

All the *Canberras* you can bear Kits come in almost as many varieties as the plane did

By Mike Burton
•part one of three•

(Editor's note: Mike Burton has built or is building an air force of *Canberras* that rivals in size several third-world air forces. In this article and in future articles, he'll share his knowledge of both major variants of the *Canberra*.)

The English Electric *Canberra* and its U.S.-built relative, the Martin B-57, make for a wide variety of interesting themes for building, either as a collection or as that one "just different" subject for entering in "multi-engine" categories in contests. The RAF, RN and USAF employed this aircraft in bomber, strike/intruder, attack, training, low/high altitude tactical

recce, high altitude strategic recce, and electronic warfare/recce roles and as a

testbed for a multitude of programs. Include the number of foreign (to the U.K. and U.S.) air arms that operated the English Electric or Martin *Canberras*, and it seems odd that so few modelers endeavor to create them. Alas, it cannot be totally explained by a lack of available good working materials in kits. This is not intended to be an exhaustive work. My intent is to give an overview of what's current for use by modelers who have at least a passing interest in the *Canberra*.

At the end of the kit reviews I'll include a list of reference sources and decals if I know of them. This may just go to show how much I don't know, but then if you can add to what's here in the article, then we'll all know more about what's out there for *Canberra* fans. I also plan to follow this up with a review of written source material.

No, I did not review the Revell B-57B (did build a few, a nice kit but an odd scale), or the Frog or Revell "fishbowls" (never seen them except as collector kits), since these definitely don't fit in as *Canberra* "modeler material" in my estimate.

1:72 English Electric B(I).Mk.6 *Canberra* by Airfix

I start with this model, because with its "fishbowl" main canopy it's the closest to the classic *Canberra* layout. The B.Mk.6 was the first version mass produced for many roles that enjoyed great success. This kit can be converted easily back to the B.Mk.2, which filled the high-speed daytime level

bomber and night striker roles for RAF Bomber Command. Several easy to reproduce and/or very striking finishes for the modeler can be attempted using this kit as a basis. For a Martin B/RB-57A, one would do best to start with this kit for ease of modifications to the USAF (or even FAA!) versions.

Right out of the box, the kits I have seen offer you two choices: the later RAF scheme of dark green/gray topsides with light gray undersides for a B(I)Mk.6 or a somewhat similar scheme with silver undersides for a Royal Australian Air Force B.20 export version. The RAAF plane is a day bomber in markings for service dur-



A *Canberra* B.Mk.6 used by India in the 1965 war with Pakistan

ing the mid-'60s in Vietnam.

The main drawback to this kit comes in the odd look of the nose area just beyond the main fishbowl canopy. It definitely does not look right to the eye.

The diagnosis I have come up with through much reading, as well as having the kit myself to compare, is that the diameter of the nose is too great without a sufficient taper. There's little one can do easily (if at all) to correct this out of the box, but help comes in the form of *Aeroclub's* vacuform replacement fuselage.

Otherwise, the kit is very nice, offering you an open bomb bay a choice of wing-tip tanks and/or bombs, wing-mounted bomb racks and well-detailed landing gear that all make the kit more life-like.

The open bomb bay has enough molded ribbing for "low/no detailers" to use as-is even if left empty, though a full bomb rack (6 X 1000lb) is supplied for this area. On a "fishbowl" two bomb bay doors open conventionally, a feature also found on the early Martin versions, and this is captured well. There is very little detail left off the kit when compared against detail shots in the *Aeroguide* reference.

Another option provided is the "belly gun pack," a four Hispano-Suiza 20mm cannon package which mounts to the

Continued on page 4

EDITOR'S BRIEF

If you were at the last meeting, you know that we'll be losing our Cupertino Library meeting space as of October (which should be a very interesting meeting—more details to come). But have no fear: the officers of the club are hard at work, not just at finding a new meeting place for the rest of this year but a permanent space for the club. To facilitate this, we voted to change the name of the club to the Silicon Valley Scale Modelers, a name which I think better reflects the varied membership. A quick look at who's in the club shows addresses in Hayward, El Cerrito and Fremont as well as the valley proper, so perhaps we've simply grown out of the San Jose moniker.

The Fresno show suffered from poor attendance (only 130 models) but was run very well and the Central Valley Scale

Modelers should be commended for their efforts. Our own Richard Pedro's 1:48 S-3A *Viking* won Best of Show! Other winners were Jim Lewis, Mike Burton, Rodney Williams, Randy Rothaar, Mike Meek, Dave Balderrama and, by golly, your editor! Even though the turnout wasn't great, the quality of the models was. I judged 1:48 single-engine jets, and even though there were only six entries, picking three winners was a tough job.

Don't forget the upcoming club contests: September's "Warbird racers unlimited," October's "Missiles of October" and January's "On the Waterfront." If you don't enter, you'll probably have to judge!

Well, gotta go clip the wings of my SBD...

—The Editor

Stripping made easy by household products

By Tim White

Here are four methods of removing paint from plastic models. These are used by car modelers to remove paint from old models for restoration.

Brake Fluid

This will remove paint, but may stain or soften plastic left in it more than 24 hours.

Easy Off

The same cautions as for brake fluid. In extreme cases, it will melt the plastic.

Nexus Shampoo

One of the shampoos, I don't know which one, costs \$25/30 gallon and will remove paint. It takes 3-4 hours to act and will not stain or soften plastic (yes, but what does it do for your hair?!?)

Pine Sol

The least expensive option and it works in 3-4 hours on most

paints and chrome plating. *Pactra* and *Testors* metallics come off in 20 minutes. Flats come off faster than gloss paints. Use a metal cake or bread pan - buy a cheap one at a thrift store rather than threatening your marriage by stealing one from the kitchen. Pour the Pine Sol over the model and work it in with an old toothbrush. The paint will come off in 3-4 hours. Acrylics make take less time than enamels. After the paint has come off, wash the model/parts in detergent (dish washing liquid) and water and then air dry overnight. Pine Sol will not stain, craze or soften plastic. When you are finished, filter out paint flakes and pour the Pine Sol back into the bottle through a nylon stocking (it is recommended that you do get an old pair from your wife rather than picking up an extra pair at K-Mart, otherwise you may have some very difficult questions to answer when your wife or significant other finds them). Besides working well, Pine Sol has the additional advantage that it is biodegradable.

Nine come home winners from Castle contest



Photos by Angelo Deogracias

Winners in the hardware wars from July's Castle AFB Contest were, from left, Bill Dye, Bill Ferrante, Mike Meek, Jim Lewis, Mike Burton, Randy Rothaar, Richard Pedro, Brian Sakai and Dave Balderaama. For supernatural reasons, the camera failed to capture Rodney Williams.

SJSM's Jurassic Park draws crowd, too

One of the most successful club contests in SJSM history attracted 32 non-military and non-mechanical entries. The Jurassic Park contest proved that we have a lot of adventurous modelers in this club, and that the skills one learns building cars, tanks, ships and planes can be transferred to unusual subjects like dinosaurs easily.

The winners were:

Junior:

1. Brian McCarthy, for his Tyrannosaurus Rex.

Godzilla:

1. Cliff Kranz, for his Attack Lizard Collection - Godzillas painted in the schemes of WWII Japanese planes. Truly a Toho-esqe effort!

Skeletal:

1. Mike Burton, for his Mastodon.

2. Mike again, for a T. Rex.

Diorama:

1. Bruce McBride's Pteranodon, from the book/movie!

2. Cliff Kranz's comic book scene—a day-glo Stegosaurus vs. a Walker Bulldog tank!

Fully-Fleshed:

1. Betty Cunningham-Ackerman's almost frighteningly lifelike Velociraptor. Betty applied her artistic skills to give the dinosaur a spectacular desert-style color scheme that vividly suggests the colors of modern snakes and lizards. She also corrected the errors in the kit to animal's structure. Truly a spectacular model!

2. Tony Quataro's Dilophosaurus, painted to match the book.

3. Richard Pedro's Dilophosaurus, which has a terrible problem with drool.

Best Barney Interpretation:

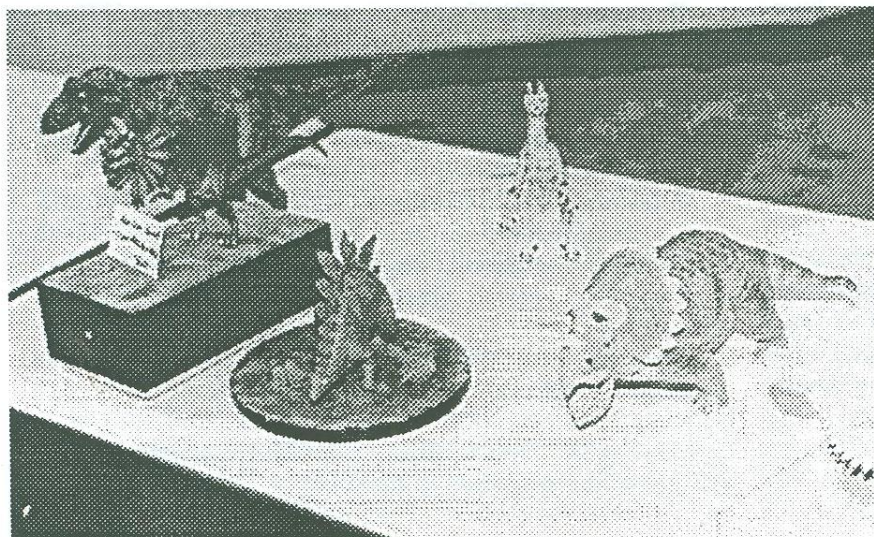
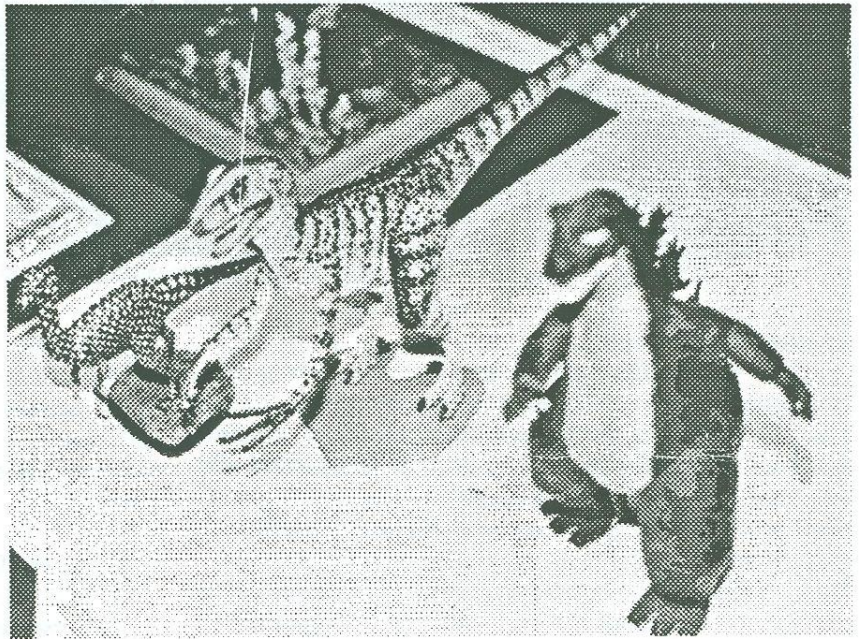
1. Randy Rothaar's "T.Rex treats Barney like finger food." I love you, you love me, put some catsup on Barney.

2. Mike Burton's "Barney visits the LaBrea Tarpits."

3. Mike Burton's "Barney - what a cut-up!"

Other Participants

Kristina John's Corythasaurus (her first model!); Dave Balderrama's Dimetrodon; Henk Hogan-Esch's T.Rex; Kent McClure's African Stegosaurus, and a T. Rex and Ankylosaurus equipped with howdahs; Tony Quataro's Triceratops; Rich Pedro's Stegosaurus; Randy Rothaar's Desert Sabre Ankylosaurus and a "Stugosaurus," equipped with appropriate German equipment; Betty Cunningham-Ackerman's Centaursaurus and a wee plaid Scottish native laddie o'saurus; Chris Bucholtz's Ankylosaurus; and Dan Isdell's 1:1 scale Jurassic Park Visitor's Badge.



Photos by Angelo Deogracias

An overview of Canberra kits



This Canberra T.17 served to train RAF and RN aviators in electronic warfare and radar interception techniques.

Continued from page 1

bay doors. This and the external bomb racks are what put the "I" for interdiction into the B(I).Mk.6. designation.

The cockpits for the three crewmen are basically complete, even though two may be viewed only through small windows when the fuselage is assembled. The bomb aimer's station is done in a thoughtful manner, and it will adapt to the *Aeroclub* fuselage as well.

The crew entry door is molded separate, so you may leave it open to show off detail work or to add to an "action scene." Along the same lines, the control surfaces (ailerons, rudder, etc.) are separate, so there's nothing to cut if you wish to position them in a life-like manner.

The variety of fishbowls that this kit could be easily transformed into with the available decals and references now on the market make a recent past turn of model events even more painful.

Speculation at the time of the kit's release has been borne out by time. When the kit left the market, it was not withdrawn so that a new, more accurate tool could be made. As has happened with other classic *Airfix* aircraft, the Mk.6 Canberra molds were destroyed.

The only 1:72 injected, mass-produced "fishbowl" Canberra is now apparently lost to us, sacrificed to produce the B-57B/RB-57E tandem seater release by *Airfix*.

When compared to the *Italeri* B-57 which was released at about the same time, modelers were dealt a cruel blow-twice. Now we have a fine Italian B-57 on the market with no classic U.K. compatriot. The *Italeri* kit had its nose reshaped to the right proportions, only to receive a wrong-looking tandem canopy. The confirmation of the Mk.6's destruction is that *Airfix* has never reissued the "fishbowl" version. They are becoming scarce and expensive. It would be great if we could lobby *Airfix* or Hobbycraft to rectify this, hopefully with a

new "fishbowl" bird.

It's still worth getting ahold of one of these *Airfix* B.Mk.6's. Though the accuracy of the outline does suffer a little, the differences in later U.K. and U.S. versions really stand out when a "classic," original-plan Canberra is present to compare.

Fishbowl Canberra

References:

Canberra and B-57 (Ken Delve, Warbirds Illustrated #51)

Canberra and the Operational Record (Robert Jackson, Smithsonian Institute Press)

EE Canberra B.Mk.2/T.Mk.4 (Aeroguide #7)

The EE Canberra Mk.I & IV (Profile Pub. #54; not in print but easy to find)

"EE Canberra" (Aircraft in Detail article in *Scale Aircraft Modeling* magazine, October 1980 v3 #1)

"Building the RB-57A" (*Airfix* magazine, August 1989, v1 no.7)

Decals:

Modeldecalsheet 26 (*Canberra B.2, RAF*)

Modeldecalsheet 27 (*Canberra T.4, RAF in gloss white/red/gray with a solid nose*)

Modeldecalsheet 28 (*Canberra E.15, RAF "City of Derby"*)

Modeldecalsheet 85 (*Canberra E.15, RAF and T.4, RAF with a solid nose. Also has markings for an RAF T.17, but requires a bit more conversion. Sheet suggests C Scale kit AC15 to convert it.*)

Superscale sheet 72:352 (full markings for an Argentine Canberra as well as an F-86, *Mirage* and *Skyhawk*)

1:72 English Electric (BAC) B(I).Mk.8 *Canberra* by *Frog* (now available imported as ex-*Novo*)

Continued on page 5

Canberra craziness continues

Continued from page 4

Hey! The bloody canopy is on crooked! No, honest, it was meant to be that way. This is the first purpose-designed optimal intruder or attack fighter/bomber *Canberra*. A well-executed outline model by *Frog*, this kit offers a smooth (bomber) bay door or a four-gun belly mount (interdictor) out of the box.

Also, there's a choice of two very different and colorful birds: the dark green/gray with gloss black undersides of an RAF B(I).Mk.8 of 1960 or a B.Mk.12 export of the South African Air Force in high-speed aluminium finish.

The SAAF version also features a rather too thick antenna which is mounted on one wing. I definitely recommend thinning down or replacing this whole piece. The RAF and SAAF both employed this aircraft in several other paint schemes along with easily modeled variations in detail fits (weapons, antennae, etc.). There are a number of test bed versions of the B(I).Mk.8 which could be done with this kit.

The main sticking point I had with my first *Frog Canberra* was getting the nose weighted without having an odd "metal-headed" bombardier peeking through the glass nosepiece. The cockpit detail of this kit is minimal, especially in comparison to *Airfix's* B.Mk.6, which could provide some ideas for the bombardier's area. A fine touch, however: the glass part for the gunsight is provided in the molding for the pilot's panel. It is very small by itself and yet would look "missing" if left out.

The bomb bay is not supplied. One simply installs either the gunpack or the smooth-type closed doors. It undoubtedly could be adapted to fit an unused *Airfix* bomb bay, but I have yet to try it myself. The landing gear is simpler than *Airfix's*, and a simple boxing in of the nose wheel bay is called for.

There is a fine article in an old *Scale Models International* which gives a review of mating a *Frog* Mk.8 with an *Airfix* Mk.6 to end up with a superior Mk. 8. If anyone is inclined, I could provide a photocopy of the article for your reference.

Fighter Canberra

References:

Canberra and B-57 (Ken Delve, Warbirds Illustrated #51)

Canberra and the Operational Record (Robert Jackson, Smithsonian Institute Press)

"EE *Canberra*" (Aircraft in Detail article in *Scale Aircraft Modeling* magazine, October 1980 v3 #1)

"Kitbashing *Airfix/Frog* into a great Mk.8" (*Scale Models International*, January 1984.)

Decals:

Modeldecalsheet 25 (B(I).Mk.8, RAF in Germany, "The Saint" has a sharkmouth!)

1:72 BAC *Canberra* PR.9 by *Matchbox*

Bloody awful how those Brits can't keep their canopies from going on crooked! Oh, now look, the chord (width) of the wing on the inside of the engine nacelle doesn't match the outer wing. What, can *Matchbox* be so far off in scale? No. It's

all on the money. The BAC PR.9 is the "ultimate British *Canberra*" and *Matchbox* did a great job of getting it right. The offset cockpit, the weird-looking but highly-effective two-step chord wings with the wasp-waisted engine nacelles, the half-size bomb bay (which you can build opened or closed) and even a decent start on the cockpits are present on this kit. The cockpit work is quite a touch, considering that over two-thirds of it is invisible unless you can crawl up a 1:72 hatch. The PR.9 was the only one to have a conventional "lift-up" canopy, but you will need to vacuform one of your own if you want it open on this kit.

Out of the box, you get a choice of three schemes (high-speed aluminium, flat finish or a glossy finish NATO grey/green/grey) and three sets of markings, which work just fine with Solvaset.

The bomb bay, if shown open, will be best if re-invented some, as the shallow molded details (I believe they are flash bombs or possibly cameras) present a challenge. The solid nose cone is molded separately, although whether the point of separation corresponds to the real aircraft break point I haven't confirmed. If it does, one could cut away the bulkheads and detail the navigator's cockpit, create the hinges, and mount the nose swung up for crew entry like in real life.

The best feature of this kit, beyond all that, is that there are no panel lines (raised or too deep) to correct. Scribing is confined to a few hatch outlines. The kit gives you clear wingtip glass parts, and when you know how large these are you will see *Matchbox* is not sacrificing everything to simplify their kits. On mine, all I needed to do was drill a hole, add a "bulb," paint this and superglue the glass in place to fair it in.

The PR.9 operating mission was roughly akin to that of the USAFRB-57D or F in that it flew unarmed, very high on "spy" recon missions. Fast and hard to spot in the original "high speed aluminium" lacquer finish, this version is really quite attractive in a simple and straightforward way.

Overall, a fine surprise to me when I completed mine, and a recommended "try it" to you.

Canberra PR.9

References:

Canberra and B-57 (Ken Delve, Warbirds Illustrated #51)

Canberra and the Operational Record (Robert Jackson, Smithsonian Institute Press)

"EE *Canberra*" (Aircraft in Detail article in *Scale Aircraft Modeling* magazine, October 1980 v3 #1)

Decals:

Modeldecalsheet 85 (PR.9, RAF recon squadron in service 1985)

1:72 *Canberra* T.19 conversion kit by *D.B. Productions*

The kit itself may no longer be available, but at least you now know one did exist and it could potentially be tracked down. The kit consists of a resin cast nose and a very simple scrap view in 1:72 showing the nose mounted to the fuselage,

Continued on page 6

Sure, you can bear a little more Canberra !

Continued from page 5

for instructions. These state this is for T.11 and T.19 *Canberras* and say damn little else. Too bad, since my research turned up some things which may have expanded on this. There is a Swedish *Canberra* which I first encountered in a photo with a very oblique caption in *Aircraft Profile* #54. It was a "fishbowl" with a weird extended and abrupt pointed nose on it, described as a "radar trainer" similar to the T.11, which was not pictured. The Swedish Air Force (Flygvapnet) designation was Tp52, and two aircraft were purchased and operated. A few later written sources mention the planes as "avionics trainers" which were similar to the RAF T.11.

All sources agree that these Tp52s operated from the mid-1960s until their retirement to a museum in 1973.

The *Scale Aircraft Modeling* reference I list states directly that the Swedish birds were part of a 13-unit conversion all done to the same (T.11) standard. *Aerial Espionage* covers the *Canberra* recce uses, and explains why making the Tp52—T.11 connection is so difficult. It appears that the Swedish T.11s were used quite successfully as electronic eavesdroppers to intercept Soviet and Warsaw Pact communications traffic.

With a deliberate campaign underway by the Swedish government to obfuscate the true use of the *Canberra* for years, it's no wonder historians couldn't clarify it. Now, if you want a simple-looking on the outside but an intriguing "inside story" model, rest assured a Swedish Tp52 can be created using the DB T.19 conversion.

Oh, and the T.19? It's a T.11 with concrete for weight placed where the radar went. All model nose weights should be so easy. Now where did my 1:72 concrete mixing materials wander off to?

Canberra T.11/T.19/Tp52

References:

Canberra and B-57 (Ken Delve, Warbirds Illustrated #51)

The EE Canberra Mk I and IV (Profile Pub. #54)

Aerial Espionage: Secret Intelligence Flights by East and West, "Canberras in the Air" (Dick Van der Aart, translated by Sidney Woods, Arco/Prentice)

"EE *Canberra*" (Aircraft in Detail article in *Scale Aircraft Modeling* magazine, October 1980 v3 #1)

1:71 *Canberra* conversion T.4 or B.6 by *Aeroclub*

This is the conversion I mentioned in my *Airfix* B.6 review. It is aimed at filling in for the lack of an "in-production" fishbowl *Canberra* and provides some help to make a B.8 without using a *Frog/Novo* kit. It consists of a single vacuformed sheet to supply left/right fuselage halves, several circular bulkheads, a nosewheel bay floor, belly gunpack plus two wing root extenders. A clear vacuformed nose and fishbowl main canopy are provided.

The instruction sheet indicates the kit will work for both *Airfix* and *Italeri* B-57 kits, with the *Italeri* noted as the recommended choice. Molding of the parts is good for a vacuform.

The fuselage halves have no panel detail but have a good outline with the shape "out of the sheet" ready for use as a T.4. To make a B.6, cutting and fitting is required to match the clear nose piece with the fuselage. No mention is made of the need to cut out the overhead or side windows for the cockpit behind and below the main one, nor are any clear parts provided for them. If you have an old *Airfix* B.6 to use as a reference, no problem. Otherwise, you are on your own to get the data or know that you even need it. The wing root extenders are adaptors to match *Airfix* kit wings to the vacuform fuselage properly, and are necessary whether you use the old *Airfix* B.6 or new B-57B kits.

The instructions also note the availability of an *Aeroclub* B(I).Mk.8 canopy for use with this fuselage conversion, and outline in the text how this might be used along with the gunpack. So if you purchase enough conversion kits, you may never need a *Frog/Novo* or old *Airfix Canberra* to model an early variant.

Canberra T.4

References:

Canberra and B-57 (Ken Delve, Warbirds Illustrated #51)

The EE Canberra Mk I and IV (Profile Pub. #54)

EE Canberra B.Mk.2/T.Mk.4 (Aeroguide #7)

"EE *Canberra*" (Aircraft in Detail article in *Scale Aircraft Modeling* magazine, October 1980 v3 #1)

Decals:

Modeldecal sheet 27 (*Canberra* T.4, RAF with gloss white/red/gray scheme and solid nose)

Modeldecal sheet 85 (*Canberra* T.4, RAF)

1:72 *Canberra* conversion to T.17 by *C Scale*

I haven't obtained the kit, but it is mentioned for use by *Modeldecal* in sheet 85. Also, one member of our club (who has since moved) produced an award-winning *Canberra* using this kit. I am seeking further data on this kit and other *Canberra* conversions. If anyone can supply some help or a review please let me know at the meeting or drop a line to our editor via the club P.O. box.

Canberra T.17

References:

Canberra and B-57 (Ken Delve, Warbirds Illustrated #51)

"EE *Canberra*" (Aircraft in Detail article in *Scale Aircraft Modeling* magazine, October 1980 v3 #1)

Decals:

Modeldecal sheet 85 (*Canberra* T.17, RAF)

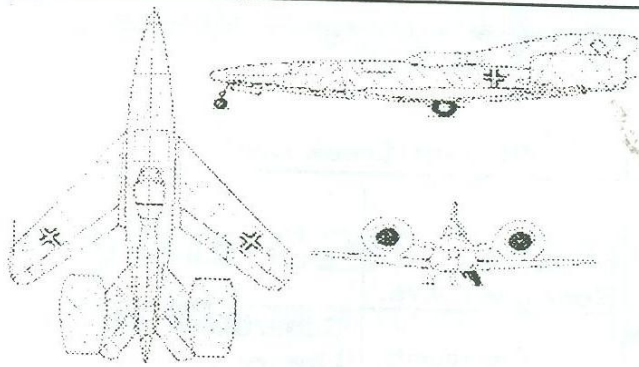
That wraps up our kitography for the 1:72 "fishbowl" and "fighter" cockpit versions. Next time, we'll cover the 1:72 offerings of the tandem-seating Martin B-57s and derivatives. We'll wrap it up with coverage of the available 1:48 *Canberra* material, and maybe an overview of *Canberra* references.

NEW PRODUCTS

• Paul Ward is the local contact for *Unicraft Models*, a company based in the Ukraine. The company's first effort is the extremely esoteric Ta-283 illustrated here. Paul describes the 1:72 kit as a "crude vacuform, along the lines of the early *Airmodel* kits." Still, where else will you find a conjectural Luftwaffe plane? Planned for future releases are the Me-329, the Me.P.1110, the Bv.P.202, the Bv.P209 and the Focke-Wulf "1000x1000x1000" flying wing bomber. Call Paul at 243-1924 for details.

• *Flying Machines Press* is offering a special pre-publication price for model club members for *Austro-Hungarian Army Aircraft of World War One*, a comprehensive study of that nation's aircraft and aviators from military aviation's formative period. Written by Peter M. Grosz, Peter Schiemer, Karl Meindl, Alan Durkota and George Haddow, the book features over 1100 illustrations, including 24 pages of color, 60 1:48 drawings and 42 1:72 drawings, and contains a chronology of every Austro-Hungarian army aviation unit. The suggested price will be \$91, but if ordered before Oct. 1 the price will be \$76. Write to *Flying Machine Press*, P.O. Box 373, Princeton, New Jersey, 08542.

• *Squadron/Signal* will be adding 13 titles to its line before the



end of 1993. First up (and probably already in the stores) are *Amtracs in Action*, *Focke Wulf Fw190 in Action* (a re-issue, not a new book), *F-104 Starfighter in Action* and a revised version of *Wild Weasel: The SAM Suppression Story*. In September, there'll be a re-issue of *Gunships: A Pictorial History of Spooky* and the new *F/A-18 Hornet in Action*. October sees the release of *Bristol Fighter in Action* and *F-16 Walkaround*. A re-issue of *Armor in Vietnam*, *A-6 Intruder in Action* and *Flying Scoreboards: Aircraft Mission and Kill Markings* will hit stores in November. In December, *Bent & Battered Rotors* and *Mosquito - Part 2 in Action* make their debut.

JULY MINUTES

July's meeting was a historical one in more ways than one. In addition to our Jurassic Park contest (which you can read about on page 4), the club voted to change its name for the first time in 27 or so years. The proposal to change the name to better reflect the membership (and to aid in obtaining increasingly difficult to find meeting space) was submitted to the membership, with the initial suggestion being "South Bay Scale Modelers." Spurious suggestions of "No-name Scale Modelers" and "This Space for Rent Scale Modelers" were quickly dismissed, and just as quickly, the suggestion for "Silicon Valley Scale Modelers" was approved. Congratulations, charter members!

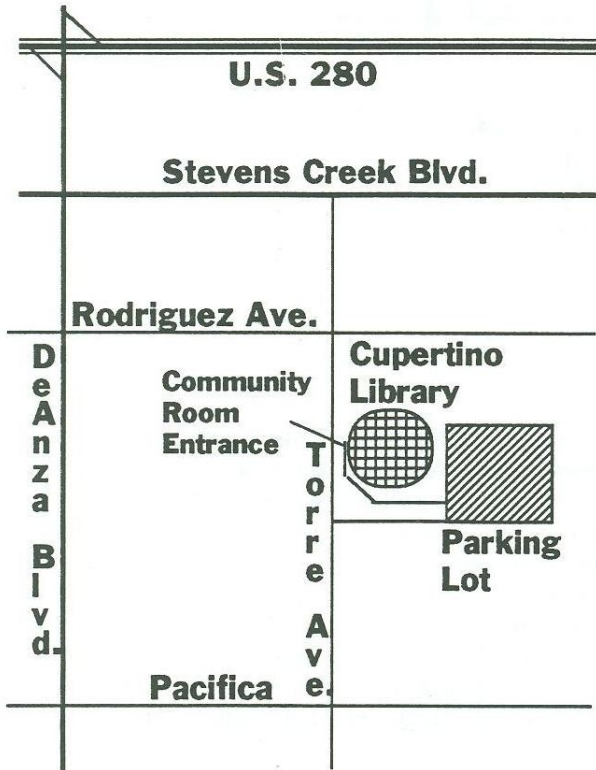
Just as our club has lost its meeting space (see page 1 article), the Fremont Hornets are also looking for a home. Their predicament is worse than ours was; they were told minutes before their July meeting that that meeting would be their last one in the Fremont library space they. If you have any leads for a meeting space for the Hornets, give Dave Shirley a call at (510) 657-4744.

From the "Don't Let Too Many People Hear About This" file comes news of the sale of 400 ship models aboard the S.S. Jeremiah O'Brien August 21-22. These models date back to World War II, and will be selling for \$10—\$70 — unless someone gets wise to their real value! Shhh!

One of our long-time members, Stan Munitz, is looking for *Squadron/Signal's A-20 Havoc in Action*. Stan wants to give a completed model and the book to a friend who served on *Havocs*.

Model talk went quickly, since we had our extinct friends anxiously waiting their turn. The prolific Larry Roberts brought in two FW-190s, the first in a series he plans on building.

Richard Pedro's 1:32 F-15C has room for plenty of detail, and Rich is adding it, with lots of open panels and home-made black boxes. Dave Balderrama showed that one should look for references everywhere: the chief source for his acurized *Space:1999* Eagle are slides for the GAF Viewmaster! Brian McCarthy's been busy, and proof of that came in the form of a 1:48 F-5 *Tiger*, a SPAD fighter and an F-102 he'd built *at the meeting!* Bill Ferrante's *Aviation Usk 1-152* showed further signs of completion. Randy Rothaar displayed his LVTP, which took the "Best U.S. Armor" award at the Castle AFB show, and a *Monogram F9F-2 Panther* which will get the Blue Angels treatment. Brian Sakai brought in his *Hokum* helicopter and his M-3 *Stuart* and *Hetzer* - all in scales so tiny the hardware he won at Castle for them could easily crush them! Brian also brought a brightly-colored Japanese animation figure. Stan Munitz taxied in two '30s racers, both by *Williams Brothers*: a *Caudron* (which Stan says fits very nicely) and a *Firecracker* (which doesn't). Kent McClure's rolling stock served as a test bed for the new *Badger* acrylics, which he says clean up easily, but are they strippable? Stay tuned... Rodney Williams (is he one of the Williams Bros.?) checked in again with the 1:32 *Mustangs*, claiming they'd be finished by December... of this year! The fine folks from *Tom's Modelworks* showed off some new goodies, including a new 1:22 Sopwith Triplane, P-35 cockpit and conversion parts for the P-38F. Tom also announced that some of the 1:350 scale *Arizona* kits, with hulls that Tom has experimented with and then repaired, are available at a significant discount. And the last San Jose Scale Modelers Model of the Month goes to... Chris Bucholtz's 1:72 Me-163 *Komet* rocket fighter! If you didn't attend, you missed a great meeting!

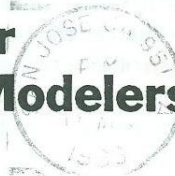


Next meeting:
7:30 p.m.,
Friday,
August 20
 at the **Cupertino**
Public Library,
10400 Torre Ave.,
Cupertino

For more information, call the
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12/31/93

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