards, will improve the kit's overall appearance.

As you might have gathered, I am extremely impressed with this kit. It is molded and engineered up to the usual standards that we have come to expect from *Tamiya*. While the interior detail is good, there is room for additional detail to be added for those who want to accurize it. It is a welcome addition to the range of 1:35 scale Allied vehicles now being released and, as mentioned, it is hoped that an M20 variant will follow.

The Silicon Valley Scale Modelers present their sixth annual



# KICKOFF CLASSIC MODEL CONTEST

Sunday, February 28, 1999 at the  
Milpitas Community Center

**This year's theme: Gone But Not Forgotten**

*Special Theme Awards include:*

Arlie Charter Memorial (Best U.S. Army Air Force Pacific Theatre Aircraft)

Aayrton Senna Memorial (Best Competition Car) • Best Air Racer

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Best Vietnam Armor Subject (1945-1975)

Mike Williams Memorial (Best Sci-fi/Fantasy/Real Space Subject)

Best Of Show Senior (Ted Kauffman Memorial)

Best Of Show Junior (Bill Magnie Memorial)

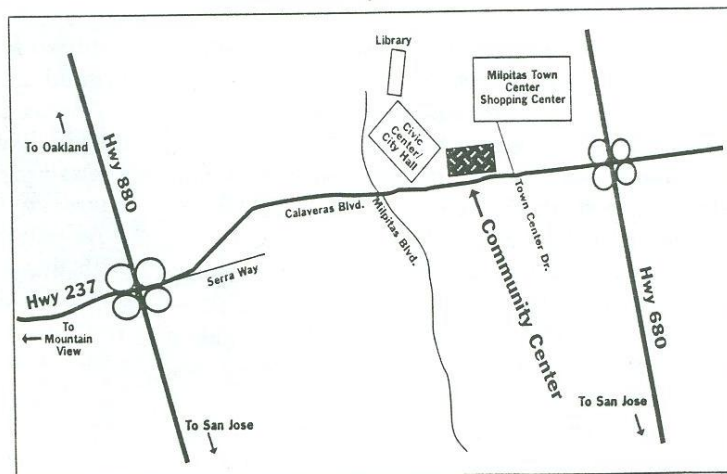
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## Categories

### Senior (18+ years)

- S1. Single Engine Jet or Rocket Aircraft, 1:72
- S2. Multi Engine Jet Aircraft, 1:72
- S3. Single Engine Prop or Turbo-prop Aircraft, 1:72
- S4. Multi-Engine Prop or Turbo-prop Aircraft, 1:72
- S5. Single Engine Jet or Rocket Aircraft, 1:48
- S7. Multi Engine Jet Aircraft, 1:48
- S8. Single Engine Prop or Turbo-prop Aircraft, Allied, 1:48
- S8. Single Engine Prop or Turbo-prop Aircraft, Axis, 1:48
- S9. Multi-Engine Prop or Turbo-prop Aircraft, 1:48
- S11. Jet and Rocket Aircraft 1:32
- S12. Prop Aircraft, 1:32
- S13. Biplanes, all scales
- S14. Rotary Wing Aircraft, all scales
- S15. Civil, Sport and Racing Aircraft, all scales
- S16. Missiles, all scales
- S17. Jet, Prop and Rocket Aircraft, 1:144
- S18. Military Vehicles, Soft Skin.. 1:35 or larger
- S19. Armored Fighting Vehicles, Closed Top, 1:35 or larger
- S20. Armored Fighting Vehicles, Open Top, 1:35 or larger
- S21. Self-propelled Guns, 1:35 or larger
- S22. Towed Artillery and Ancillary Vehicles, 1:35 or larger
- S23. Military Vehicles, All Types, 1:48 and smaller
- S24. Ships, 1:350 and larger
- S25. Ships, 1:351 and smaller
- S26. Automobiles, stock, all scales
- S27. Automobiles, Custom, all scales
- S28. Automobiles, Competition, Open Wheel, all scales
- S29. Automobiles, Competition, Closed Wheel, all scales
- S30. Space Vehicles, Fictional, All Scales & Types
- S31. Space Vehicles, Real, All Scales & Types
- S32. Figures, Historical, all scales
- S33. Figures, Fantasy and Fiction, all scales
- S34. Prehistoric Subjects, all types and scales

- S35. Out of the Box, all types and scales
- S36. Dioramas, all types and scales
- S37. Hypothetical Vehicles, all types and scales
- S38. Miscellaneous, all types and scales
- S39. Collections, all types and scales

### Junior (13-17 years)

- J1. Aircraft
- J2. Military Vehicles
- J3. Automobiles
- J4. Dinosaurs and Figures
- J5. Ships

### Sub-Junior (12 and under)

- Y1. Aircraft
- Y2. Military Vehicles and Ships
- Y3. Automobiles
- Y4. Figures

### Special Awards:

- H1. Ted Kauffman Memorial Award for Judges' Best of Show, Senior
- H2. Bill Magnie Memorial Award for Judges' Best of Show, Junior
- H3. Arlie Charter Memorial Award for Best U.S. Army Air Corps, Pacific Theater Subject
- H4. Ayrton Senna Memorial Award for Best Competition Automobile
- H5. Best Ed Heinemann-Designed Aircraft
- H6. Best Vietnam Armor Subject (1945-1975)
- H7. Mike Williams Memorial Award for Best Science Fiction, Fantasy or Real Space Subject
- H8. George S. Patton Award for Best U.S. Armor Subject, ETO
- H9. Tim Curtis Award for Service To SVSM

### Schedule of Events

- 9 a.m.-noon—Registration
- 11:45—Judges' meeting
- 12:30-2 p.m.—Judging
- 3 p.m.—Awards Presentation

### Fees

- Seniors: \$4 registration, \$1 per model entered
- Juniors: \$1 registration, .50 per model entered
- Vendors: \$30 per table

### General Rules

1. IPMS/USA rules and criteria will be used for this contest. No model may be handled by the judges. Model placement will be handled by the builder. SVSM invites members of other chapters in our region to participate by joining our judging teams.
2. The Contest Director will make the final ruling on all disputes during the contest and may split or combine categories based on the nature and number of entries.
3. No model that has won an award at an IPMS National Convention or at any Region IX contest prior to Feb.22, 1998 may be entered in this contest, but past winners are invited to place their work on display.
4. Out of the Box category (S35) is per IPMS/USA rules. Box art and instructions are not mandatory for this contest..SVSM appreciates the honor system, and would also appreciate these supporting materials if available to the contestant.
5. SVSM asks that all contestants keep away from judging teams during the course of the contest to ensure impartiality. Interference with judging teams by the contestants will be handled per IPMS/USA rules and could render the contestant's models ineligible for award consideration.
6. All model entries will be handled per IPMS/USA rules, and all work must be done by the entrant.

# The king of the Clippers: Martin's M-130

By Bob Miller

Mention the "Golden Age of Aviation," and what image comes to mind? Racers, perhaps, like the Gee-Bees, Weddell-Williams, or Mike and Ike, or Curtiss and Boeing biplane fighters. But browse magazines of the 1930s and another image catches your eye: the China Clippers, the great flying boats that carried the American flag and Pan-Am's winged globe all over the Pacific, and southward to the Caribbean and South America.

Advertisements portrayed the Clippers overhead in silhouette, or headed out over the new Golden Gate bridge, but the image was always glamorous and unmistakable. Never mind that the depression was hanging on and few readers could actually afford the \$1400 fare to Manila—the vision of the tropical lagoon where the Clipper would alight and the palm trees on the beach (with, perhaps, a few waiting native girls) must have eased people through many a grim winter day.

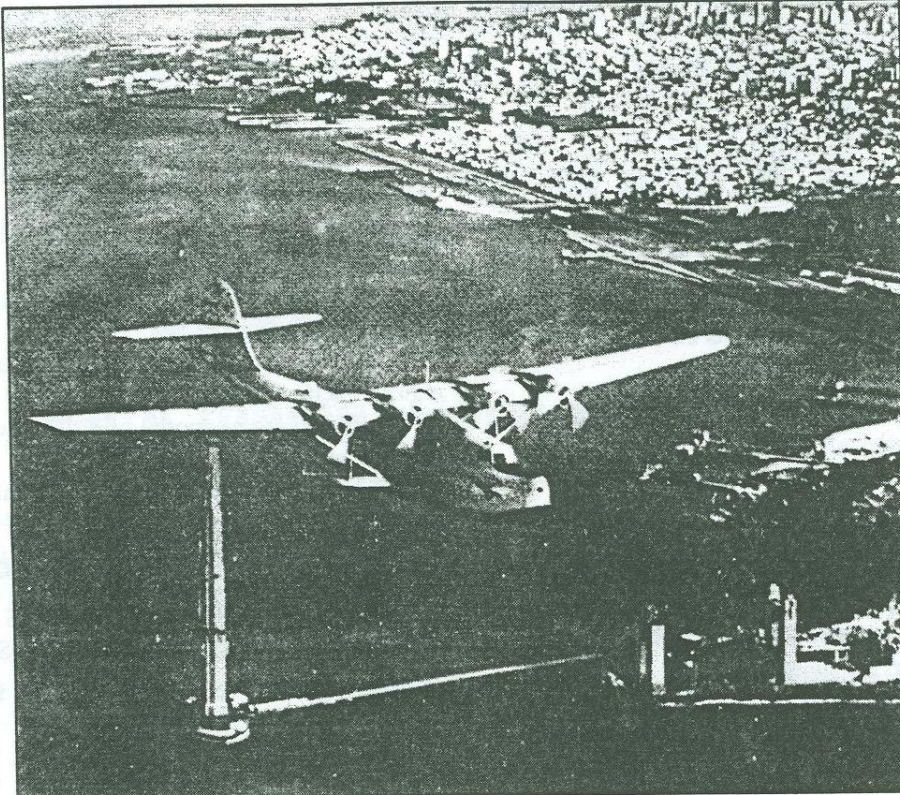
There were actually three aircraft types used by Pan Am in this glamorous operation, all worthy subjects for a series on 1:144 flying boats, but one, the Martin M-130, was the principal player. The Sikorsky S-42 was first by a matter of months but could carry almost no payload when fuelled up for a trans-Pacific hop. It was used mainly for testing facilities and routes, then shifted to the Caribbean and South America. The Boeing 314 was the definitive American 'boat, but entered service in mid-1939, too near the beginning of World War II to make a major place in history for itself. It was the M-130 that captured the imagination. And, as I read the history of the era, I got some surprises. I had a mental picture of great fleets of China Clippers spreading out over the Pacific. Actually, only three M-130s were built, and "China Clipper" was the name of one aircraft, NC-14716, and not a generic name as I had assumed. (The others were the Hawaii and Philippine Clippers.) But it was an impressive airplane. For starters, with a 130 foot wing span, it was big for a civilian 'boat, second only to the Dornier X at the time (although Japan's H6K topped that by a bit over a foot). To put that into perspective, remember that the later B-24 had a 110 foot span, and even the B-32 exceeded it by only five feet. Another necessity for a long range aircraft is a high ratio of

useful load (which includes fuel) to empty weight; a desirable target, one not always attained, is get them equal. Quoted figures for the M-130 show a useful load equal to 112 percent of empty weight. That's still an impressive number today.

A typical cruise speed was 135 mph, a reasonable number for that era. And the cabins were spacious. At least partly due to the need to use the allowable weight for fuel and mail instead of people, interior photos look more like the 20th Century Limited, or staterooms on the *Queen Mary*, than the flying sardine cans we accept now.

Eventually, the three aircraft racked up over 192 trans-ocean flights, totaling over 22,000 hours, -716 contributing nearly half of the total. That's small compared to present-day jets, but a very respectable number for the time.\*

*Glencoe* produces a kit of the Martin boat. It seems a very popular subject, judging from the speed with which it leaves D&J's shelves. So what do we have? I'm told it was originally a *Strombecker* kit. I built wooden *Strombeckers* during World War II, so that takes it back a long way and prob-



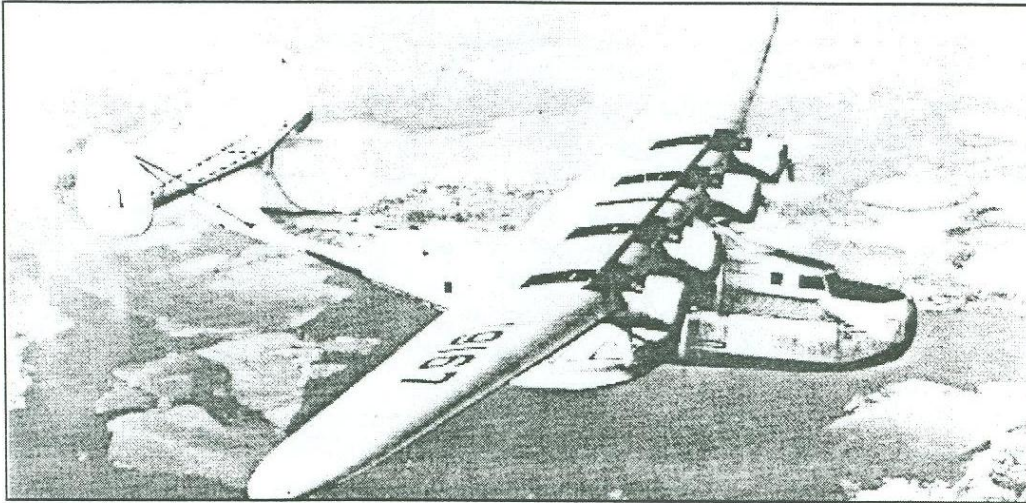
A Martin M-130 flies over the south tower of the Golden Gate Bridge, under construction in 1937.

ably explains the scale, 1:130. The measurements are consistent, however (except that the wing area is 7 percent too large). That makes it 10 percent oversize in a 1:144 collection, and emphasizes its already imposing dimensions, but it is close enough to give a reasonable feeling for relationships. (It dominates the pugnacious Beriev-12, but is still smaller than the Boeing 314.) But it passes the big test: the lines of this elegant bird are complex and subtle, and the model looks right. If it's indeed an old kit, much of it is done very well. The top surface of the fuselage is corrugated aluminum sheet. After working through a series of the Junkers "flying washboards," I've seen corrugations done all the way from very well to "Oh my——!" and this kit is done well. The vertical parting line is not very clean, however, and I sanded it down to get a better mating surface. That took off the locating pins of course, but if you have built a few vacuforms, you don't need locating pins. Right? Using a very light touch of MEK cement resulted in no filling being needed at the dorsal parting line. The vee-bottom did need filling, however.

On the cowlings, the first impression is that the "gills" are

opened to far too great an angle (near 45 degrees), but photos of the aircraft on the water agree with the kit. There are three multi-window transparencies and two landing lights (in addition to about 25 silver parts and a two-part stand), but I omitted the windows in favor of Krystal-Kleer. There are also about eight tiny windows outlined but not otherwise provided for. I drilled them out and used Krystal-Kleer, again. One interesting decision concerned the entry door on the port side: it's seemingly too close to the flight deck windows to

of the wing before assembling and sanding. As it turned out, I sanded through into the laminations only at the tip, but a couple of weeks after reshaping the top surface, I was startled to find small patches of surface distortion near the trailing edge. I would have expected this with MEK dried too short a time, but cyanoacrylate? I set it aside a few months to stabilize before proceeding. In retrospect, and considering that the wing area was 7 percent oversize, I should have sanded back the trailing edge mating surfaces to reduce the chord before



**A lovely study of a M-130 in flight over the Pacific, showing the braced tail structure very well.**

allow for any sort of separation between flight deck and cabin. Yet, the Clippers had a navigator and radio operator abaft the cockpit. A kit mistake? No, it turns out that the flight deck is narrow, in effect occupying the front of a pylon for the wing, and there is a passage down the portside to the entry door, with a matching baggage storage to starboard. So, if your tastes run to near-unobservable details, you can put in a cockpit floor, aft bulkhead, and sidewalls extending straight down from the side windows to keep the forward area from looking too cavernous.

So far, so good. Are there problems? Well, since you ask... Three or four hit you instantly when you open the kit. First are the generally well-placed but vastly oversize engraved panel lines; filling and sanding is essential but easy enough. There is one bad sink mark, in about the worst possible location, in the midst of the corrugated upper fuselage ahead of the rudder. It's fixable but, not easily. Next, the sponsons (or "sea wings," as Martin called them), which have an oddly concave (saddle-shaped) upper surface. The shape is just plausible enough to send me paging through the 60-some shots on the Smithsonian photo collection videodiscs at the NASA library. I would have expected the top surface of the sponsons to be made of straight spanwise elements (single-curvature sheets, in other words) and photos seem to support this, but not definitively. Whatever the case, the concavity is much too great, and a single-curved upper surface looks better. Lots of filling needed here

The worst problem is the wing. The airfoil section is like nothing in the books, with the maximum thickness near mid-chord, and far too much thickness aft. This needs some serious sanding down, to the degree that I was afraid of sanding clear through the top surface. I superglued two layers of 15-mil styrene sheet inside the aft half of the inner surface

assembling top and bottom halves. It would have saved thinning as well as improved planform accuracy. The reshaped wing turned out 20 percent thick. This is thicker than current wings, but popular airfoil references of the mid-'40s show data for thicknesses up to 24 percent. I couldn't determine the actual airfoil section, so I can only say that the result is plausible, if not certifiably accurate.

Molded antenna mast and pitot mounts are provided but, not surprisingly for a 1:144 kit, are so oversize that they are better replaced by wire or sprue. Bracing wires were used from fuselage to

horizontal tail to fin, and crossbracing of the wing struts, and these would be desirable additions, although the plan shows essentially no detail on them.

Finish information and decals (by *ScaleMaster*) are a real plus. They cover all three aircraft, not only in two variants of Pan Am's silver-painted scheme but also in a World War II scheme of dark gull grey/light gull grey/white that was uncommon if not unique; these were civilian aircraft, carrying civilian registrations, but under military control and with military camouflage. I haven't finished painting, but will choose one of *Floquil's* silvers for their fine-grained matte surface.

The best reference I have seen for the Pan Am boats is *Wings to the Orient, Pan American Clipper Planes 1935-1945*, by Stan Cohen. It has a chapter dedicated to each of the types, with good photos. One rather haunting section of the book covers the bases used for refueling or stopovers, with Midway Island included among them. Yes, we remember Midway from photos of B-17s and explosions, but here is a reminder that it had a life before June 1942. Here it was, a tropical paradise with a hotel and palm trees beyond the beach (albeit with gooney birds replacing the beckoning native maidens).

This kit is a lot of work, although it takes patience rather than Nationals-class finesse to produce a beautiful model. Is it worth it? Along with the Dornier 26, this is one of the most graceful, elegant flying boats ever built, a class that is unlikely ever to be seen again. As with the Dorniers, all were wrecked, so only in model form will you ever see one, and to turn it around in your hands and see it from every angle offers a new appreciation of what a lovely aircraft it was. Worth it? To me, this is modelling at its best!

\*Some numbers came from NACA TN 1693, which appears on Internet as part of the "NACA Digital Library."

# McCoy: Cooper copycat or a 'rerun hijacker?'

By Ken Miller

D.B. Cooper is the name and his hijacking of a 727 is the incident that most people are familiar with. He hijacked an airliner on November 24, 1971, parachuted from it in flight, and was never seen again. But there were other parachuting hijackers as well, like Richard Lapointe, who in early 1972, jumped from an airliner with \$50,000, but the FBI bugged his parachute and captured him when he landed.

On April 7, 1972 United Airlines flight 855 was scheduled to fly from Denver to Los Angeles. Richard McCoy was seated in seat 18E, the same one that Cooper had sat in, and he had a plan. McCoy had brought his own parachute in a duffel bag to foil the FBI plan of providing a bugged chute. He hijacked the plane, successfully parachuted, but was captured, convicted and later escaped from prison, and was eventually killed in a gun battle with the FBI.

McCoy was a decorated Vietnam War helicopter rescue pilot. He had been a Green Beret on his first tour of duty and received the Purple Heart, and returned to the United States where he graduated from flight school. On his second tour as pilot he received the Army Commendation Medal and Distinguished Flying Cross for acts of valor. He had just recently scored number one on the Utah Highway Patrol Officers exam.

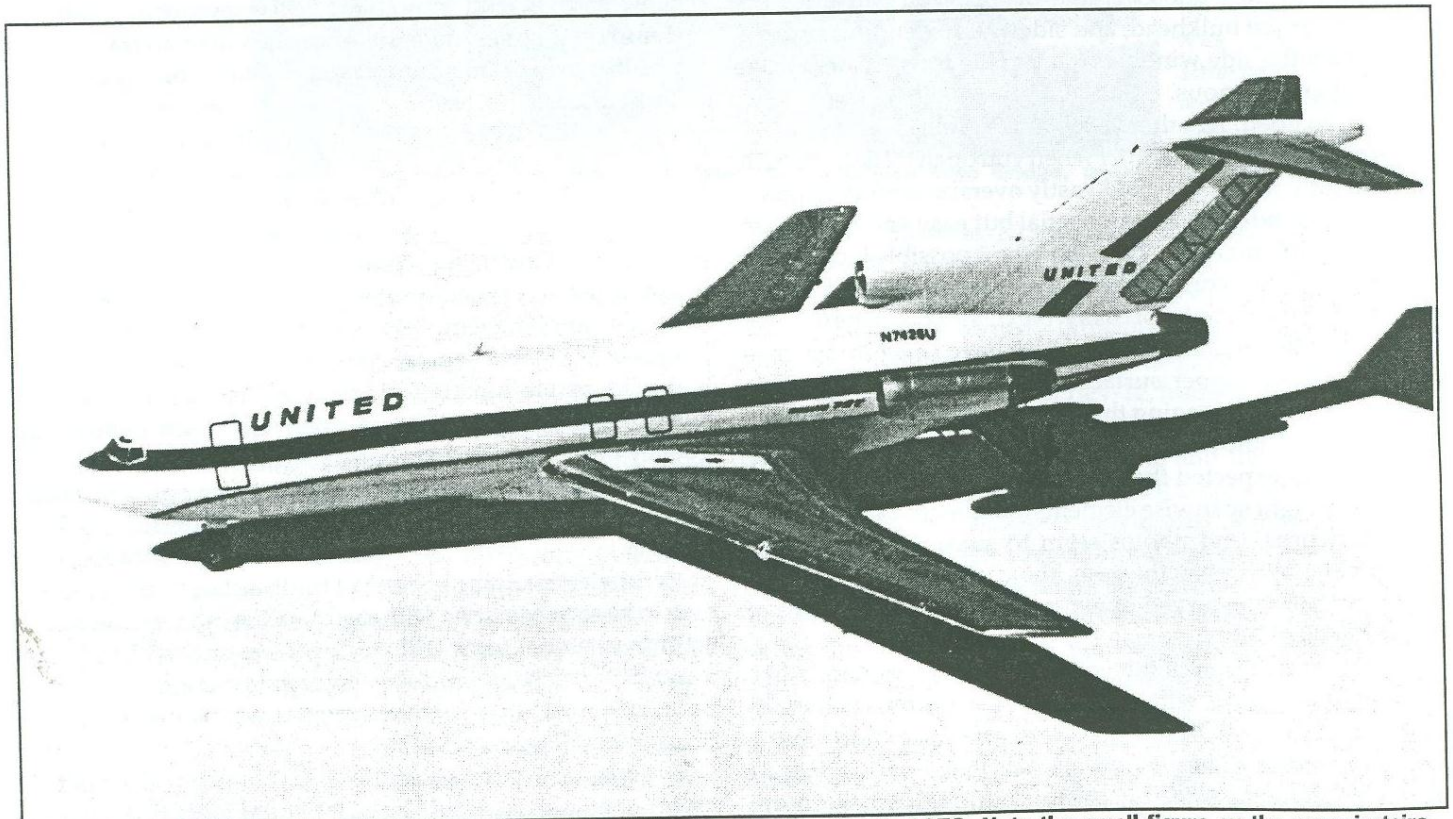
Was this the perfect crime? Well, almost. Prior to the hijack during a bull session with other National Guard pilots concerning the Cooper and Lapointe hijackings, McCoy mentioned that Cooper should have demanded \$500,000 instead of \$200,000. This casual statement eventually led to McCoy becoming a

suspect. After the hijack one of the National Guard pilots mentioned to the FBI that they should look into McCoy based on his ransom statement.

During the hijacking, McCoy had passed notes to the crew and had neglected to have one of them returned to him. The FBI found that McCoy had been absent from school the day of the hijacking, that his handwriting matched that on the handwritten note, and that his fingerprints were on a magazine that the hijacker had been reading. Obtaining a search warrant, the FBI found the \$500,000 ransom money in McCoy's home. He was charged with air piracy and sentenced to 40 years in federal prison.

On July 24 1972 McCoy began serving his sentence in Lewisburg Federal Prison. McCoy met Melvin Walker there, and they began plotting an escape. On August 11, 1974 McCoy, Walker, and two others crashed a commandeered garbage truck through two prison gates to escape. The men later robbed a bank at gunpoint of \$10,000 and exchanged shots with a police helicopter. The two other men were captured, but McCoy and Walker remained at large, hiding out with sympathetic relatives. They stole more cars, lived in a motel, and eventually rented a home in Virginia Beach, Virginia.

Despite efforts to blend in, the two did not escape the attention of the law. McCoy's wife allegedly provided the FBI with information on his whereabouts in return for her immunity from prosecution. On Saturday November 9 the FBI had the home staked out. McCoy entered and was



Ken used the Revell kit to build a replica of the airliner Richard McCoy hijacked in 1972. Note the small figure on the rear airstairs.



startled by the crackle of an FBI agent's radio. He reached for his gun and fired at an agent. The agents returned fire, killing McCoy with a single shotgun blast, bringing the story of Richard McCoy to a close.

But what about D.B. Cooper? Did he drown in the Columbia River after his jump from the hijacked Northwest plane? Was Cooper actually Richard McCoy, who died at the hands of the FBI, or was Cooper successful in his hijack



and jump and still living off his ransom money?

The plane that McCoy hijacked was Boeing 727-100 N7426U, serial number 19201. First sold to United Airlines in June 1967, it is still flown by Federal Express as "Melissa," N106FE. I used the *Revell* 1:144 727-100 kit, rivets and all, for my model.

Just as on the D.B. Cooper model, I built the rear airstairs in the deployed position, added struts, and placed an N-scale hijacker figure carrying a briefcase full of scale money. I used *ModelMaster* flat white for the upper fuselage and *SnJ* aluminum for everything else, with some *Bare-Metal* foil for the wing and stabilizer edges. The decals were from an *ATP Caravelle* set that retails for a whopping \$2 as well as window and wingwalk decals. A good coat of future applied with a Q-tip glossed the paint for the decals and later sealed the decals and foil.

For a reference I used *D. B. Cooper, The Real McCoy*, written by Bernie Rhodes and available at the Santa Clara County Library. Just as with *D.B. Cooper Dead or Alive* by Richard Tosaw, I liked Rhodes' book so much that I've now got a copy on order. A front-page photo from the *San Francisco Chronicle* the day after the hijacking also helped with the plane's N number and paint scheme.

Modeling both Cooper and McCoy's hijacked airliners gave me a chance to combine jet airliners, criminal hijackings, parachuting, and the mystery of what really happened to Cooper. Were D.B. Cooper and Richard McCoy the same person? We may never know.

**At top, a photo of N7426U, the plane hijacked by Richard McCoy, on the ground being refueled during the hijacking. Below, McCoy in custody after he parachuted from the 727.**

# OCTOBER MINUTES

Our October meeting was well-populated, both with regular members ("regular" being somewhat of a relative term) and visitors. Business was light and it allowed us to get to model talk quickly!

Bert McDowell showed off two *Hasegawa Essex*-class carriers: a *Hornet* he brought down for the recommissioning of that famous ship, built using the very first *Tom's Modelworks* brass set, and a *Yorktown* reworked with a scratchbuilt hangar deck. Bert says these kits are good and the work needed to make them accurate is worthwhile in the end. John Cobb showed off two *Hornets* of his own, built from *Fujimi* kits. One was a pre-war *Hornet*, with the air wing resplendent in silver and chrome yellow; the other was a wartime model that's still in progress. Bruce McBride doesn't yet know what scale his *Smilodon Californicus* will be in, but he does know it will have real fur! Bruce is sculpting Milliput over an armature to model California's state fossil. Randy Rothhaar's helicopter mega-project for the year is a *Revell CH-53*, outfitted with details from *Cutting Edge* and *High Flight* and modified to represent an Air Force special operations helicopter. Randy also built a *Tamiya Corsair* out of the box, added *Slix* decals to a *Monogram Ford Taurus* racer, used kit decals to mark his *Tamiya Beaufighter*, and finished up a BMW in *Boyd's* purple as a gift for his mom. Roy Sutherland successfully repelled our British cousin Robin Powell by bringing his rehabilitated 1:72 *Frog Attacker*, but his new 1:72 *Spitfire IX* is anything but repellant. Roy used a *Cooper Details* spinner and propeller and seat, but built the rest of the model out of the box. Cooper Sutherland proudly displayed his own work—an *Italeri Harrier* he worked on with help from his dad. Dave Balderrama brought four WWII fighters rendered in cast metal as toys; some were more successfully represented than others! Chris Bucholtz has a *Condor A-36* and a *Hasegawa P-47D* just ready for painting; he sanded the leading edge wing roots of the A-36 back to a more accurate planform, thus avoiding the dreaded "D-wing disease." Ron Wergin continues to amaze with the sheer numbers of his projects; Ron displayed completed models of the *Wildcat*, in examples by *Revell* and *Hasegawa*, a *Brewster F2A*, a *Lindberg Betty* bomber weathered with Rub 'n' Buff, a *Monogram 1:32 Wirbelwind* flak tank, a 1:48 *Arii J2M Raiden*, a *Hurricane* in 1:72 from the *Airfix* kit, a *Fujimi Zero*, a *Monogram P-40E* in the markings of the American Volunteer Group, and a *Mirage III* from *Fujimi* airbrushed with Rub 'n' Buff and *Testors* thinner. Also present from Ron's place: several old *Monogram* "Minitanks" figures, an *Academy Bf 109*, and a *Tiger I* and *Stuart Honey*, both in 1:72 from *Hasegawa*. Mike Meek is nearing the finish of his conversion of a *Monogram P-51* into the Rotofinish racer, using the *Speed Demons* conversion as a starting point. Mike's *Mustang* will depict the plane as she raced in 1972. Rory Martin did some large scale figure painting as a break from his biplanes, adding a fine finish to *Revell's* 1:12 MMU astronaut figure. John Carr's figures were a bit smaller—he used *DML's* SWAT team figure set for a part of a diorama he has under construction. John's also invested a lot of time, tubing and sheet styrene in his Star Wars speeder bike, which now looks much more intricate than the original kit. Rob Fitzgibbons completed his Semovente self-propelled gun with a bit of Ameri-

cana on it—the crew's Mickey Mouse side art! Mike Burton's spirit of embracing the unusual overflowed this month; he used *Airmodel's* vacuform kit to build a *Cornelius XFG-1* fuel glider, the *Rareplanes* kit to model the *Fisher XP-75 Eagle*, and the *12 Squared* kit to build the *Bell XP-77* lightweight fighter! Mike also put a silver lacquer finish on an *Airfix Spitfire 22*, sent an *Airfix Spitfire V* to Australia thanks to *Ventura's* decals, and had a *Falcon Spitfire 22* vacuform nearly completed. The insanity concluded with two P-47s from *Monogram*, one dressed as "Hun Hunter XIV" and the other depicting a Tuskegee Airmen destroyer-killer. Steve Travis has the pedal to the metal, modeling-wise. He wowed us with '34 Ford number three, built as a Bonneville Salt Flats record car. It took Steve three weeks to finish the metal flake paint job, and he used 25 clear coats to bring out the car's shine. Steve also finished his fourth Green Hornet, an altered dragster that he successfully tubbed after some effort. Matt Reich has finished his state trooper's car, and is working on the underbody and chassis of his *Revell '93 Mustang Cobra*. He plans on adding several aftermarket components to this pony's engine compartment. Ken Miller used the old *Otaki* kit to build the *Super Guppy*; he says the decals were a nightmare on this kit and they were about as good as "cream cheese" on the *Revell Mexicana 727* he displayed next to it! Despite these decal disasters, Ken's 1:144 transports were pretty darned attractive. Bill Shipway has a Star Wars AT-AT torn down and under reconstruction; he's also devoting some time to painting *EVA Models'* figure of astronaut Eugene Cernan. Ed Van Brabant used *Cooper Details'* interior set to dress up a *Tamiya Mk. V trop Spitfire*, and was able to model the plane as an example from a workmate's granddad's unit thanks to decals from *Ministry of Small Aircraft Production*. Tim Yeh's paintbrush has been busy bringing life to a squad of cult members/soldiers for the game *Warhammer 40,000* from *Citadel Miniatures*. Kent McClure was also busy on figures, finishing off his bondage queen cop and two other anime "Space Bimbos." Cliff Kranz pulled one of his brother's kits from the rafters, an *ITC B-29*, and started it up—the propellers started up in sequence, then the plane taxied across the table! Ben Pada has a *Monogram Me 410* built up and ready to hunt 1:48 B-17s; he painted it with *Gunze Sangyo* paints. His F-86, done as John Glenn's "MiG Mad Marine," was finished using a combination of *SnJ* and *Testors* metallizers. And the model of the month... is a great segue into the Italian contest. For sheer single-mindedness—and the willingness to transport all these models—the award went to Lou Orselli. Lou's 1:72 air armada included an RO.57, Re.2002, S.79, S.2001, Bf 109F, Bf 110C, SM.81, Br.88, MC.200, G.50 two-seater, MC.200 early version, Fisula F.6, both inline and radial-engined, Ba.65, G.55 prototype, MC.205N2, MC.205, Re.2005, Caproni C.331, Re.2000, Ju 87, Cant. 1007, Cant. 501, Br.20, captured P-38, Cr.42, Cr.313, Cr.312, Ro.44, Cr.32, Re.2001 Project Rama, and a torpedo MC.202—48 models in all!

The Italian contest brought out a lot of stylish subjects. Kent McClure used the *FDS* kit to depict the 1963 Ferrari 246, the first Formula 1 rear-engine racer. Also in 1:43, Kent showed a '34 Maserati, a *Salido* die-cast kit of the Alfa Romer R.33T endurance racer, and an *FDS* kit of the 1958 Lemans winner,

a Ferrari Testarossa. Mike Burton battled the *Delta Models* kit of the Campini Caproni to its conclusion, finishing it in a nice natural metal paint scheme. Chris Hughes backdated the *Italeri* M14/41 to the M13/40, adding *Eduard* brass details to dress up the Italian armor. And the winners were: in third: Except for the seat belts by Modelers, Mike Meek's *Hasegawa*

Ferrari 642 is straight from the box. In second: Ben Pada used *Cooper Details* parts to dress the interior of his *Hasegawa* 1:48 Macchi MC.202, and research allowed him to convert it to an early version of the fighter. And in first: Brian Sakai's *Supermodel* Fiat CR.32 had a number of major modifications made to it before it was finished up as a Spanish Civil War bird. Congratulations and thanks to all our participants!

## SVSM BOOKSHELF

*Wings Of Air America - A Photographic History*  
By Terry Love, 1998, Schiffer Military History Publications

For many years, this legendary air service has been threaded into tales of Cold War intrigue. The most oft repeated stories are tied to U.S. policy issues in Southeast Asia, especially during the war. This book delivers a realistic if less romantic account, with interesting photos. You gain a truer appreciation of how truly primitive airstrips were from many pictures. All the expected aircraft are here—C-46s and C-123s and *Caribous*—but there are also lots of *Helio Couriers*, Beech 18 and Volpar 18s, a good number of *Dornier Skyservants*, Sikorsky H-34s, C-54s, and B-26s. The 38 color photos and numerous black and white shots provide the book's strong point. One interesting aside: I found a number of shots credited to Robert Mikesh, and I was surprised that he has not written a book on this subject. Mikesh could have lent the impassioned author some tips on improving his writing.

The text could have used better editor. At one point I read a long account of one B-26 which author clearly states had a DC-7 fuselage as part of a civilian conversion! Late in the book, the subject aircraft is shown, and the photo caption repeats the text's errors. It is actually a quite normal On Mark civil conversion B-26 with windows on the stock fuselage, which a seasoned aviation editor would likely have known.

I found numerous errors in spelling and writing that did not equal this one, but readers should prepare themselves for a rough ride. Despite this, I would recommend the book to anyone interested in the true story of Civil Air Transport, Air America and its related subsidiaries. If you're looking for

some really new material for aircraft diorama subjects, this has idea-starters.

—Mike Burton

*Lockheed's Constellation*  
Steve Pace, Motorbooks International 1998

This book is part of the Enthusiast Color Series, and one quick look will tell you why. All major models of the Connie are covered through engaging photography, which includes contributions from SVSM (in a way). SVSM Life Member Jay Sherlock is a long-time photographer, and five of his Davis Monthan Air Force Base shots are in here.

The elegance of the *Constellation's* design hides the genius of Kelly Johnson's team. The triple tails were meant to cope with the need for increases in vertical surface area as the airplane's size grew without exceeding the hangar space already available for airliner maintenance. The lovely dolphin shape (most evident in the earliest models, the color photos of which are a treasure to behold) was an engineering solution to two problems. It shortened the nose gear leg to preserve its strength while maintaining the proper height for propeller clearance. The downcurve of the forward fuselage was matched by the rear fuselage to balance airflow, reducing drag. The book continues in this vein, providing a concise but complete history; the technical and human insights make the wonderful color photos even more alive.

*Constellation* books are not abundant, and the variety and consistent excellence within this book make one wonder why not. Recommended for Connie lovers or anyone who wants to fall in love with Lockheed's lithe lady.

—Mike Burton

**November 98: What if? Vietnam 1980 and Mad Max Motoring**

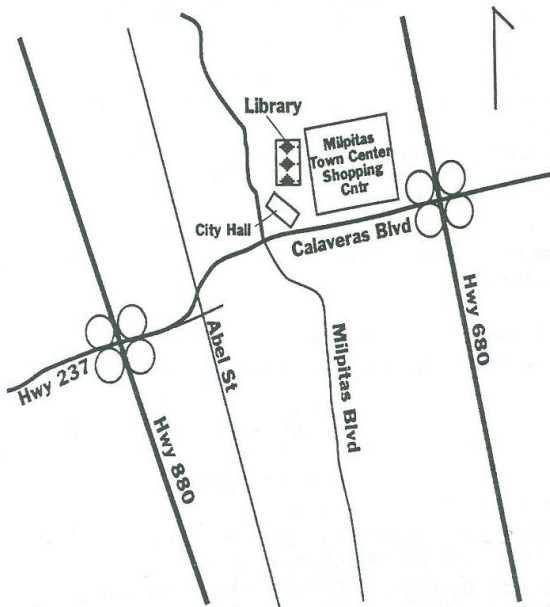
**December 98: Only & All Vacuforms (No mixed-media conversions!)**

**and Really Resin (all resin kits)**

**January 99: Snakes (planes, cars, you name it—Kingcobra, Airacobra, Huey Cobra, Plymouth Viper, Don Prudhomme's funny Cars, Ford Cobra & Cobra II, Shelby Cobra, models of fantasy or real snakes!)**

**February 99: Variable Geometry & VSTOL, LTA**

**March 99: Century Series (F-100 through F-111)**



Next meeting:  
**7:30 p.m.,**  
**Friday,**  
**November 20**  
**at the Milpitas**  
**Public Library**  
**40 N. Milpitas Blvd.**  
For more information, call the  
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