

MiG-19: USSR's first supersonic fighter

By Bill Abbott

The headlong pace of airframe and engine development in the 1950s often led to aircraft that lacked the "just right" balance some design teams managed to strike. But who would have predicted in 1953, when the MiG-19 first flew, that the Soviet Union's first level-supersonic fighter would continue in production for frontline service until 1986, over 30 years later, or that even today, the Chinese Qianjiji-5 attack variant would still be in production?

When Colonel-General Artem Mikoyan's team began work on the MiG-19 (code named "Farmer" by NATO) in 1951, one round of unsuccessful Soviet supersonic fighter designs had already been attempted. Neither the La-190 or the Yak-1000 was successful. Mikoyan had stayed out of the first round, but direct

orders from Stalin had a predictable effect. (Mikhail Gurevich was moving away from day-to-day operations by 1950, although he wouldn't retire for another decade, and outlived his partner.)

The SM-2 prototype, assigned the official designation I-350 (I standing for Istrebitel, or Fighter), skillfully blended the necessary new technology with evolutions of the bureau's previous successes in the MiG-17. The new wing, engines and horizontal stabilizer were married to a forward fuselage, cockpit, landing gear, and armament arrangement logically developed from the MiG-17. Construction was largely of aluminum, in contrast to the F-100 and F8U, which made

extensive use of titanium. The U.S. fighters had less dramatically swept wings and inboard ailerons, which prevented the use of conventional flaps. The MiG's wing had a dramatic 55-degree sweep with conventional outboard ailerons (which caused no aeroelasticity problems) and conventional flaps. The result was low transonic drag, maneuverability and reasonable landing and takeoff speeds.

The slim and powerful engines were the first production axial-flow Soviet jets. They offered more thrust and less frontal area as a pair than any single centrifugal-flow Soviet alternative.

The type went into Soviet production as the MiG-19 in 1954 and was supplied to the entire Warsaw Pact and various allies, including Afghanistan, China, Cuba, Indonesia, Iraq, North Korea and Yugoslavia.

Service experience showed the need for an all-



Like other successful Soviet designs, the MiG-19 was produced in considerable numbers under license. These Czech-built Avia S-106s served into the 1980s with the Czechoslovakian Air Force.

moving slab tailplane to replace the movable-for-trim surface and powered elevators. The hard-hitting NR-30 30mm cannon, with twice the propellant charge of the western ADEN or DEFA cannons, quickly replaced the original NR-23 23mm trio carried forward from the later MiG-17. Improvements in the engines, and a change in their designation from Mikulin AM-5 to Tumanskii RD-9 after Mikulin's 1956 fall from political grace, were all that was needed to complete the basic day-fighter.

The original MiG-19 became in succession the MiG-19S (with all-movable stabilizers), MiG-19R (reconnaissance vari-

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EDITOR'S BRIEF

At any gathering of modelers, you often hear the lament that children are no longer interested in models. Kids are into video games and computers and other entertainments geared toward those with short attention spans, these mournful souls complain. The children of today lack the patience and the persistence to assemble models, and models are so expensive that no children can afford to get into the hobby. Some contend that our generation will be the last generation of modelers.

All of this is hogwash. The main reason that kids aren't into models in the same numbers as in the '60s and '70s is that parents sell their children short and assume they can't handle model assembly, or they are afraid of exposing their kids to "toxic" materials, or they simply don't devote sufficient time to their kids to pass on modeling skills, techniques and encouragement. Sadly, the latter cause is probably the most significant of the three.

But, given the chance, the "children of today" show the same fascination with models as those of any other generation. That point was driven home by the kids at the Foothill Presbyterian Church Children's Faire, who showed a greater appreciation and respect for models and what goes into them than the vast majority of adults do.

For the second year, your editor and President Mike Burton set up a table at this event, which also features displays by the Boy Scouts, model railroaders, R/C ship and aircraft clubs, local law enforcement and fire services and many other groups who provide positive outlets for children. Our SVSM table included about a dozen models from the editor's collection, while behind the table Mike and the editor worked on models with the full complement of modern tools—super-glue, X-Acto knives and other "hazardous" items. Mike worked on a 1:48 P-47D, while the editor fiddled with a 1:72 ejection seat.

The models drew the kids in, and they had lots of questions about how we did things. We emphasized repeatedly that, with practice and patience, the children could accomplish the same results the finished models showed, and more. Judging by a couple of boys who hung out and watched Mike work on his *Thunderbolt*, we may have helped put a spark of inspiration into a few kids at this event.

As far as respecting the models... The closest calls came when children TWICE picked up the editor's F7F-3P *Tigercat*, but nothing was broken. Kids are used to being told "don't touch!" It's too bad that more adults aren't told this more often!

Last year, this column advocated these events as the best way to bring new members to our club and new modelers to the hobby. We've now doubled our efforts of last year by adding Celebrate History in February to our schedule of non-contest events. Ask the folks who participated in that display—Jim Lewis, Laramie Wright, Brad Chun, Ken Durling, Lou Orselli or the ubiquitous Mike Burton—these events are lots of fun. There's always a small risk that a model may get broken, but the interaction with people makes up for the minor breakages that may occur. Also, these spectators are light-years removed from the IPMS judges who can spot flaws in alignment from 30,000 feet. Instead, they marvel at

the detail and the work these models display.

The next time you're showing your model off to people like this, let them know that they can do it too. Share your hobby with them and let them know that modelers today are living in "happy times," as a U-Boat modeler might say. You might bring a new modeler into SVSM, you might get an adult to return to his childhood hobby, or you might get a youngster started in a pastime that can last a lifetime and teach him lessons he can use every day. Your editor can't think of better deeds than those!

And by the way... Thanks to you members who have supplied me with articles. Right now, I'm able to put most of October's issue together. That one-month cushion is very nice—especially since I'm getting married in April. It may be hard to believe, but there are some things I'd rather be doing than the Styrene Sheet! Priorities, you know...

That's all for now! Gotta go stuff a vacuform canopy onto a short-run kit...

—The Editor

CONTEST CALENDAR

September 19: 1998 Humbolt Bay Contest, hosted by IPMS/Humbolt Bay at the Veterans Building, 10th and "H" Streets, Eureka. For information, call Bill Bitner at (707) 441-9433.

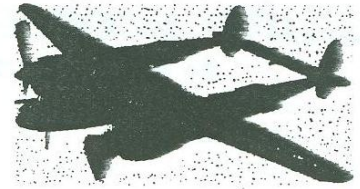
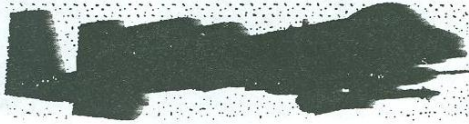
September 19: Travis Scale Modelers Model Expo, a display-only event at the Travis Air Museum, Travis Air Force Base. For more information, call Bill Stewart at (707) 446-2691 or Dave Shreeve at (707) 427-5978.

September 20: IPMS Central Valley Annual Contest, hosted by the Central Valley Scale Modelers at the Fresno Fashion Fair Mall. For information, call Nick Bruno at (209) 292-5695.

October 18: OrangeCon '98, the regional contest for Region VIII, sponsored by IPMS/Orange County. For information, call Peter Gatehouse at (562) 426-5818.

November 7: Antelope Valley Model Show, sponsored by the Antelope Valley Group (AVG) at Antelope Valley College, Lancaster. Special award for Best X-Plane. For information, call Nick Kiriokos at (619) 769-4473.

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.



Travis Scale Modelers Model Expo

Here is your chance to display your models without the pressure of a contest. We are offering modelers this opportunity at a "Display Only" Model Expo. Here is your chance to show off your favorite model or your worst nightmare. There will be a People Choice Award for the favorite model voted on by all who attend.

Where: Travis Air Museum

When: Saturday September 19, 1998

Time: 9:00 - 5:00

Cost: \$1.00 per entrant (bring all you want)

For information contact Bill Stewart at

446-2691 or Dave Shreeve at 429-0185

For vendor information contact Curt

Knowles at 437-5978



Tamiya scores with a straight wing *Thunderjet*

By Bradley D. Chun

In the middle of 1944, as the Lockheed XP-80 was performing its low-level test flights, a design team from Republic started working on a single seat, single jet fighter plane. Republic's chief designer was Alexander Kartveli, creator of such airplanes as the P-35, P-43 and P-47. Initially, the Republic team considered installing a General Electric TG-180 /J35 turbojet engine into a modified P-47 airframe, but that plan was simply a war-time expedient. With the end of the war in sight, Republic shelved the idea in favor of an all-new design, a wise decision that would serve both Republic and the Air Force well.

On February 28, 1946, the first prototype of a new fighter, with the designation XP-84, took to the air from Muroc AFB. Pro-

pulsion came from a J35 axial flow jet engine. The small diameter of the J35 engine allowed for a very aerodynamic design of the airplane. A speed record of 611 mph was achieved in September 1946.

The version built in greatest numbers, with over 3,025 airframes produced, was the F-84G. The F-84G was built to specifications and requirements set forth by the Tactical Air Command (TAC) in November 1950. At that time, TAC was looking for a fighter bomber with the capability to carry nuclear weapons.

The "G" model was actually an interim aircraft. The last F-84E was completed with swept wings and tail surfaces as a precursor to the F-84F swept-wing version of the airplane. Developmental problems resulted in Republic receiving a contract for a much-improved straight-wing aircraft.

With an increased payload, connected with a higher gross weight, the F-84G needed a more powerful engine—the J35-A-29, which was able to provide 5600 lbs. of static thrust. Like the F-84E, the F-84G could shorten its takeoff distance with the aid of two JATO (Jet-Assisted Take-Off) bottles. With the help of a KB-29 tanker, the range of the F-84G was extended tremendously. An auto-pilot was also available for long distance flights.

Reconnaissance *Thunderjets*, designated as RF-84Es and

RF-84Gs, were also put into service. These reconnaissance planes had cameras mounted in special pods below the fuselage.

Some other very interesting experiments were carried out on the F-84 airframe. The EF-84G was mounted on the bed of a flatbed truck, and when coupled with the TM-61 *Matador* booster and JATO, it had a zero-length take-off distance. Also



An F-84G sits armed and ready in the snow in 1952. Despite one of its nicknames—"The Mechanic's Nightmare"—F-84s managed to operate under relatively primitive conditions in Korea.

of note was the MX-1018 Tip-Tow. This incorporated two slightly modified EF-84Ds which were connected to the wingtips of an ETB-29A as parasite fighters.

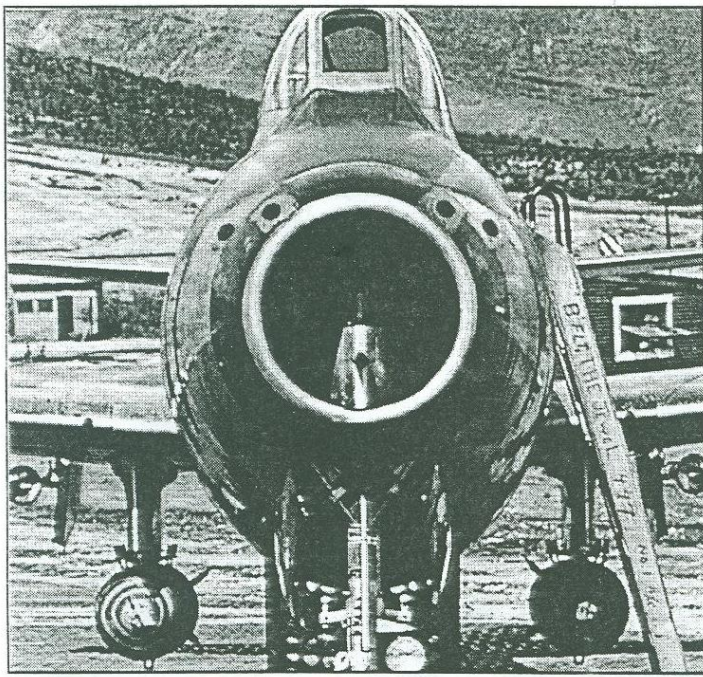
In the Korean War, the *Thunderjets* were at a disadvantage when compared to the F-86 *Saber* and MiG-15, which were already considered second generation jets with their swept back wings. Nevertheless, the F-84 provided the backbone of the active air attack units, and proved to be quite successful. Over

86,400 combat sorties were recorded, and 50,400 tons of bombs and 55,560 tons of napalm were carried. Even though 335 F-84s were lost, only 135 were combat related, and nine aerial victories were scored.

The F-84 would end up being the main participant in the biggest air operation during the Korean War. On May 15, 1953, 59 aircraft participated in the air attack to destroy the dam at Tokson, and three days later, 90 aircraft took part in the air attack to destroy the dam near Chuson.

The F-84 was not only used by the USAF. Almost 2,000 F-84s were released to be used by other NATO-allied forces, such as France, Italy, the Netherlands, Belgium, Denmark, Norway, Greece, Turkey, and Portugal. Iran, Taiwan, and Yugoslavia would also find the F-84 in their Air Forces. The Portuguese AF would be the last to use the F-84 in front line service, in the early 1970s, to suppress rebels attacking its colonies.

The jets of the 1950s have long been overlooked by the major manufacturers. As far as I knew, there was only one 1:48 kit of the F-84E/G (straight wing), produced by *Hawk* a long time ago. I built the kit, and was one of my favorites, until it was destroyed with an M-80. Then along came *Battle-Ax*, with their 1:48 scale injected and resin kit and *Karo-As* with their 1:48th scale vacuform and resin kit. Neither kit was without fit and detail problems, and modelers were hoping for a new kit to



The business end of a Korean War F-84G. Two 500-pound bombs and four .50 caliber machine guns could make life difficult for North Korean and Chinese troops.

come along. I, along with the rest of the world, wanted an all-new tool F-84E/G straight wing.

In 1998, *Revell-Monogram* announced two releases of the F-84, an F-84E, and an F-84G. One is to be released under the *ProModeler* label, and the other to be released under the normal *Revell-Monogram* label. *Tamiya* then shocked 1:48th scale 1950s jet enthusiasts by announcing the pending release of its own F-84G *Thunderjet*. After seeing the built-up display model at the 1998 IPMS Nationals, I knew the wait would be worth it.

The day had finally arrived when I went to my local hobby shop, and there was the *Tamiya* 1:48th scale Republic F-84G *Thunderjet*. The boxtop shows an F-84G, FS-271 of the 508th FSW, Turner AFB, 1956 in flight.

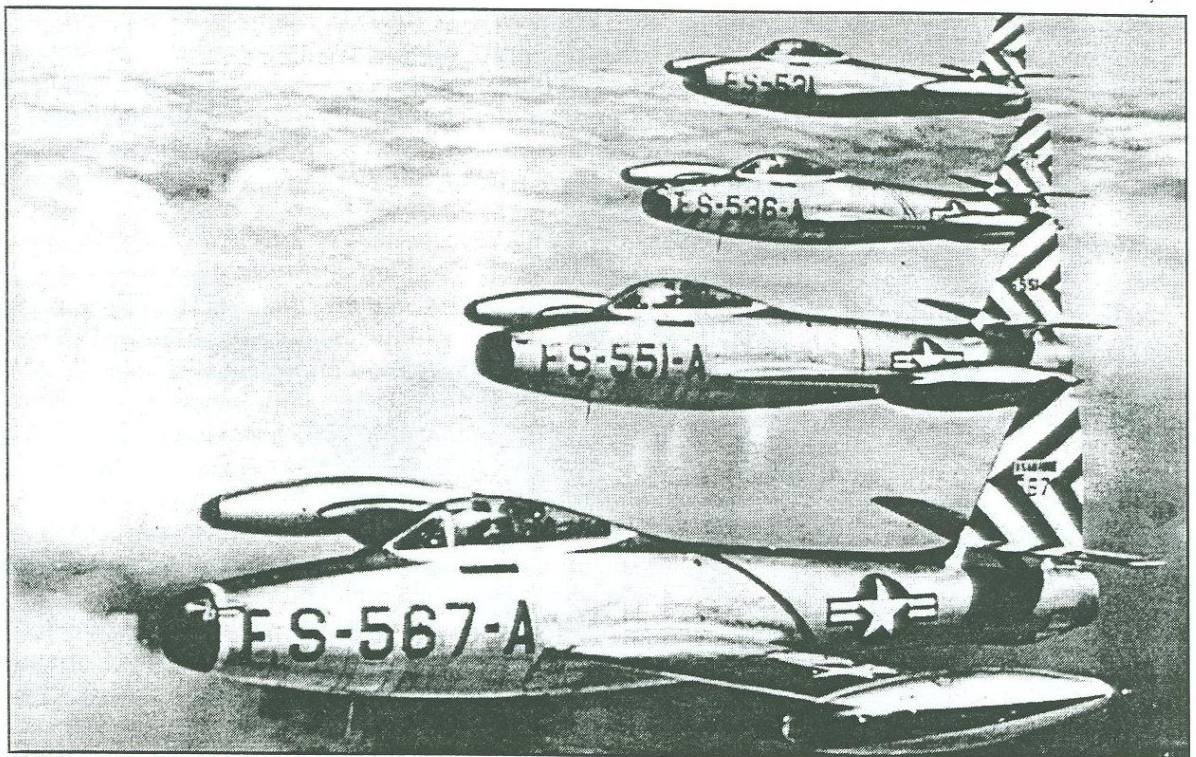
The instruction booklet is laid out in typical *Tamiya* fashion. It's a 10-page fold-out booklet containing a brief history of the aircraft, the typical modeler warnings, 14-step assembly process, including painting details, and painting and decaling section.

There is no flash what so ever to be found on this kit.

The clear parts are bagged separately. The wing tip lights have a mold seam in them and could use a little polishing. As with the *Tamiya* F-117 kit, there are a few ejector pin marks placed in areas that will have details obliterated when they are cleaned up and will need replacing. Panel line detail is of the typical *Tamiya* recessed variety. A ball bearing is included to weight the nose area under the cockpit, so the *Thunderjet* won't be a tail sitter. A clear rod, reminiscent of *Monogram* 1:48th scale aircraft models, is also included if the modeler wishes not to install the ball bearing. *Tamiya* has included a decal for the instrument panel as the instruments are engraved, but contain no detail themselves. The parts are broken down in the typical left/right fuselage halves, upper and lower wings.

Three colorful markings are included in this kit. The first option is the colorful "Four Queens," aircraft FS-454 of the 58th FBS, Taegu, 1952, which sports a red, yellow and blue-striped tail (as seen on the cover of the Squadron F-84 *Thunderjet* in-action book). The second is the yellow and black striped-tailed aircraft FS-460, of the 8th FBS, Taegu, 1952, and the last is aircraft FS-271, 508th SFW, Turner AFB, 1956, which wears a blue and white arrow on its nose. The multicolored tail decals are printed without registration problems. This is surprising, considering the number of colors that require alignment on the decal sheet. A full set of stencils is also included, as are the typical *Tamiya* seat belt decals.

The modeler has the choice of opened or closed gun bay, canopy, airbrake, raised or lowered flaps, optional bomb or fuel tank load, and wingtanks or wingtips. One can now hope that if the sales of the F-84G *Thunderjet* and F4D *Skyray* are really good, that *Tamiya* will produce more 1950-era jets, like a F-86D *Saber*, F9F *Panther* or F2H *Banshee*. Preliminary reports, from modelers who have already built the F-84G *Thunderjet*, say that the kit requires little or no putty during construction, and assembly is pretty straight forward. I can't wait to see what the decal manufacturers have in store for the *Thunderjet*.



F-84s of the 8th Fighter-Bomber Squadron wing toward targets in Korea. The F-84 could carry huge loads and still maintain speed and maneuverability to evade MiGs.

Made in Stalingrad: building a T-34 model 41/42

By Joe Fleming

The T-34 was, without question, the most influential and effective tank design of World War II. Historically, Russian tank design has been overlooked in favor of that of the more "advanced" combatants.

Nowhere is this more true than the emphasis on German armor designs. Arguably, the German mid- and late-war tanks—the Panthers and Tigers—were the best tanks fielded by any army until the closing months of the war. However, it is interesting to note that the two most formidable tanks in the world in 1940 and 1941 were Russian.

When German panzers entered Russia on 22 June, 1941, they encountered the KV-I and T-34. These two tanks were better armed and armored and, in the case of the T-34, more mobile than anything the Germans or any other nation possessed. The success of Germany's Operation Barbarossa was due to their communications, tactics and combat experience and the Russians' lack thereof, not the Russian armor.

Russian tank designers pioneered several techniques and theories that saw applications in the T-34. The most influential was the inclination of the armor plates to improve its ballistic qualities without increasing weight. Inclining or sloping the armor meant that an enemy shell would have to penetrate the plate at an angle. This increased the thickness of the armor the shell would have to penetrate. The T-34's front glacis of 45mm of sloped armor provided the same protective qualities of 75mm of vertical armor. In addition, the inclined armor increased the chances that an enemy projectile would ricochet rather than penetrate. This idea was later incorporated into the Panther and King Tiger designs.

Russian professor E. Paton developed an automatic welding system to weld the armor plates of the hull and turret. Russian engineers developed a method of using high frequency electrical currents for hardening armor in place of the traditional and time-consuming heat treatment methods. These innovations speeded production and reduced costs without compromising quality. In fact, Russian rolled-plate armor was of a higher Brinell factor than American or British armor.

The T-34's suspension was based in the American "Christie" suspension, which provided excellent cross-country performance and reliability. This suspension had seen widespread

acceptance by both British and Russian tank designers, but, oddly, not by the Americans. The suspension was coupled with 550mm-wide plate tracks, which minimized ground pressure and thus improved mobility over soft terrain. Russia

was the first country to utilize wide tracks on a production vehicle.

A diesel engine was located at the rear of the tank, as was standard practice. The T-34's transmission was also located at the rear of the tank and the drive sprockets were at the rear of the track run. This compact arrangement meant that the T-34 could have a lower profile than most German tanks because of the absence of torsion bars and the drivetrain running along the hull floor.

The T-34 was armed with a 76.2mm main gun. The F-34 variant of this gun, when introduced in 1941, was the world's best tank-

mounted gun in production. It could destroy all existing German tanks at any practical combat range.

The most important asset of the T-34 may have been its simplicity. It was rugged, durable and inexpensive to produce. The excellent armor, armament and mobility were designed to the minimum number of parts and without frills. While the T-34 had some shortcomings, its real failures early in the war were caused by poor training, tactics, maintenance and shortages of spare parts. Because of its simplicity and cost, the production of T-34s far exceeded losses and therefore assured victory for Russia. Total wartime production of all T-34 variants was 54,550. This was almost double the total production of German tanks of all types. The T-34 was easily the most important allied tank of WWII.

With the importance of the T-34, it's amazing that no kit manufacturers provide a decent T-34/76 kit. DML released the T-34/85 a while back and it was well-received. I am waiting for them to do a nice T-34/76, and I will never make any effort to hide my preference for the "original" T-34. It is more proportional and aesthetically pleasing than the '85, not to mention more numerous.

I wanted to build an early model 41/42 variant. When I began researching, I found a lot of conflicting information and photographs regarding models, characteristics and details. This is because the T-34, like the Sherman, was produced by numerous factories and firms. The plants often had different casting, stamping or welding standards. This led to a variety



A column of STZ-built T-34 model 41/42s drive through Leningrad on their way to the front. Note the added armor on the front glacis.



One of the last batches of T-34s manufactured in the STZ plant before it was caught up in the fighting for Stalingrad.

of distinct characteristics. In addition, shortages or design changes led to a number of different fittings or secondary parts on vehicles produced in the same factory. These variations are too numerous to discuss in the space we have available.

I resorted to the simplest research method route: I found a photograph of the vehicle I wanted to build. In this case it was a model 41/42 cast-turret T-34 with all-steel roadwheels. It was produced at the Stalingrad Tractor Plant (STZ) in late 1941 or early 1942. I then went and found all the pictures of STZ-produced model 41/42s I could find. I noted the details and differences from other T-34s and confirmed as much as I could from the references' texts.

STZ production model 41/42 T-34s were distinctive in that they shared features common to the earlier 41 and later 42 models. The rear hull featured a rectangular access hatch and a rounded rear bow fillet. The glacis bow fillet was rounded like the rear and was bolted on instead of being welded on like later models. The headlight was mounted on the glacis instead of the left hull side. All these features were common to the model 41. The driver's hatch and periscopes were of the revised model 42 type. The tracks were of the new 550mm standard waffle type. Radiator intake screens were of the new, simplified "grate" type.

In addition to this mixture of different details, there were other distinctive STZ characteristics. The front glacis had notches interlocking it with the hull side armor. The vehicle had no external fuel containers and no

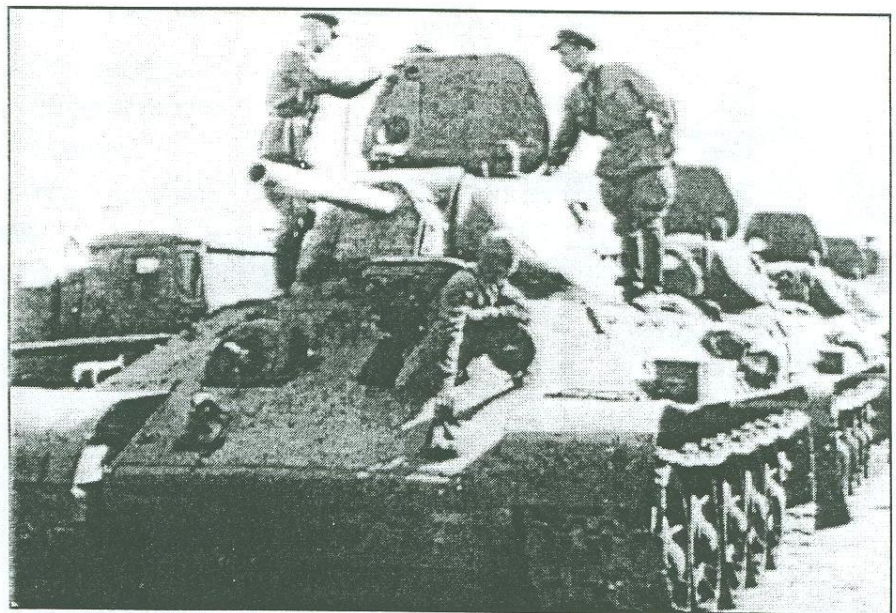
grab handles. It also had very few external tool and box fittings. This gave it a very "clean" look. The STZ cast turret was the same as other factories' cast turrets. As the war progressed, changes to the above details would occur.

I began my project using a *Tamiya* T-34/42 as the basis. This kit is old and full of problems, but it is workable. First I cut the fenders off of the hull and sanded them flush with the side armor. I did this because I planned to use photoetched fenders later in the construction. I then filled all the motorization holes, of which there are plenty. Using styrene sheet, I made the lower hull panniers.

I used the *Tank Workshop* resin model 41 backdated rear hull. It features the rectangular access hatch, revised transmission cover and rounded bow fillet. Using super glue, I affixed it to the cut-up and patched *Tamiya* hull. I then constructed internal radiator and engine air intake boxes using styrene

sheet and glued them in place on the *Tamiya* upper hull. Once this was dry, I joined the upper and lower hulls together. I needed a full set of steel roadwheels, but, since *Tamiya* only provided a few, I scavenged an entire set from the *Italeri/Zvesda* kit. After the hull assembly was dry, I added "road grime" to the lower hull and roadwheels by painting them and dropping small amounts of fine sand and dirt on to the wet paint. This was then airbrushed with *Humbrol's* earth and then given a wash of artists' oils.

To construct the upper hull and turret, I started by gluing



A new batch of T-34/42s get a once-over by troops of a Soviet tank brigade outside Stalingrad. Note the interlocking glacis plate armor.

styrene strip to the front glacis bow to replicate the rounded fillet. I added bolts and the backdated tow shackles which came with the *Tank Workshop* rear plate. I scratchbuilt the rear engine deck using aluminum mesh and styrene strip. Using a Dremel tool and several types of small burr bits, I textured the hull and all cast surfaces. This has to be done subtly and in a random manner for it to be convincing. Using the same bits, I cut out the notched armor plates that join the hull side armor and front glacis. Remember—this is specific to STZ production vehicles. I also used the burrs to add cut marks to all the armor plate edges.

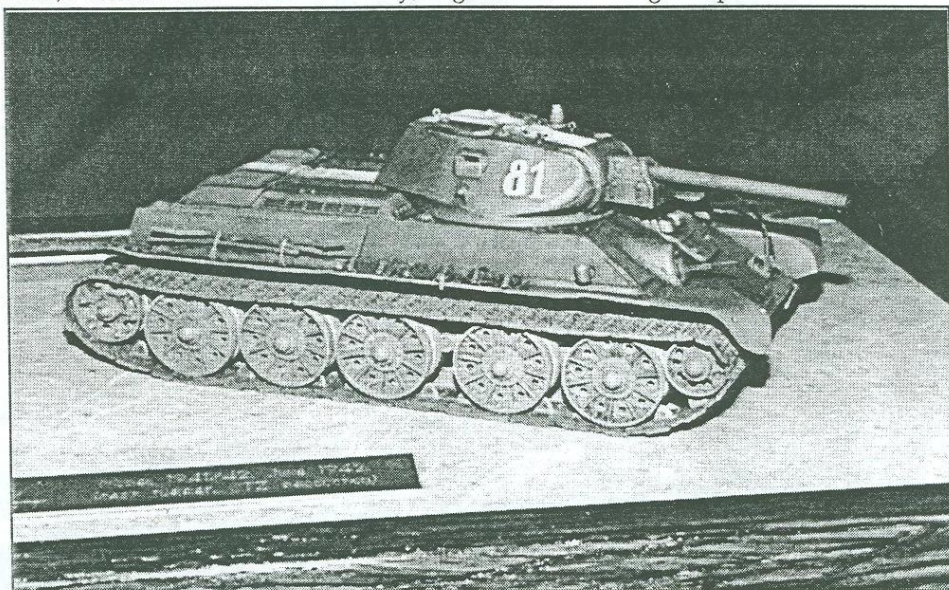
I then modified and relocated the headlight to its position on the glacis, and added detail to the machine gun housing. The DT 7.62mm machine gun was scratchbuilt from a syringe and styrene rod. This is necessary since all the T-34 kits I know of have the armored machine gun mantlet. The early T-34s did not have this mantlet.

The fenders were made up from *MB Models'* photoetched T-34 fender set. I used a *Jordi Rubio* barrel to finish off the turret. The turret required the least amount of work, and there were no major corrections needed. I added clear styrene vision blocks after the painting and weathering process.

Once the upper hull and turret were constructed, I airbrushed the assembly with a coat of *Testors* Russian armor green. I masked off an air Identification band down the middle of the turret and rear hull and painted it white. Using the same earth color as on the lower hull, I carefully blended the green upper and earth-colored lower hull with my airbrush. I had assembled the tracks from *DML's* T-34/85 kit in sections; these were painted a mixture of rust and black and then drybrushed with *Humbrol* metalcote. The steel wheels were also brushed

with metalcote. I then gave the tracks a wash of the same earth color used on the hull. The tracks were then assembled onto the model.

The entire model was given a thinned wash of sepia artists' oils. Once dry, I lightened the base green paint with white and



Joe's completed T-34 model 41/42, with steel wheels, wide tracks and ID stripe.

drybrushed the vehicle once. I then applied dry transfer markings for the vehicle's tactical numbers on the turret. The base green was lightened another shade and the model was drybrushed again. I used pastels to add exhaust and muzzle staining.

I scratchbuilt a tow cable out of picture frame wire and the kit's cable ends. I also added a bundle of wood and planking to the fenders. Finally, I assembled and painted a collection of ice cleats and spare tracks. These were mounted to the fenders in their appropriate places, using paper strips and wire to replicate canvas straps and buckles used to tie them to the fenders. After these were painted and weathered I airbrushed the entire vehicle with a coat of *Floquil* flat coat. The entire model took me about 50 hours to build and paint.

The T-34/76 was such a revolutionary tank that it seems inevitable that one of the better manufacturers will produce a new and accurate kit of this venerable machine. Until they do, one can use the existing kits and some basic scratchbuilding techniques to make an accurate and interesting variant.

References:

New Vanguard T-34/76, Steve Zaloga. Osprey Military/Reed Int'l Books Ltd.

T-34 In Action, Steve Zaloga and James Grandson. Squadron/Signal Publishing, 1983.

Soviet Tanks in Combat, 1941-45, S. Zaloga, J. Kinnear, A. Aksenov, A. Koschavtsev. Concord Publishing, 1997.

T-34/76, Przemyslaw Skulski. Ace Publishing, 1997.



T-34s carry Soviet tank infantry into battle outside Leningrad, November 1942.



Best of Show

Theme Award

Best Automobile

Best Finish Awards

People's Choice

Best X-Plane

**First thru Third
Place Plaques**



Antelope Valley Group



Presents The Second Annual IPMS Contest

Saturday, November 7th, 1998

Antelope Valley College

Cafeteria Entrance • 3041 W. Avenue K • Lancaster, CA

Categories

1. 1/72 Allied Prop Aircraft
2. 1/72 Axis Prop Aircraft
3. 1/72 Jet Aircraft
4. 1/48 Allied Prop Aircraft
5. 1/48 Axis Prop Aircraft
6. 1/48 Jet Aircraft, 1940 - 1959
7. 1/48 Jet Aircraft, 1960 - Present
8. 1/32 Aircraft
9. Tanks
10. AFV, Artillery
11. Ships
12. Auto - Competition
13. Auto - Street Machine
14. Auto - Custom
15. Auto - Miscellaneous
16. Figures
17. Diorama
18. Miscellaneous
19. Junior

Schedule

10:00 - Noon	Registration
12:00 - 2:00 pm	Judging
1:00 pm	TBD
2:00 pm	TBD
3:00 pm	Awards

Adult Entry Fees are \$3.00 that includes 1 admission and 3 entries. Additional entries are \$1.00 each.

Juniors (15 and below): FREE.

Spectators: FREE.

Best Finish Awards.

We will be presenting three awards: Automotive Best Paint, Best Weathering Technique, and Best Metalizer Finish.

The Theme for this year's contest is Desert Warfare. Any entree that qualifies for Theme consideration is automatically entered regardless of class, scale, or division entered.

IPMS Chapter Contact: Don Butzke at (805) 942.9827.

AVG reserves the right to change/alter class structures and entree classification as they pertain to IPMS Rules and criteria. Judges decisions are final. Neither AVG nor Antelope Valley College can be held responsible for any loss, damage, or injury to entrants, vendors, or spectators and their respective entries, merchandise, and/or personal effects.

Fast and first: building KP's MiG-19

Continued from page 1

ant), MiG-19SV (with high-altitude modifications), MiG-19SF (tactical fighter with improved RD-9BF-1 engines), MiG-19SD (for wing spoilers) and SK (for the NR-30 guns). The SD and SK designations fell out of use after 1957, presumably because of rework and attrition. NATO assigned the reporting name "Farmer C" to the S and SF variants, a formation of 48 of which performed a fly-over at the 1955 Tushino airshow.

A limited-all-weather version was quickly put in service with an improved SCAN-ODD two-dish search and track radar similar to the MiG-17SF. Retaining the two wing guns, this was designated MiG-19P, and the MiG-19PF after the addition of the definitive RD-9BF engines. In the MiG-19P, the centerbody scan dish was covered by a pointed radome, and it did not extend forward of the plain pitot inlet. The tracking dish was in the upper lip of the intake.

Four improved AA-1 ALKALI missiles, like those used in the Su-9, were fitted to fixed launchers extending ahead of the wings to produce the missile-only all-weather MiG-19PM. Some aircraft were upgraded from the original conical scan to a raster-scan in the 1960s. NATO assigned the reporting name "Farmer E" to the missile-armed PMs.

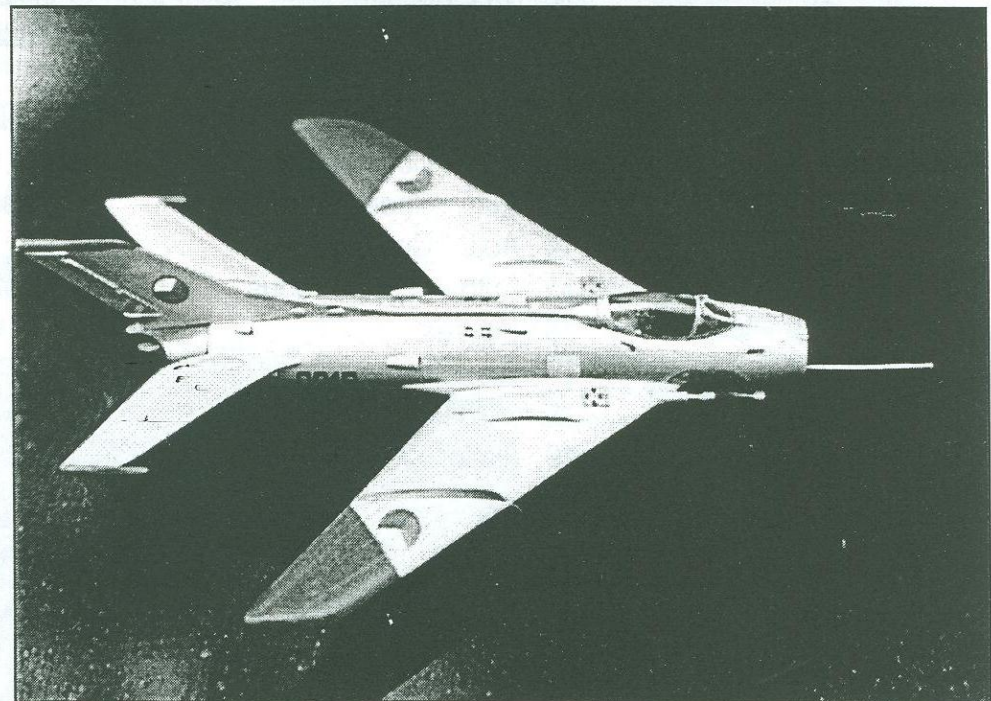
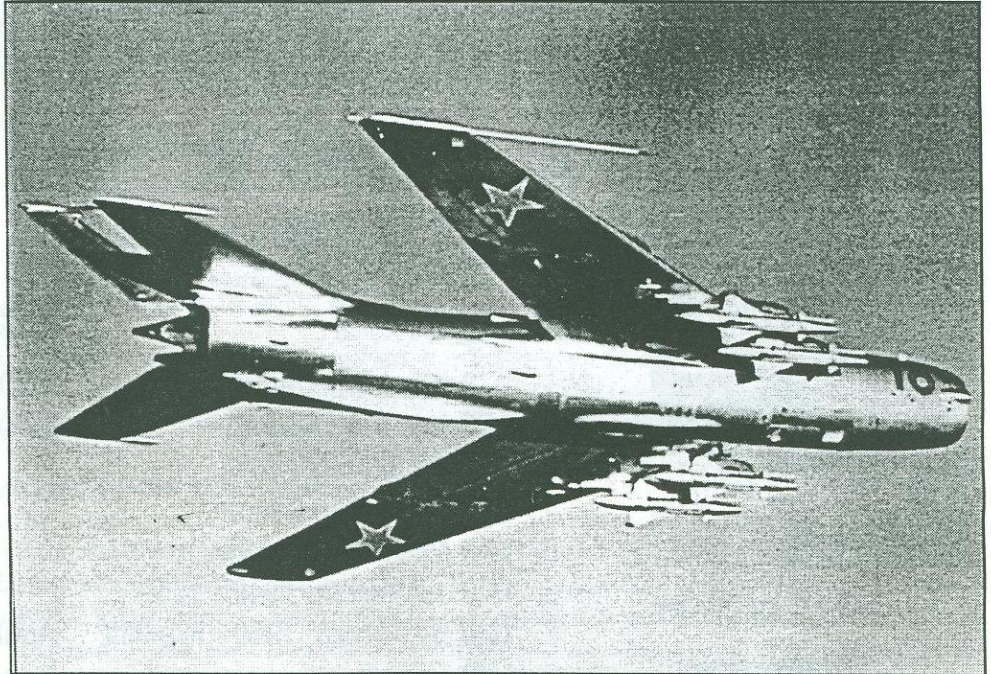
Various sources list Soviet production as 2500 to 4000 aircraft total, of which most were plain MiG-19S/SF day fighters. Czechoslovakia license-built approximately 200 MiG-19Ss as Avia S-105s, some of these being supplied to Egypt in 1957. Soviet production wound down in 1958 as the newer and faster MiG-21 came into service.

Chinese production, with or without a license, began in 1962 and by 1964 100 examples had been built by the State Aircraft Factory in Shenyang. The Jianjiji-6 (Fighter-6) continued in production until 1986, with design improvements such as braking parachutes and AA-2 Atoll heat-seeking missile launchers added during the run. Radar equipment similar but not identical to the Soviet PF model was added to some, and a two seat trainer, with and without radar, was also produced. Some sources claim up to 5000 were produced by the Chinese, including over 500 of the Q-5 redesigned ground-attack variant.

Chinese exports have included 36 to Albania, 24 to Bangladesh, over 160 to

Pakistan, a small force to Tanzania and 44 Vietnam, supplied in 1968-1969. Since there is little record of Vietnamese operation of these airplanes during the Vietnam War, its possible that long-standing tensions between the two nations colored spares and support provision. Pakistan has added AIM-9 *Sidewinder* capability to its J-6s, while Egypt's surviving "Farmers" are all Chinese-made and equipped with some British systems.

Started in the late 1960s, the Q-5 (Qianjiji-5) ground attack fighter moved the cockpit forward and installed a pointed nose containing a simple ranging radar. Plain cheek inlets



At top, a MiG-19PM carrying four K-5M missiles in place of its heavy cannon armament; below, Bill's completed MiG-19S in Czechoslovakian colors.

similar to the SAAB AJ-37 *Viggen* supply the engines. The resulting rearrangement of the center fuselage allows for an unusual internal-bomb-bay, as well as many hard-points for air-to-ground weapons added to the re-stressed airframe. The Q-5 is operated by China and Pakistan, and entered Chinese service in 1972/3.

First Generation level supersonic fighters							
Fighter	First Flight	Service Delivery	Gross Weight	Thrust	T/W ratio	Maximum Speed	Wing Sweep
F-100	5/25/53	10/29/53	28935	14000	0.48	836mph	45 degrees
Mig-19	9/53	12/54	20030	13376	0.67	903mph	55 degrees
P2/Lightning	8/4/54	12/59	27077	18400	0.68	1011mph	60 degrees
F-8	3/25/55	12/56	27000	16000	0.59	1012mph	35 degrees
F-102	10/24/53	4/56	31276	17,200	0.55	825mph	60 degrees
F-104	3/4/54	1/58	29035	15,600	0.54	1146mph	0 degrees
Saab Draken	10/25/55	3/60	27998	17262	0.62	1320mph	60 degrees

Service use of the MiG-19 in armed conflicts has been mercifully small, a good thing given the generally repressive, totalitarian governments that have operated it (with the possible exceptions of Bangladesh and, to a lesser extent, Tito's Yugoslavia). Of course, Egypt and Pakistan today are politically not what they were 25 years ago, but the basic truth is that the MiG-19 was and is The Bad Guy's airplane. It saw service for West Pakistan in what became the Bangladeshi War of Independence, appeared in the Yom Kippur War, the Chinese/Vietnamese conflict, and possibly the Iran/Iraq war. It was an effective air-to-air and air-to-ground weapon, the Pakistanis favoring it over the Soviet-built MiG-21s operated by India and their own F-104s.

Given its wide deployment and overall excellence, plastic kits of the MiG-19 have been few and far between. The ancient *Aurora* effort is a complete fantasy, based on fake Soviet propaganda photos featuring a taller fin and shorter fuselage than the MiG-15 and a nose-radome and chin inlet like an F-86D. Modeled somewhere in the neighborhood of 1:48 scale, the one example I've seen was molded in an imaginative green metalflake plastic that represents one of the rarer Soviet

service finishes. It also features *Aurora's* classic raised lines for national markings and pilot's head molded integral with the solid cover of the cockpit. Armament includes wing-mounted U.S. HVARs.

Considering its value on the collector's market, building this kit would be silly. Building an accurate scale model from it would be a labor of love. *The Encyclopedia Of Military Models* states that *Lindberg* released a similar kit, and adds that the Soviet MCCNE consortium then proceeded to copy the copy!

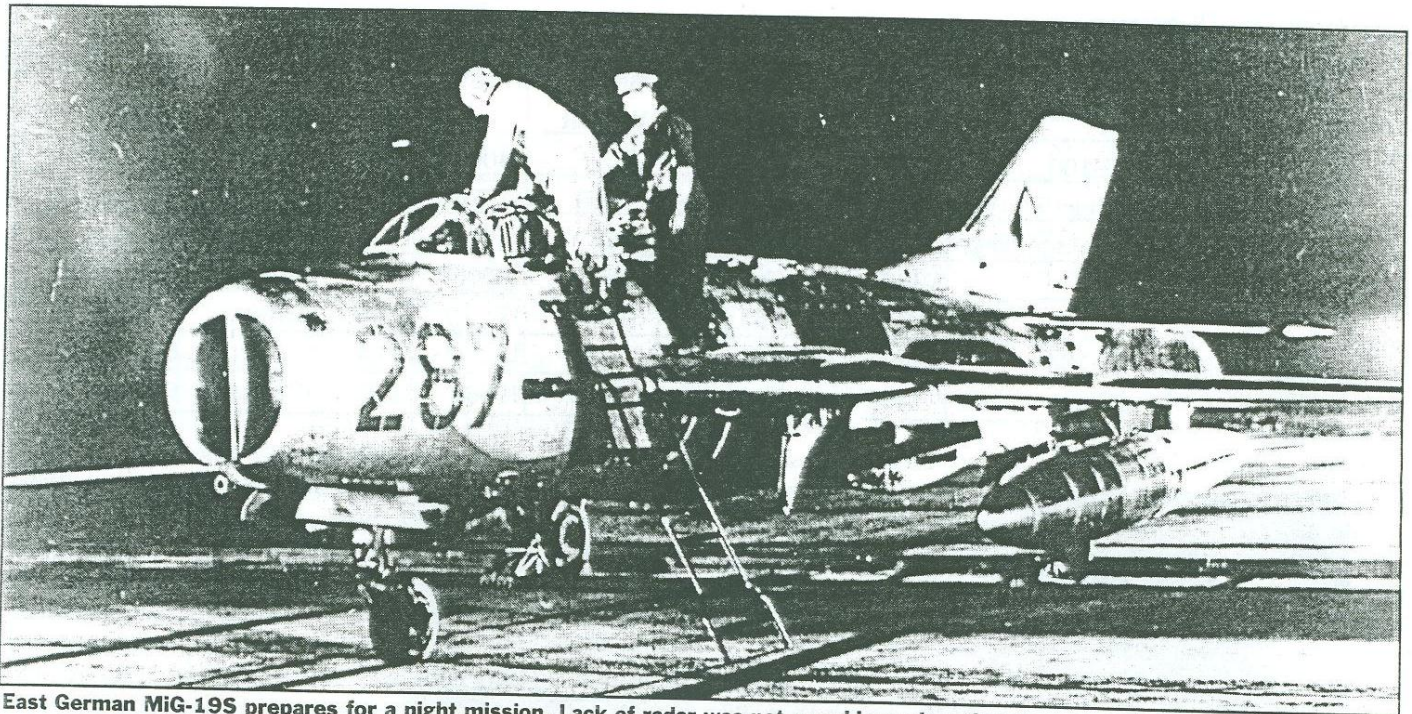
Three more accurate scale models depict the various radar-equipped MiG-19s: *Tamiya's* MiG-19PF effort in 1:100 and a pair in 1:72, a MiG-19PM from *Heller* and a MiG-PF from *Central*. Reviews mention that the *Heller* kit is less accurate but has a better fit than the *KP* kit I chose to build. All three of these kits are available from the usual old-kit sources, and if I had known I was going to write this article I would have used that as an excuse to buy them!

The qualities of the Soviet *LFI* kit, the box of which is shown in *The Encyclopedia of Military Models*, are unknown to me.

My example of *KP's* kit was made and purchased during the Evil Empire era. The quality of the plastic stock and paper



Pakistan is one of the major users of the J-6, the Chinese version of the MiG-19, employing the J-6C and the Q-5 attack derivative.



East German MiG-19S prepares for a night mission. Lack of radar was not a problem when the plane operated under GCI control.

for instructions has gone up since then, and *PropagTeam* now make the decals from new art, but without including a decal for the instrument panel anymore. The only other difference I can see between current and old editions of this kit are the disappearance of the radio antennae or miniature detonating cord pattern from the cockpit canopy—originally this little detail was engraved in the tooling, like in *Airfix's* F-80C kit, but it seems to have worn off or been removed during maintenance. You can still see if you know to look for it, but this is definitely an area where the tooling is showing its age. Flash is another. The kit instructions are dated 1973.

The kit consists of 75 parts, 5 clear, with a two-piece clear stand, single-piece wind-screen/canopy and separate gunsight glass and landing light lens for the nose-gear leg. The parts breakdown is un-surprising: left and right fuselage halves, separate nose and tail pieces, left and right wings molded in top and bottom halves, left and right horizontal stabilizers molded solid, as is the rudder and fin which are integral with the port fuselage half. The horizontal stabilizers include their root fairings, so cutting is required to pose any of the flight controls in other-than molded positions.

No less than 26 separate airscoop parts are provided, although only 16 are required to complete the kit. The remaining scoops are spares, although some unnumbered parts may have been false-starts by the mold-maker. Cockpit details consist of an unconvincing seat, pilot figure, instrument panel with a paper-cutout in the instruction leaflet for the dials, and the gunsight glass.

The exterior surface is covered with tiny raised rivets and panel details, which I chose to keep and, frankly, like. Old MiG-19s got a bit dowdy looking in Eastern Europe in the old days, and surface discoloration made these details visible. A 'new' example should probably be sanded smooth, the fit and finish of the Shenyang examples being said to be particularly good.

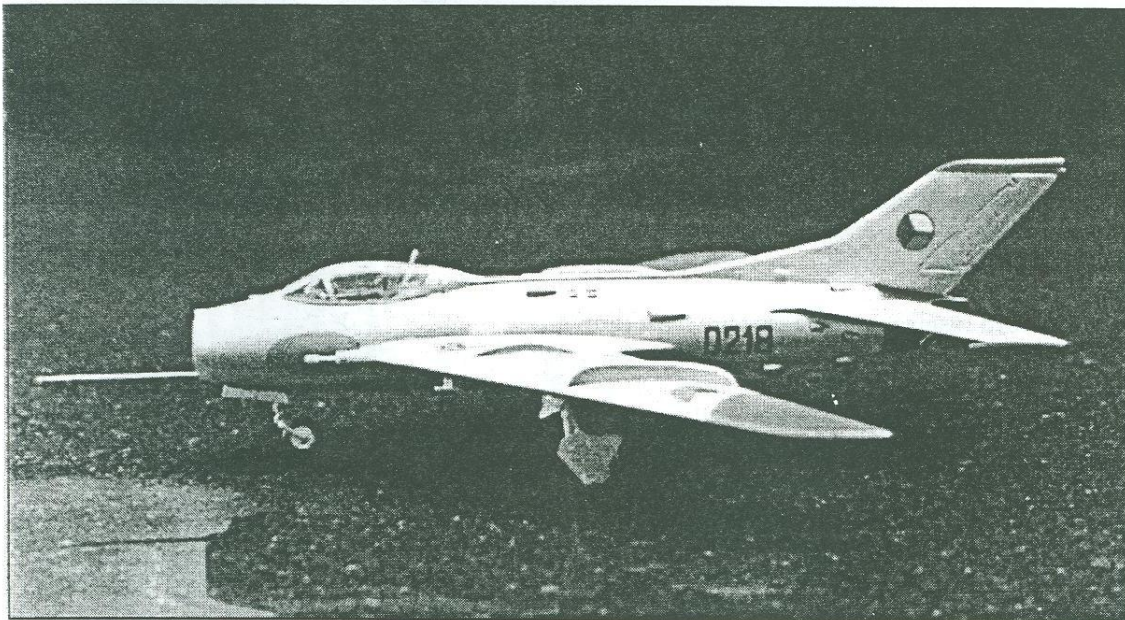
None of the small details—scoops, antennae, 780 liter drop-tanks, pylons for the two 57mm rocket pods—are provided with mounting holes or tabs. Instead, small raised outlines on the surface indicate where the small part is to be placed, and

MiG-19 References

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- The World's Military Aircraft*, Bill Gunston, 1983, Crescent Books, ISBN 0-517-40477X
- The Complete Encyclopedia Of World Aircraft*, General Editor David Donald, 1990, 1997, Barnes & Noble Books, ISBN 0 7607 0592 5
- The Encyclopedia Of Military Models*, Claude Doileau, Huynh-Dinh Khuong, Thomas A. Young, 1985, 1988 TAB Books ISBN 0 8306 8383 6
- Modeling Modern Soviet Fighter Aircraft*, Ken Duffey, 1990, Argus Books, ISBN 1 85486 034 8
- Air International, September 1980, Volume 19, Number 3
- Air International, December 1990, Volume 39, Number 6
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Web sites:

- <http://www.apo11o.demon.co.uk/migplan.htm>
- <http://www18.pair.com/tvam/html/it/itm19.htm>
- <http://soliton.physics.arizona.edu/~savin/ram/mig-19.html>
- <http://www.wpafb.af.mil/museum/annex/an14.htm>
- <http://www.unn.runnet.ru/nn/industry/sokol/migs.htm>



Bill's MiG-19. This shot provides a good view of the air intakes on the fuselage and around the tail area—all of which are provided as separate pieces.

with a good glue, attached. This is strictly liquid cement territory, although I've used the *Testor's* Nontoxic (blue tube) product for repairs of cosmetic details.

The nose gear leg and wheel are one piece, with two separate doors and a not-deep-enough-for-scale wheel well molded into the fuselage halves. The fit of this part of the fuselage is poor, and you are left with a difficult seam. I later learned that the shape of the wells and door are incorrect, the well having a concave curve forward and a convex curve aft. Kit well and doors are straight-cut.

Main gears feature separate wheels and struts, and you can arrange for the wheels to roll if you follow the hot-screw-driver technique recommended in the instructions. Three doors are provided for each main gear, and some interesting engraved marks are provided on the underside of the upper wing surface to represent main-gear-well detail. However, the plastic is so thick that the wells are obviously too shallow.

All gear doors are commendably thin. However, no retraction struts, door hinges or operating arms are provided. Worse, the nose-gear is skinny and fragile (my 1980s molding was brittle grey plastic) and mine broke more than once, until

me to control where it went and how much was applied much more easily than with putty out of the tube. The thinner allowed it to bond to the plastic. The putty's surface was slightly porous after wet-sanding (220, 400 and 600 grits) but could be sealed with liquid cement or superglue. Use masking tape to protect the petite raised rivet and panel detail during sanding.

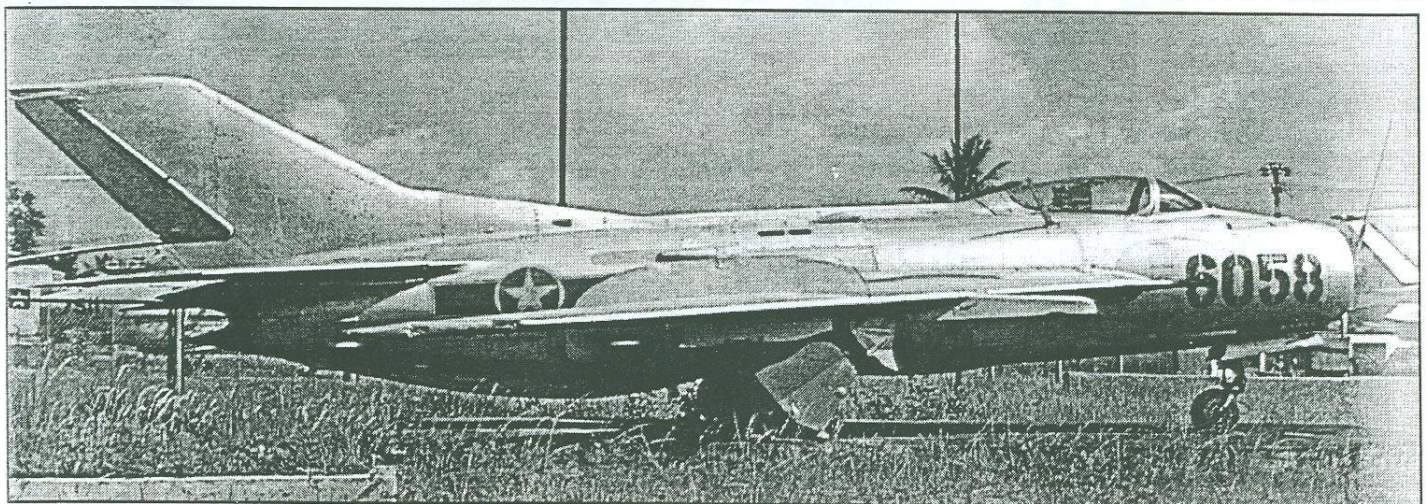
The tailpiece includes the aft end of the ventral fin, which makes for another awkward seam, but at least it's on the bottom of the model. I choose to believe that the topside fin-to-tailpiece seam represents in plastic the way the real airplane is put together and didn't fill it.

Wing-to-fuselage fit was poor, with definite gaps being left on the underside (again!) and again delicate filling and sanding was required. The wing root fairings were included in the fuselage molding, so the seam is at least simple. The stabilizer-to-fuselage fit is among the better in the kit and no filling is needed.

I choose to build a cockpit for my example using a cut-away view and a MiG-15/17 cockpit picture as a reference. I built a floor and side-consoles from sheet stock, scratchbuilt an

I heated and inserted a straight-pin through it. Now it flexes but hasn't broken in years.

The separate nose-piece extends deeply enough into the fuselage to give the impression of the intake ducts, but contains a sink-mark on the intake splitter that defines "difficult to fill." The nosepiece and forward fuselage profile don't match, producing the need for some very delicate filing and sanding. I used *Squadron Green Putty* thinned with dope-thinner for flying models. I brushed on thin coats, enabling



A Vietnamese MiG-19 following its retirement. Vietnam used the MiG-19 as a hit-and-run weapon against U.S. aircraft.

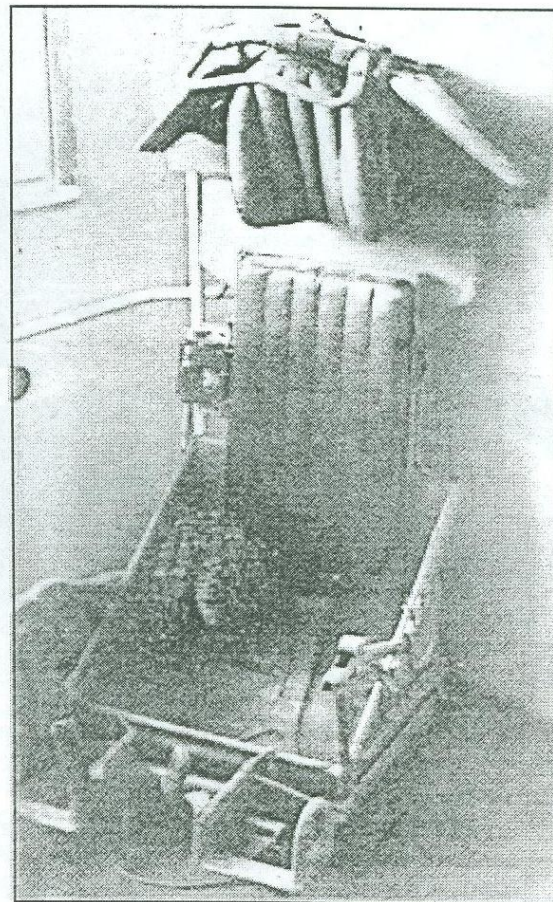
ejection seat from sheet stock and stretched sprue, a control stick from stretched sprue and a gunsight from styrene sheet. My favorite part of the model is the little pad on the face of the gunsight to protect the pilot's face/helmet. The stock instrument panel with decal fits under the coaming with some trimming. After a lot of dry-fitting, I assembled the cockpit tub to one side of the fuselage, painted everything and attached the other side. I added metal weight to make the model balance on its gear before attaching the nose piece. The windscreen/canopy is clear enough that you can see that there is some detail without making it all visible. It's sort of like a fan-dancer, if you want to look at it positively!

The long air-data probe and forward fuselage radio aerial are a bit too lumpy for me, so I replaced the probe with stretched sprue and the aerial with 0.015" X 0.030" strip stock, sanded to a taper.

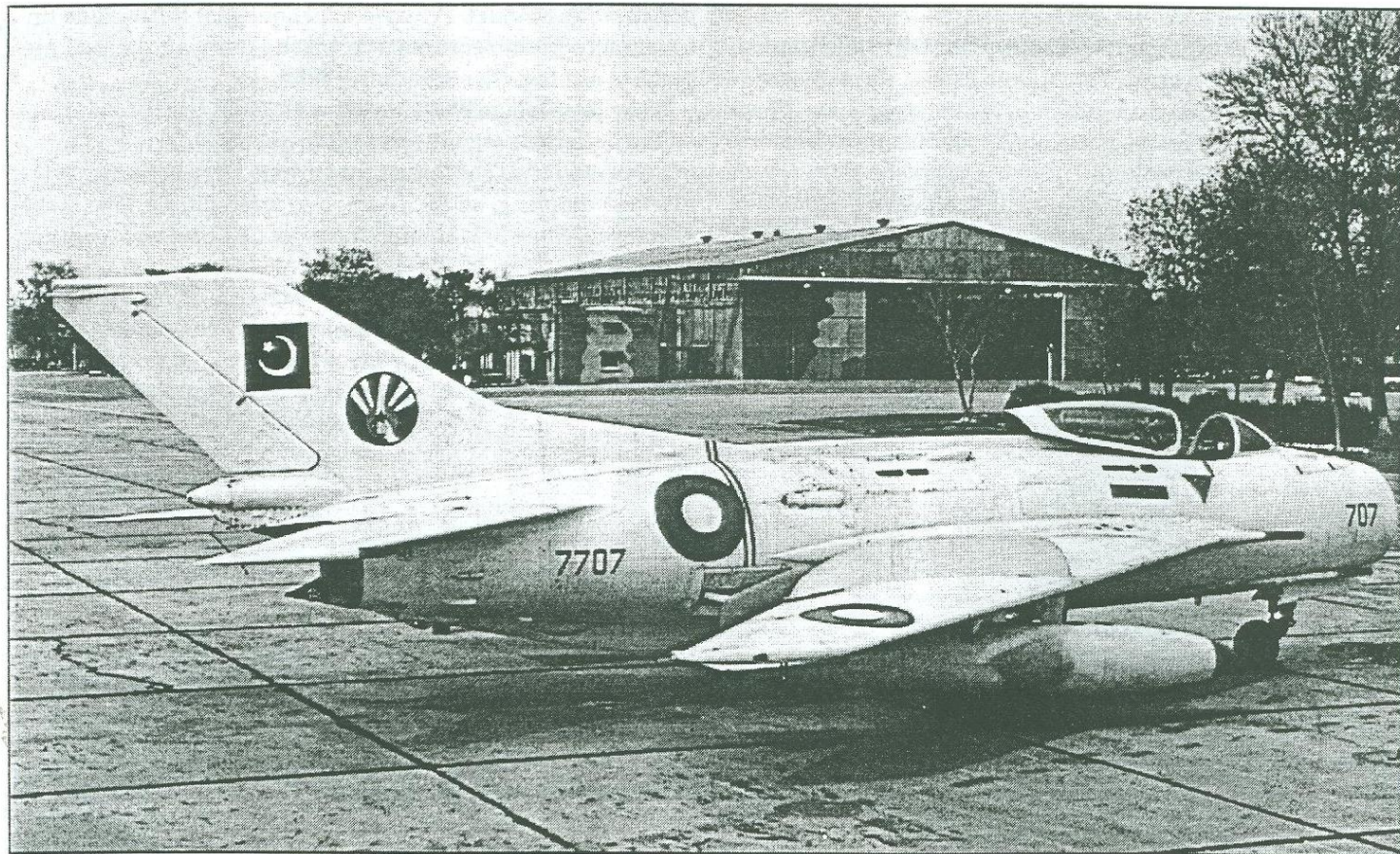
I chose to build the box-top art Czech markings, so the overall finish is natural metal with red decorations. Red wing and tail-tips were primed with flat white first, then painted red, then masked and the silver sprayed last. After drying, the silver was polished and then panels picked out in flat aluminum and steel. Results were satisfactory, and spraycan red matched the Czech tricolor decal red well enough. I chose the kit decals over *Microscale's* sheet 72-101 because *Microscale* seemed to have gotten the tricolor blue too dark.

Cockpit and wheel-wells are medium grey, with yellow for ejection seat operating handle and red for the little bail that arms the ejection seat when the pilot's helmet pushes up on it. These are similar in shape to the handles for a western face-curtain seat, but vastly different in function! The seat-back cushion is a dark military green. I used *Testor's* rubber, a dark semigloss brown, for the oxidized sidewalls of the tires and the effect is subtle but nice.

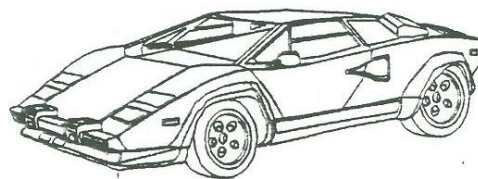
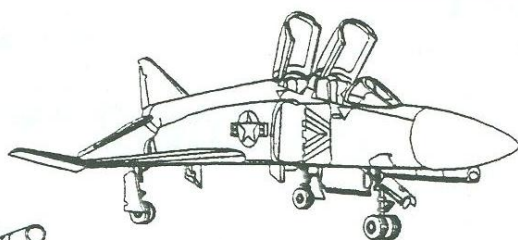
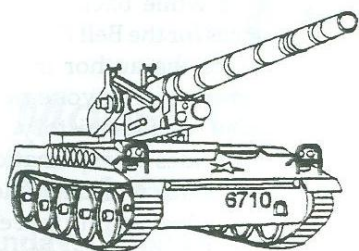
It's not a *Tamiya* kit, but where else do you get a MiG-19 without the radar nose? I'm looking forward to building another and trying the Shenyang five-color camouflage—and maybe drop the flaps, too...



Ejection seat from a MiG-19, a modified version of the first-generation seat used in the MiG-15 and MiG-17.



Another view of a Pakistani J-6. These aircraft are finished in overall gray with prominent national and unit insignia.



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10AM to 5PM

SVSM BOOKSHELF

Martin B-57 Canberra: The Complete Record
By Robert C. Mikesh
Schiffer Publishing, 1995

When I wrote my series on models of this fabulous twin engine warrior, one book included among my references was Mikesh's *B-57 Canberra At War 1964-1972*. Upon a first examination, one could mistake this new book for a reissue of that volume. Inside the copyright page, in fact, is a statement that an abridged edition of this book was published in 1980 by Ian Allan Ltd., in essence the "At War" book. I have gone over the two of them, and they are different. Mikesh by the way, is a former *Canberra* pilot and HUGE fan of the plane, and great writer.

The Complete Record is 208 pages, versus the 160-page *Canberra At War*, an index is now included. All the chapters have been updated, with major revisions in some cases to the text and photos. New sections include the "special projects" B-57s and appendices. There are lots of quality color photos throughout, and some great color drawings as well. There was no color in the earlier book.

This updated edition is a feast for *Canberra* aficionados which I heartily recommend. If you missed getting *B-57 At War*, buy this new book as soon as you can. If you have the 1980 book, look hard at why you would deny yourself this excellent update.

—Mike Burton

English Electric Canberra
By Ken Delve, Peter Green and John Clemons
Midland Counties Publications, 1992

When a book is described as a good reference for modelers, it's usually because it has a large number of photos. This volume has plenty of photos, but it also has a text so thorough and so complete that modelers should be able to glean important information from the words alone. The authors know the subject intimately—Clemons was a *Canberra* pilot, Delve a navigator—so the writing shows an attention to detail that's rare in books of this type. The appendices document such information as the histories of every British *Canberra*, a detailed log of *Canberra* missions in Malaysia and the Suez, and an exhaustive description of *Canberras* built by and for foreign customers that documents these aircraft's operational history. (U.S.-built B-57s are given a nine page chapter of their own in the main text).

The meat of the book is the richly-illustrated text. The development on development of the type includes drawings of the original ejection seat, control yoke and engine. The plane is followed into Bomber Command service and through its various evolutions, from fishbowl canopy to fighter canopy to PR variants. Chapters illustrate the type's use in Germany, the Middle East and the Far East, every one of them sprinkled with photographs that modelers will find very handy. If you're a fan of the *Canberra* in its native colors, grab this one while you can.

—Chris Bucholtz

Thompson Trophy Racers - The Pilots & Planes of America's Air Racing Glory Days 1929-49
By Roger Huntington
Motorbooks International, 1985

I reviewed this book briefly a while back in a listing of sources that could serve references for the Bell P-63 *Kingcobra*. I did not do the book justice nor the author in that short mention. This is an excellent primer for anyone new to the subject of air racing and a well written history. In three chapters early on, the author provides an explanation of the science and art basis that determine what made a pylon racer. This is very enjoyable and informative reading that enhances later discussions and histories. While there are no color photos, plenty of black and white shots and superb drawings provide many references to the modeler. A breakdown into prewar and postwar racer individual histories, design path divisions and race year histories weave together in the lively text.

As promised in Don Berliner's foreword, when you're done reading this book you'll know why some pilots and planes had their names engraved on the Thompson Trophy while others remained also-rans. Highly recommended

—Mike Burton

Unlimited Air Racers - The Complete History of Unlimited Class Air Racing, 1946 Thompson Trophy to 1991 Reno Gold

By Don Berliner
Motorbooks International, 1992

This author (A Founder - Society of Air Racing Historians) wrote the foreword of the Thompson Racer book, and is obviously an authority on the subject. Here you can pick up where Huntington leaves off. Again, there are no color shots, but there are lots of clear black and white photos. This is a good supplementary volume, but it's hardly the definitive Reno racing history. There are no individual racer histories or aircraft discussions; instead the book is devoted more to general coverage of both in single year divisions.

—Mike Burton

The Air Racer
by Charles A. Mendenhall
Specialty Press, 1994

The inside cover notes that this book was previously published in three separate volumes by Pylon Publications. The range is 1909 to 1975, and it provides you with sets of three and five views, many with sections and scales provided. If you do not have ready access to the Reed Kinert Racing Planes volumes which Aero Books put out, this may be a very good substitute. There are no photos. Text is extensive in some cases, but in the form of notes on drawings only.

—Mike Burton

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DATE & TIMES	LOCATION	ADMISSION
Sunday, October 18th	Sequoia Conference Center	General Admission \$ 4.00
Open to the Public 9:00 AM to 5:00 PM	7530 Orangethorpe Ave. Buena Park, California	Young Adult (13 - 17) 2.00
Vendor Setup 8:00 AM to 9:00 AM	Located on Orangethorpe between Beach and Western	Children 12 and Under Free* * When accompanied by a paying adult
Model Registration 8:30 AM to 9:00 AM	INFORMATION	MODEL ENTRY FEES
Contest Room Closed 12:00 PM to 1:30 PM	IPMS Orange County P. O. Box 913 Garden Grove, CA 92642 (714) 631-7142	Adults, per model \$ 1.00
Awards Presentation 3:30 to 5:00 PM	From April 18 1998, the area code will change to (949) e-mail: oc ipms@aol.com	Young Adult, per model .50
		Children, per model .50

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Vendor tables must be reserved in advance, none will be available at the door.

California law requires that all vendors possess a valid California Resale Permit, and a
copy be on file with our event. Please enclose a copy of your permit with your pay-
ment. Temporary "One Day" permits are available upon request.

Table Size: 30 x 96 inches

Price per table: \$ 40.00*

* Discounted to \$ 35.00 if
registration is received by
31 May, 1998. From
01 June, 1998 the cost will
be \$ 40.00.

Please reserve _____ tables
@ \$ 35.00/40.00

Total Enclosed: \$ _____

AUGUST MINUTES

There was a complete lack of business at the August meeting. Actually, lots of people talked at the beginning of the meeting, but nothing of any significance was said.

In model talk... Peter Wong said that nothing fit on his *Matchbox* 1:32 *Spitfire* 22/24, which accounted for the aluminum lacquer finish on the plane. Peter said painting camouflage on such a bad kit would have been a waste of time! Mike Burton proudly showed off the subject of last month's cover story, the *Karo-As* P-59 *Airacomet*, which is coming along and awaits its first coat of paint. *Airfix*'s Bristol fighter may be 41 years old, said Toby Martin, but it's still accurate! He's had only to thin trailing edges and fix the control surfaces. Toby's also got an Se.5a in the works. Steve Travis' collection of *Monogram* Green Hornet customs keeps growing; he's built a Jeb Allen-designed pick-up dragster and a Bucket T, stealing various engine, wheel and grille components from other cars. Steve also has added a Corvette engine to his *AMT* '34 Ford, the second in another five-car collection. Jim Priete is making modifications to *Revell*'s *Prinz Eugen*, including reshaping the ship's bow, and he's building the *Gneisenau* in its 15-inch gun configuration, complete with myriad modifications. Cliff Kranz took *Monogram*'s "Heritage edition" *Constellation* in TWA livery and turned it into a lovely liner, despite complaints about the silver paint he used for the wings. Laramie Wright re-built the landing gear on *Italeri*'s CH-34 *Choctaw* helicopter; while the model has an iffy fit around the nose, it captures the look of the pugnacious plane, and the bright 1964-era Marine markings add a lot of color. Laramie's also doing some serious sanding and sawing on *Paola*'s Nieman R-10 Soviet bomber. Roy Sutherland experienced a trial by paint on his 1:72 *Spitfire* IX; it took him two hours with *AeroMaster* acrylics to get the upper camouflage right. His *Spitfire* 22 in 1:48 is prepped for a resin cockpit (gosh, where will Roy find one of those?) and his *Sierra Scale Models* *Barracuda* is literally holding its own, thanks to a home-made pin-and-socket arrangement Roy's added to ease construction of this vacuum kit. Matt Reich was excited about the paint job he'd applied that very day to his '93 Cobra, and his CHP Caprice is done all but for a set of aftermarket wheels that are in the mail. Matt's also wrapped up a New York State Police Crown Victoria. Barry Bauer's *Toko* P-63 is just about ready for paint, sporting a new cannon barrel and an interior that comes out-of-the-box with everything except throttle quadrant, seatbelts and a few switch boxes. Barry says that the P-63 is nice, but the

Aeroteam Spitfire 21 isn't quite in the same league; he complained that the wheelwells were "hateful!" Brad Chun knew better but he couldn't help but start a *Karo-As* vacuformed F-84G *Thunderjet*. Ken Miller brought in a pair of F-102s in 1:144 (not F-144s in 1:102) depicting the planes from the 318th Fighter Interceptor Squadron that scrambled to intercept D.B. Cooper's plane. The decals came from F-15 sheets for the same unit, which still celebrates its interrupted Thanksgiving meal to this day! Chris Bucholtz had to tactfully but forcefully correct the president, who misidentified his *Condor* A-36 *Apache* as a P-51. Kent McClure brought in some *BattleTech* figures he painted with a silver rattle-can, a fleet of what he described as "weird stuff" (actually, small-scale space ships), and some "blue creatures." Also present from Kent's bench were a sci-fi tank with armored lizard troops. Back on earth, Kent's working on a Austin 1916-17 armored car, which still needs armament, and several 1917 Russian infantry figures, all in 1:72 scale. These latter projects will be used in a diorama, Kent said. Randy Rothhaar used the *Cutting Edge* cockpit set to enhance *Tamiya*'s F4D *Skyray*, and he's also getting into the insides of *Academy*'s Tiger I with interior. Showing where his modeling prowess came from, Randy also displayed a large-scale open wheel racer his father made 35 years ago, using an old *Monogram* Model T for engine parts and scratchbuilding the rest out of wood and metal. Chris John had fun building her small Japanese armored cartoon character figure. Dave Balderrama is gunning for his *Tamiya*Con competition, using all the parts from one of the old 1:100 Il-28 "Beagle" to add to his small-scale aircraft collection. Dennis Ybe is making the old *Revell* 1:32 P-40E out-of-the-box as part of a mobile for his 9-month-old son's room. He's also tackling a bigger challenge in the form of a *ProModeller* P-51B *Mustang*. Ben Pada is continuing his trend of making models build with few extras look amazing; his latest efforts are a *Hasegawa* Bf 109-3 and a *Tamiya* F4D *Skyray*. Paul Cabana is adding some crew restraint devices to *Tamiya*'s P-51B with the aid of some photo-etched parts. Randy Ray has an *AFV Club* Scimitar in its Desert Storm configuration—less the tracks and running gear. Randy has a *CMK* Panzer 35t in a more-complete state, bristling with details from *Eduard*'s brass set and other touched like hatch detail made from Milliput. And the Model of the Month goes to... Cliff Kranz and his F-102 Delta Dagger! This 30-year-old *Monogram* kit still has all the movable parts working, including the pilot's ejection seat (although the poor guy's parachute has NEVER deployed...). Model of the Month honors for nostalgia!

In our club contests, The F-102 was there because of one of our club contests—Area Rule. Cliff Kranz' 1:72 *Monogram* F-105 was heavily "weathered." Mike Burton, in a Rodney Williams-like move, pulled his *Italeri* B-58, *Hasegawa* F-102A and *Hasegawa* F-106 out of the running before judging. So, the winners were... In third, for his *Revell* 1:144 F-106 (which he repaired "in the field"), was Ken Miller, our resident Lilliputian-scale expert. In second, with his '69 Charger with a '68 grille, was Cliff Kranz (who probably built the model while it was still available new from Dodge dealers). And in first, with a splendid 1:100 *Tamiya* F-105, was Frank Beltran.

Our other contest was "Nationals Losers," and we saluted

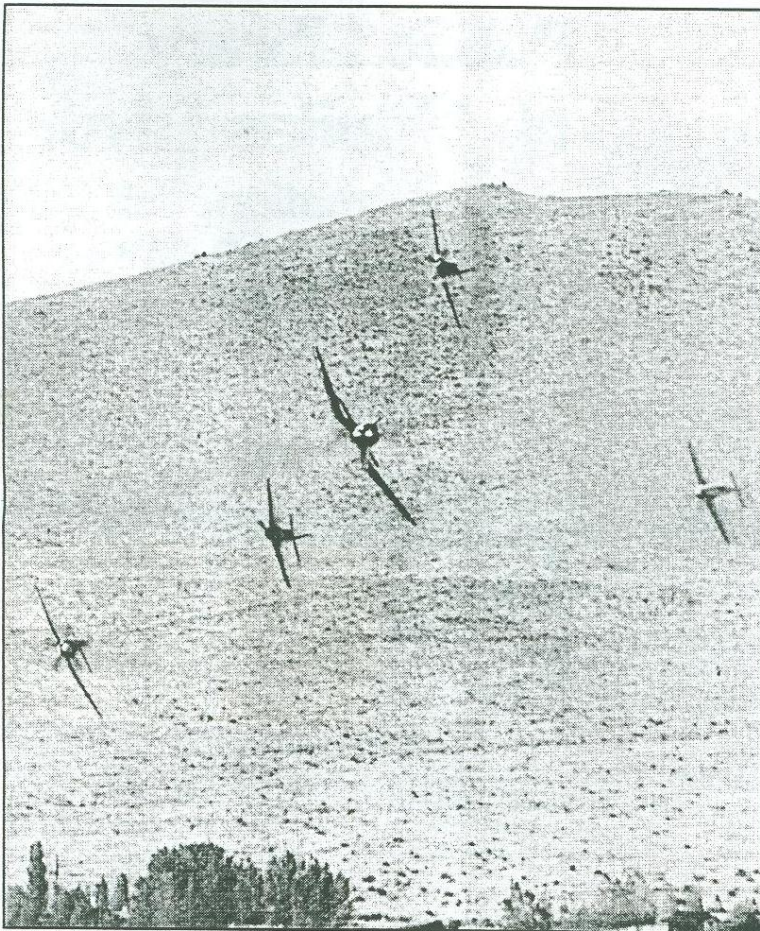
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those who went boldly to receive their plastic whippings. In the prehistoric category, the only logical contender was Rodney Williams, our only prehistoric modeler; his Triceratops came in third, his velociraptors second and his Tyrannosaurus Rex first. (Editor's note: does anyone else find it charming that Rodney is recapturing his childhood by building models of his boyhood pets?) In the "Winged Whipping" category, third place went to Ken Miller's Boeing 727. Second went to Rodney Williams' lovely F4U-1A *Corsair* with folded wings. And the winner... Ben Pada's Gotha 229, converted to a single-seater from the two-seat kit. The automotively whipped contestants were represented by Kent McClure; his March 707 CanAm car from *MA Models* was the second best loser,

and his Red Lobster P935 was the best danged loser of a car in SVSM this year! Bert McDowell's Eggscort Carrier had to go somewhere... So here it is, in a class by itself. Finally, in the armored category, Laramie Wright had a Sherman M4A3 mounting a 76mm gun bashed from *Italeri* and *Tamiya* kits, and a very attractive 25-pounder gun from *Tamiya* on an attractive base. Chris Hughes entered an *Italeri* Panzer I and a Panzer III G from *DML*. The winners among these armored losers: in third, Laramie's *Tamiya* Marder II, detailed down to the working hinges on the gun travel lock! In second, Laramie again with another kitbashed Sherman Firefly. And in first, with his Befehlspanzer V, Chris Hughes! Congratulations, or consolations—whichever works better for you!



**At this month's meeting...
Our annual
celebration of
things that fly
fast and turn left**

The SVSM AIR RACERS CONTEST

**Unlimited racers, fact or
fiction!**

And, coming up later this year...

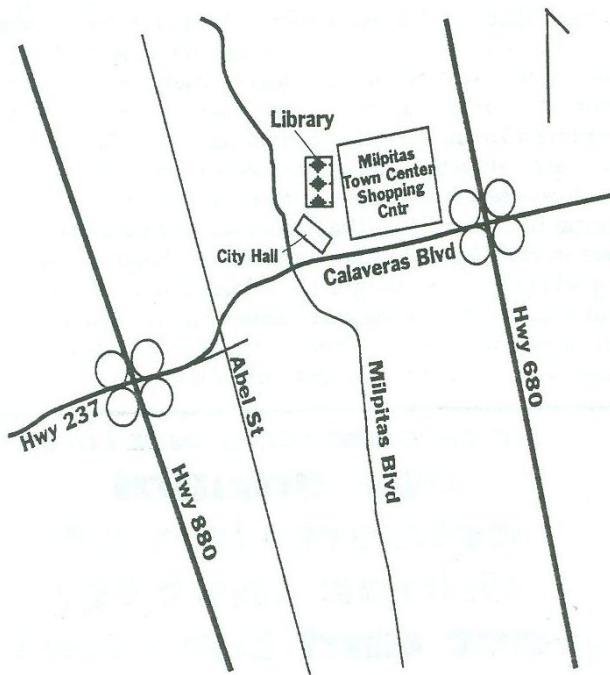
October 98: That's Italian (aka "the Italians of October" (planes, cars, armor, surrendering figures, etc.)

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,
September 18
at the Milpitas
Public Library
40 N. Milpitas Blvd.
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