



The Styrene Sheet

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July 1992

Next Meeting

The next meeting will be held July 17 in the Community Room at the Cupertino Public Library at 10400 Torre Avenue in Cupertino. Door will be open by 7:30 P.M. and the meeting will begin at 8:00 P.M. ▲

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June Minutes

Bert McDowell, President, called the meeting to order at 2006 hours. Bob Turner gave a report on his search for the site of the club auction. The Agnews auditorium is 5-6 times as big as the library room and comes with tables and chairs. The cost is \$250 plus a refundable \$500 cleaning deposit. Smoking is VERBOTEN. They have a public address system. We can sell, we can display, and we can sell food. The only drawback is that we need to have \$1M in insurance.

The second site is an 5500 sq. ft. unoccupied commercial building near Meridian and Branham. No tables, no chairs. (What about bathrooms?) We have to clean up after ourselves (probably a good idea, no matter where we do it). It would probably require a \$50-\$100 donation. Bert talked to the library about the use of the room for our auction. In spite of an attempted bribe on behalf of the club, the answer was NO. Therefore, if we want to have an auction in September, we had better make up our minds at the next meeting.

Cliff Kranz reported that the dates for the Moffet Show are 17-18 October, the week after Fleet Week in San Francisco. This will absolutely, positively be the last Moffett show. He also reported that the Confederate AF will be

in Oakland with their B-29 during the period 7-12 July and that there will be a Warbirds exhibit at the Nut Tree on 18-19 July.

Dave Hansen reported that Ken Race is desirous of selling a complete set of *Aeroplane* (a magazine covering everything but jets) from the 70's. Price was not disclosed. Interested parties should contact Dave at 415-968-3700 (evenings after 6 P.M.) for further details. A motion was raised and seconded to purchase a trophy package at the Seattle Nationals. After some discussion, the motion was voted on and passed by a large margin - there was but one "nay." There was discussion concerning the date of the next meeting due to the fact that the Fremont chapter will be holding their meeting on the same date. Due to the difficulty of changing San Jose's date, the San Jose meeting will be on the usual third Friday, July 17. I guess "dual members" will just have to choose.

It was reported that George Lee died after a sudden illness. Silver Wings (the Sacramento IPMS chapter) will name their Grand Award after him.

Bill Ferrante, the Veep, conducted June's contest. There were numerous entries. A drawing was held with Bert McDowell winning a \$20 gift certificate at D&J's. Congratulations, Bert. The Veep announced that the next contest will be September and the subject will be "The 30's." So gentleman, start your kits.

Although not discussed at the meeting, the Veep says he is still planning for a February SJSJ contest. Although there has been discussion at the Fremont Chapter about conducting another "Bay Area ménage à trois" in 1993, no one has yet stepped forward to lead. If there is a joint affair in April, okay; but SJSJ will have a February contest.

Afterwards, "show and tell" was conducted to the delight of all. Bert's "25-words-or-less" rule worked pretty good until we got to Mike Burton who brought a half dozen models.

The meeting ended with a vigorous auction of items donated by the membership, specifically paint from the President and a bunch of magazines from Eric McClure. Thanks a lot, members. Proceeds went to the club. The meeting was adjourned at 2230 hours. ▲

There is an "old saw" in the aerospace industry that goes "If you want a new idea, read an old book." Recent discussions on the subject of contests had an element of déjà vu for member Matt Matsushita who recalled the following Alan Wolcott article from the December 1987 SJSJ IPMS Newsletter. In spite of the "Christmas connection," it seemed like an article that needed reprinting AND rereading. The Editor.

Give A Gift This Christmas to Another Modeler: Bring Them To Our Meeting

by Alan Wolcott

The following is a revision of a letter that I wrote in reply to another modeler's letter in the WMCA (Western Model Car Association) Plastic Fanatic magazine:

I have been building models for 28 of my 36 years and have done it as a hobby so consistently for two primary reasons: (1) I thoroughly enjoy building the models and the image they create when they are done, and (2) a spark added later in my life was that I got involved in a couple of large groups of modelers, IPMS and WMCA, and found them very supportive to me and each other, whether they were basically box-stock modelers, or building exquisite, national-contest winning, detailed and/or scratchbuilt models.

Now I am not saying that all model clubs are supportive or open-minded; I personally know some that are not. I steer well clear of them, for I do not go to a meeting so that I can soothe someone's bottomless ego by continually tossing complimentary tokens their way, especially when they do little for themselves or anyone else to earn compliments.

Continued on page 2.

"The Styrene Sheet" is a monthly publication of the San Jose Chapter of the International Plastic Model Society (IPMS). Any resemblance to individuals living or dead is coincidental. Articles and comments should be submitted to the Editor, P.O. Box 1052, Cupertino, CA 95015. All rights reserved. Excepts can be published only with the written permission of the Editor.

Continued from page 1.

To me, the purpose of a club should be, and usually is, for those with a common interest to gather together to SHARE their knowledge, enthusiasm and achievements with others having the same interest.

You will notice I have emphasized two items: Enjoyment and Sharing. Most modelers are introverts; those who find that they can be by themselves and pursue activities that they feel are personally rewarding regardless of whether the rest of society recognizes their achievement. However, society's recognition, particularly within a club with similar interests, is a great bonus – but not the sole purpose.

That word "achievement" is often associated with this topic, and I think that it is the key to the enjoyment in a hobby. Achievements virtually require a challenge to overcome. Each modeler sets those challenges for himself. If the modeler is satisfied with a stock model, so be it; it is his (or her) goal to establish. While it is true that a stock model will do less to promote modeling as a hobby to the public, promotion is not the builder's goal, it is the model.

Every modeler has visions of what they wish to create, which may be artistic in a wild custom car, it may be the engineering it takes to create detail, it may be the miniature reality created by the model (by image and/or detail) or it may be the achievement of producing a volume of models, possibly of less-detailed quality, which together form a statement as a collection and/or a slice of history. Each modeler makes this very important choice themselves to satisfy very personal reasons.

An important factor to address here is that a Contest rewards detail, creativity, scratchbuilding and quality construction PER MODEL. That contests do this is to be applauded, but they must recognize that they do not serve all modelers and should not be expected to create ambition where it does not exist, nor to develop ambition among those who do not seek recognition in the form of a trophy. It takes a great ambition to compete and to produce a contest-level model for the small chance of winning an award.

The gap between the models of someone whose skills and/or ambitions are not so developed and those models at the top of the contest, seems enormous even though it is much closer than the less-experienced modeler realizes. Any road

seems longer the first time it is traveled for you have no landmarks to measure your progress. It is even longer when you have no map to even tell if you are on the right road. Sharing with other modelers provides the map and practice provides the landmarks. While there are many modelers who enjoy such competition, IT IS NOT the foremost reason people build models.

Events like the NNL model car meets provide much more interaction and therefore opportunities for personal recognition and increases in knowledge. Models are displayed with the builder's name, which also promotes interaction. They also do not require a contest-level quality to participate. It is very much NOT a contest. That is their goal.

A lot of modelers out there have greater ambitions than their present level of knowledge and skills. If they have not been involved in many group activities, they may easily view being a competitor at a contest with trepidation for they see on display such high levels of workmanship that they cannot conceive of the skills it takes to produce those models. They know they do not possess the skills to produce them, but do not realize how easy there skills are to gain through a club.

Skills are made up of two things: the knowledge of the procedures to produce the results and the practice with the procedures so that the results will be consistent with the objective. Skills need one more factor before they are able to be fully utilized: ambition. Very importantly, many modelers are missing one of these factors. Some can develop them, some will never recognize that their goals exceed their ambition level, a very common problem and one that probably creates the majority of the dissatisfaction within and among modelers.

If you do not have the ambition to pursue the objective, you will never learn/develop the skills required to achieve that objective. If you keep setting goals in excess of your ambition, you are constantly getting a unsatisfying result. Any modeler will do their best work and be happiest when they recognize what their ambition level is at the present time and whether it can change, and set their goals in accordance with their ambition level. Goals that do not test our ambition are not as satisfying, and goals beyond our true ambition level will not be achieved., which is never satisfying. And goals of modeling to gain someone else's approval, but to to gain our own self-approval, are always shallower achievements

than hoped for.

Ambition can be increased easily in two ways, and both are available through interaction with other modelers in clubs like ours. The first is to share you with with a group of positively-oriented modelers, and the other is to gather knowledge from what the other modelers share with you. I sharing, you get recognition for what you have produced and the skills & knowledge you used in production. A normal response to recognition to want to repeat the experience which usually requires further production, and most modelers will want to improve upon their previous efforts, especially when another modeler shares with you the knowledge they have on a certain procedure, which will eliminate 80% of the experimentation you would have to have done and usually lets you know what the process is twice as easy and reliable as you thought it would be. Ambition is increased even when only shared with one other person.

I would like to encourage any of you who are interested in modeling to share, learn, and attempt, but most of all, to enjoy modeling in whatever form they choose, for this is the best avenue to encouraging growth of our hobby and its related industries.

So this Christmas, increase your involvement by bringing a model to meetings, and bring a modeling friend who is not a member to the meeting so they can be exposed to the addiction of enthusiasm that this club generates. ▲

**— For Sale —
Display Case
4' L x 2' W x 4' H
Heavy Duty Glass,
small crack on top
Otherwise OK.
\$100
Willing to consider
any trades.
Jim Priete
510-837-6959
Evenings, please.**

WW2 1/700 Waterline Ship Kit Directory

by Bert McDowell

As a result of my interest in 1/700th scale waterline ship models, I assembled what I believe to be a complete list of models - at least up to the point until the end of WW2. Perhaps some other member will be interested in extending this list to include postwar types. The cataloging process is simplified by the fact that the various Japanese manufacturers agreed to a common numbering scheme. Rather than arranging the list by model number (which makes finding a particular ship difficult), the list is arranged by ship (or model) name. Not all models are currently available. ▲

Kit No.	Ship Name	Type	Manufacturer	Navy	Notes
	1942 A/C	A/C	F	USN	
	1944 A/C	A/C	H	USN	
	Val, Kate, Zero, Judy	A/C	WL	IJN	
58	Agano	CL	T	IJN	
43	Aikshimo	DD	H	IJN	
	Aircraft	A/C		IJN	
31	Akagi	CV	H	IJN	
39	Akatsuki	DD	T	IJN	
36	Akisuki	DD	F	IJN	
121	Alabama	BB	H	USN	
62	Amatsukaze	DD	A	IJN	
54	Aoba	CA	H	IJN	
47	Arashio	DD	H	IJN	
PK61	Ariadne	Note 4.	M	RN	
56	Ariake	DD	A	IJN	
28	Asashio	DD	H	IJN	
21	Ashigara	CA	H	IJN	
17	Atago	CA	A	IJN	
38	Ayanami	DD	T	IJN	
	B-25's	A/C	T	USAAF	
19	B-29's	A/C	S	USAAF	
101	Bismarck	BB	A	KM	
PK ??	Bismarck	BB	M	KM	
8	Chikuma	CA	F	IJN	
88	Chitose	AV	A	IJN	
91	Chiyoda	AV	A	IJN	
5	Chokai	CA	A	IJN	
202	Chuyo	CVE	A	IJN	
129	Deutschland	CA	F	KM	
7	Dry Dock	ACC	S	US	
PK ??	Duke of York	BB	M	RN	
114	Enterprise	CV	T	USN	
108	Essex	CV	H	USN	
4405	Exeter	CA	M	RN	
24	Factory	S			
4403	Fletcher	DD	M	USN	

1	Fletcher	S	USN		
29	Fubuki	DD	T	IJN	
59	Furutaka	CA	H	IJN	
51	Fuso	BB	A	IJN	
18	Gato Class	SS	S	USN	Note 1.
120	Gneisau	CB	T	KM	
128	Graf Spee	CA	F	KM	
PK ??	Graf Spee	CA	M	KM	
18	Haguro	CA	H	IJN	
113	Hancock	CV	H	USN	
13	Hanger	ACC	S		
	Harbor Set	ACC			
12	Haruna	BB	F	IJN	
34	Harusame	DD	T	IJN	
32	Hatsuharu	DD	A	IJN	
40	Hatsushimo	DD	A	IJN	
35	Hatsuyuki	DD	T	IJN	
48	Hayanami	DD	H	IJN	
26	He 111's	A/C	S		Luftwaffe
52	Hibiki	DD	T	IJN	
23	Hiei	BB	F	IJN	
90	Hikawa Maru	A	H	IJN	Note 2.
92	Hikawa Maru	Merc.	H	IJN	
26	Hiryu	CV	A	IJN	
127	Hood	CB	T	RN	
110	Hornet	CV	T	USN	
15	Hyuga	BB	H	IJN	
71	I-1/6	SS	A	IJN	
74	I-15/46	SS	F	IJN	
72	I-16/58	SS	T	IJN	
95	I-361/171	SS	H	IJN	
73	I-370/68	SS	H	IJN	
70	I-400	SS	A	IJN	
112	Illustrious	CV	A	RN	
PK 165	Indianapolis	CA	M	USN	
115	Iowa	BB	F	USN	
11	Ise	BB	H	IJN	
60	Isuzu	CL	F	IJN	
78	Jintsu	CL	F	IJN	
76	Junyo	CV	T	IJN	
81	Kaga	CV	H	IJN	
33	Kagero	DD	A	IJN	
67	Kako	CA	H	IJN	
79	Kashima	CL	A	IJN	
98	Kasuga Maru	Merc.	A	IJN	
75	Katori	CL	A	IJN	
87	Katsuragi	CV	A	IJN	
PK 64	Kelly	DD	M	RN	
125	King George V	BB	T	RN	
68	Kinu	CL	F	IJN	
64	Kinugasa	CA	H	IJN	

20	Kirishima	BB	F	IJN
204	Kiso	CL	T	IJN
16	Kongo	BB	F	IJN
80	Kuma	CL	T	IJN
19	Kumano	CA	T	IJN
8	Landing Craft		S	US, RN
116	Lexington	CV	F	USN
4	LST	LST	S	
37	Matsu	DE	F	IJN
22	Maya	CA	A	IJN
94	Mikazuki	DD	H	IJN
23	Military Base	ACC	S	
42	Minegumo	DD	H	IJN
107	Missouri	BB	F	USN
7	Mogami	CA	T	IJN
2	MTB	MTB	S	USN, RN, KM
13	Musashi	BB	T	IJN
10	Mutsu	BB	A	IJN
77	Mutsuki	DD	H	IJN
1	Myoko	CA	H	IJN
105	N. Carolina	BB	A	USN
6	Nachi	CA	H	IJN
55	Nagara	CL	F	IJN
14	Nagato	BB	A	IJN
65	Natori	CL	F	IJN
9	Naval Base	ACC	S	
11	Nell/Emily	A/C	S	IJN
104	Nelson	BB	T	RN
61	Nenohi	DD	A	IJN
111	New Jersey	BB	F	USN
96	Nitta Maru	Merc.	A	IJN
3	O Class	DD	S	RN
86	Oyodo	CL	F	IJN
17	Panzer Units	AFV	S	Wehrmacht
10	PBY/B-17	A/C	S	USAAF
22	Prince of Wales	BB	T	RN
102	Rodney	BB	T	RN
82	Ryujo	CV	F	IJN
119	S. Dakota	BB	H	USN
45	Sakura	DE	F	IJN
4406	San Diego	CA	M	USN
117	Saratoga	CB	F	USN
118	Scharnhorst	CB	T	KM
53	Shikinami	DD	T	IJN
69	Shimakaze	DD	T	IJN
44	Shimotsuki	DD	F	IJN
24	Shinano	CV	T	IJN
57	Shiranui	DD	A	IJN
30	Shiratsuyu	DD	T	IJN
25	Shokaku	CV	F	IJN
66	Soryu	CV	A	IJN

5	U-Boot	SS	S	KM	Note 3.
3	Suzuya	CA	T	IJN	
50	Taiho	CV	T	IJN	
201	Taiyo	CVE	A	IJN	
2	Takeo	CA	A	IJN	
84	Tama	CL	T	IJN	
93	Tatsuda	CL	H	IJN	
85	Tenryu	CL	H	IJN	
103	Tirpitz	BB	A	KM	
4	Tone	CA	F	IJN	
89	Transport Set	ACC	T	IJN	
	Tugger Set			IJN	
126	U-Boot/VII-IX	SS	H	KM	
83	Unryu	CV	A	IJN	
203	Unyo	CVE	A	IJN	
12	Fighters	A/C	S	USAF ???	
6	Vehicles/Beach	ACC	S	US	
109	Victorious	CV	A	RN	
106	Washington	BB	A	USN	
63	Yahagi	CL	T	IJN	
46	Yamashiro	BB	A	IJN	
9	Yamato	BB	T	IJN	
97	Yawata Maru	Merc.	A	IJN	
205	Yubari	CA	T	IJN	
27	Yugumo	DD	H	IJN	
41	Yukikaze	DD	A	IJN	
14	Z Class	DD	S	KM	
49	Zuikaku	CV	F	IJN	

Notes:

1. Includes two Japanese Patrol Craft and two B-24s
2. As hospital ship
3. Includes subpen
4. Cruiser-size minelayer

Ship Type Codes

AFV - Armored Fighting Vehicle
A/C - Aircraft
ACC - Accessories
AV - Seaplane Tender
BB - Battleship
DD - Destroyer
CA - Cruiser, Heavy
CL - Cruiser, Light
CV - Carrier, Aircraft
LST - Large, Slowing Moving, Target
LST - Landing Ship, Tank
Merc.. - Merchant
MTB - Motor Torpedo Boat
SS - Submarine

Navy Code

IJN - Imperial Japanese Navy
KM - Kriegsmarine
RN - Royal Navy
SN - Soviet Navy
USAAF - US Army Air Force
USAF - US Air Force
USN - US Navy

Manufacturer Codes

A - Aoshima
F - Fujimi
H - Hasegawa
S - Skywaves
T - Tamiya
WL - Waterline

Hasegawa N1K2-J Shiden (George)

1/48th Scale Kit Review

by Dave Hansen

Originally developed as a private venture by Kawanishi, the N1K1 "Kyofu" seaplane gradually evolved into the N1K2 Shiden (Lightning) fighter. Constantly plagued by engine and landing gear problems, the George seemed destined to fade into history as a mediocre fighter. However, with the major redesign into the N1K2-J Shiden-Kai (Improved), the George proved to be one of the best Japanese fighters of WWII, along with the Kakajima Ki-84 "Hayate" (Typhoon). The George was blessed with high speed, good pilot visibility, and good hitting power. Unlike the Zero, it was a well-built aircraft and could take a fair amount of punishment. In the hands of an experienced pilot, it could easily hold its own against any western contemporary.

The Hasegawa N1K2-J is an excellent model, in no way like the mediocre Otaki N1K1. Originally released in the early 1980's it was rumored to be a project of the long-defunct Mania Company. In any event, this kit is FANTASTIC.

Start at the nose, the spinner is separate from the crisply molded, 4-blade propeller, which features a well-molded hub assembly. The finished airscrew results in a convincing representation of the real thing. The engine is even better. The reduction gear housing, ignition harness/pushrods, and cylinders are separate pieces that can be painted before assembly. I used Airlad silver, steel, and Humbrol gloss black. When finally assembled, the finished result looks great and very clean. Unfortunately, the large spinner prevents much to be seen inside the cowling. The cowling, by the way, has very crisply molded oil cooler and carburetor scoops that don't need any screen, etc. added to improve them. The exhaust stacks are molded in the fuselage halves (which is a bit tricky about the bottom wing/fuselage joint), but they are very sharply molded, and look great when painted.

The cockpit is excellent. The instrument panel has very sharp detail (dials, switches, etc.) like the Hasegawa AGM5. The side consoles are a little odd looking, but I cannot attest to their accuracy. The seat

and control stick are crisply molded with minimal flash. A little scraping with an X-acto knife cleans these up easily. I threw in some strip for the floor boards, but other than that, I just painted, dry-brushed, and washed on the detail. My only real problem with the cockpit is the gunsight. It is cast as a more-or-less flat thing that bears only an accidental resemblance to the real thing. I added some flat styrene rectangles and some tubing to get it to look right. Careful painting made it look passable.

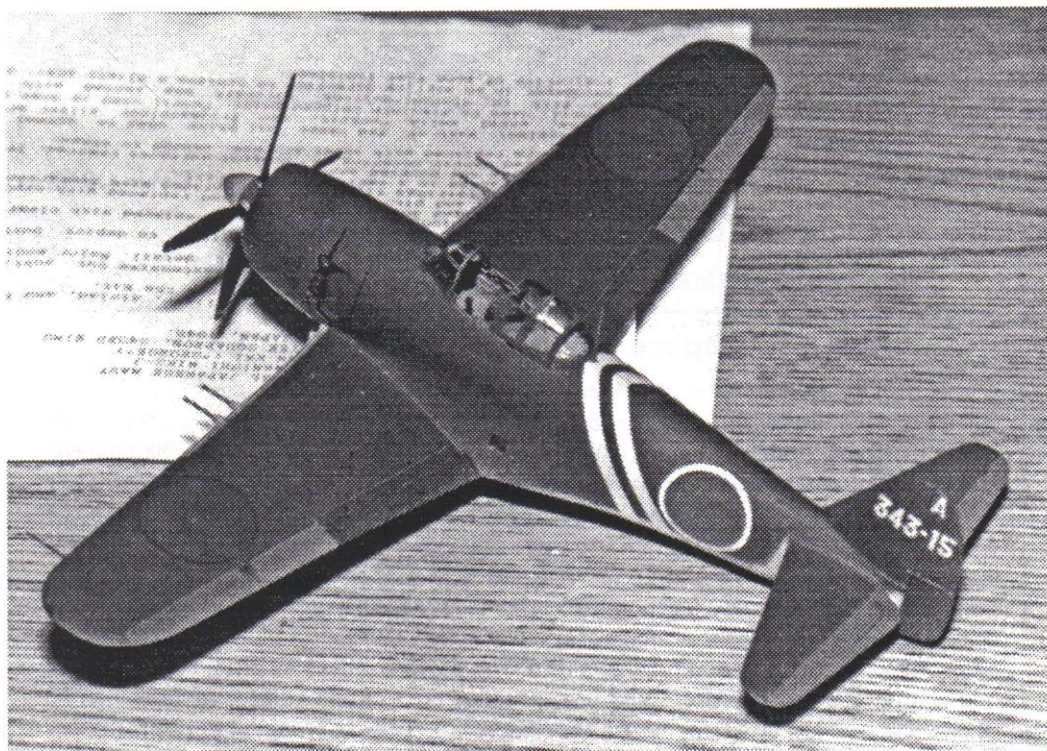
The canopy is great. It is in three pieces which allows an open cockpit, and is very clear. The framework is sharply modeled which makes painting easier. After I got the cockpit stuff all installed I glued the halves together. The fit is excellent. Once this was done, the rest of the construction proceeded quickly. I filed out notches in the wings for navigation lights which I made from acrylic bar stock. These were sawed and flex-filed into submission. I also filed off the cannon barrel fairings from the wing leading edge. I replaced these with Evergreen tubing, turned to the correct taper on a variable speed drill. I replaced the cannon barrels with some small diameter brass tubing. The fit of the wing to the fuselage is very good, although the forward joint on the bottom is very close to the exhaust stacks, which makes things somewhat tricky. After the wings were glued on, I filed out a notch in the base of the rudder trailing edge. I made another light for the tail using the

technique mentioned previously. After the tailplanes were attached, I sanded all of the raised surface detail. After the model was rescribed, I fabricated trim tab actuators for the rudder and elevators, and added the prominent cannon barrel fairings to the leading edge. I also cut some plastic tubing lengthwise and replaced the aileron hinges that I sanded off. I then painted the model with Humbrol and Model Master paints. I used the Gunze-Sangyo acrylic paints for the distinctive orange yellow bands on the wings and spinner. I was really impressed with the covering ability of these paints over the dark colors on the model.

The kit decals were pretty good, but the command stripes that wrap around the fuselage tended to interfere with the hinomaru. In retrospect, I would paint them next time around.

The landing gear struts are pretty good, but they have some prominent ejector pin marks as do the wheels. Fortunately, the doors hide most of this. I painted the struts gloss black, then applied Metalizer magnesium. Finally, I added a wash of raw umber oil paint to accentuate the detail.

After painting the canopy frames, I added the canopy to the fuselage. It fit well. Finally, I added a pitot tube made from hypodermic needle tubing. This more or less finished the George. I was pleased with the model and I recommend it highly as one of the better Japanese fighter kits. If you're sick of Zeros like me, I think you will really like this one. ▲



IJN Fubuki

Nicked by Sampson and Improved by McDowell

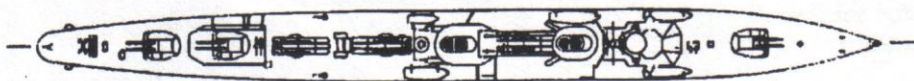
The Fubuki and her 19 sister ships were the first IJN destroyers successful enough to see frontline action throughout the entire war. Historically, these were the first destroyers in the world to be fitted with enclosed gun mounts. They saw extensive service in the Indonesian theater, where they performed well in the battles of Biding Strait, Java Sea and Sunda Strait. Miyuki was lost prior to the war as the result of a collision with another IJN destroyer. The first war loss, Sagiri (B), was to the Royal Netherlands Navy submarine K.16 off Borneo. During the Solomons campaign, they were used extensively and proved their worth time after time in night battles with the Allies. Attrition worked against them, however, and seven were lost in the Solomons: Asagiri (B), Hatsuyuki (A), Murakumo (A), and Shirayuki (A) to bombing; Fubuki (A) at Cape Esperance, Ayanami (B) at the Battle of Guadalcanal, and Yugiri (B) at the Battle of Cape St. George. After the Solomons, they continued to serve in fleet escort, convoy, and supply duties. In these roles, several were lost to submarines: Shirakumo (A) and Isonami (A) to the

USS Tautog, Sazanami (B) to the USS Albacore, Shikinami (B) by the USS Growler, and Usugumo (A) to the USS Skate. In a supply run to Kiska, the Oboro (B) was caught and sunk by USAAF B-24's. Shinonome (A) and Amagiri (B) were lost to mines off Borneo in 1941 and 1944, respectively. Two more were lost in the Philippines - the Akebono (B) to TF 38 at Manila Bay and Uranami (A) to TF 77.4.2 off Panay after landing troops at Leyte. The Ushio (B) was the only one of the class to survive the war and surrender; nevertheless, the class is generally regarded as successful.

Armament was originally three, twin-5" mounts and three, triple torpedo launchers. Those designated by an (A) were fitted with a 5'-mount capable of 40° elevation; those with a (B), of 75°. As was the case with most Japanese ships during WWII, the anti-aircraft armament was progressively updated. In 1943-44, the class carried fourteen 25mm guns and four 13mm guns; by mid-1944, this had been increased to twenty-two 25mm guns and ten 13mm guns.

Tamiya offers both the Fubuki (#29) and the Hatsuyuki (#35). Generally good, the fit in some areas is poor. The Hatsuyuki is the late AA version. ▲

Ushio (1935)



Ushio (1944)



And a few space filling words from your Editor

This July issue, "my 16th" represents a significant milestone. A quick check of the bylines reveals that with the exception of the Minutes and the Fubuki article, the Editor didn't write any articles! The SJSJ members who have contributed to The Styrene Sheet are to be congratulated and should feel proud of their accomplishment. Now don't get me wrong. It's not that the Editor doesn't want to write any articles; quite the contrary. It's just that that I want to write requires time for research, etc. Nevertheless, I will not always be the Editor and the next Editor may not have my time or resources. But he CAN enjoy your support. For this reason, I ask each and every member to consider writing at least a couple of articles a year. With just a couple of articles from each of you, the quality and future value of The Styrene Sheet as a valuable source of interesting and informative - and yes, possibly even entertaining - articles can be assured for many years to come. So the next time you need a break, why not grab paper and pen and share a little of yourself and your knowledge?

The Last East German MiG

References, Kits and Decals by Bill Dye

Having recently acquired an avid interest in Soviet jet aircraft, I was thrilled to see a special article in the World Air Power Journal, Volume 4, Winter 1990/91 on the MiG-29. In the article was a photograph of an East German MiG-29 in a 4-color camouflage pattern: light green, dark green, tan and very dark brown. But what I really liked was the colorful yellow markings on the vertical tail and on the nose commemorating the last East German MiG. Looked pretty neat to me!

I remembered that FineScale Modeler (July 1989) did a kit comparison of the then available, single-seat MiG-29s. The FineScale article said to use the Revell kit as a basis for a 1/72 scale model. Hasegawa, Fujimi, and ESCI/AMT/Ertl kits seemed small to the author, Steve Zaloga. Also, Modeling Soviet Fighter Aircraft by Ken Duffey gives a blow-by-blow account of how to "fix-up" the Revell kit - also his choice.

So, I knew I wanted to build the East German MiG-29. Having selected the kit, I now needed to find the decals. I found (by accident) the Super Scale (I know, I know - but this one was in register) No. 72-621 "MiG 29 Fulcrums: Syria, USSR, Yugoslavia, Last East German MiG, Unified Germany." And there it was - yellow markings and all. As for the camouflage pattern, the photo in the World Air Power Journal leaves much to be desired regarding the planform view of the pattern and Super Scale did a super job of not showing the 4-color pattern. I pieced together what the pattern might look like based on clues from the photo.

I haven't started the MiG yet - but for the last East German MiG, you could start with:

World Air Power Journal, Volume 4 for the photo

FineScale Modeler Magazine, July 1989, "Research Data, the USSR's MiG 29 Fulcrum" by Steve Zaloga (kit comparison)

Super Scale Decal Sheet No. 72-621 Modeling Modern Soviet Fighter Aircraft by Ken Duffey (information about how to upgrade the Revell kit)

P.S. If anyone has the 4-color camouflage pattern for the last East German MiG, please let me know. ▲

(Editor's Note: I'm working on it!)

MAKING THE ROLLS ROYCE LOGO

A "HOW TO" ARTICLE
by Rodney Williams

My 1/32 scale P-51D Mustang was converted to the Reno Air Racer flown by Mr. E.D. Weiner of Los Angeles, CA during the races in 1967. (See my story "High Gloss Finishes" in the July 1991 issue of FineScale Modeler Magazine.)

The aircraft was painted all white, with vertical black "zebra" stripes on the fuselage only. The aircraft's race number was "49" and was named "High Time II." The name and number were painted green and outlined in black. The ID number "N335J" on the rudder was solid black. These "custom" decals were made by another IPMS modeler.

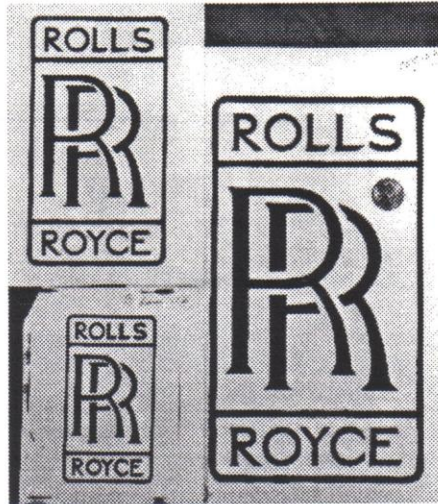
STEP 1: PHOTO AND MASTER DRAWING



While at the 1988 Madera show, I photographed in color a Roll's Royce logo measuring 5" x 9" on a P-51D Mustang racer. I had to make this Rolls Royce decal for my "Hi Time II" racer. Using the photo as a guide, I laid out a 1:1 scale pencil drawing. A black felt marking pen was used to ink in the design.

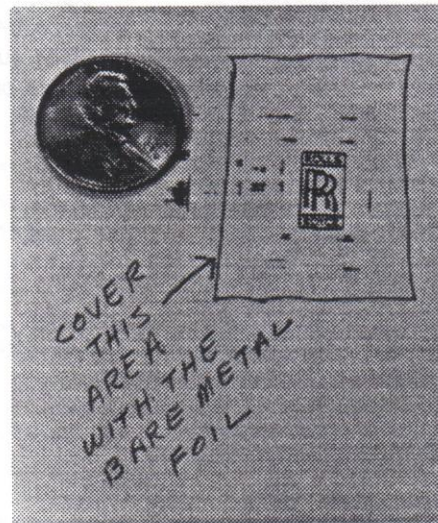
STEP 2: SHRINK, SHRINK, SHRINK AND SHRINK SOME MORE

In 1/32nd scale, this logo had to be reduced down from 5" x 9" to 5/32" x 9/32". I went to a local copy center and reduced my original to these new measurements. I have my own Panasonic copy machine at home, so I completed the final logo on it.



The hand-inked master is on the right with a penny for comparison.

First, I took the final reduction copy, named the "original", and made one copy on new sheet of paper, naming it the "working copy."



My working copy, 1/32nd the original size.

STEP 3: COPY TO METAL

I taped on a small square piece of Gunze-Sangyo, bare metal foil over the logo on the "work copy." This I loaded into the paper tray. The objective here is to get the copier to make the copy on the foil.

I could have used a blank piece of paper and hoped that I got in the right place; taping the foil on a copy eliminated the guesswork. Then I copied my "original." The black powder did not stick to the foil very well.

STEP 4: WHEN IN DOUBT, USE FUTURE FLOOR WAX (HEY, IT WORKS ON CANOPIES)

I took a 1/2" wide soft sable brush and applied Future Floor Wax on the Gunze-Sangyo bare metal foil. I positioned this new piece of coated foil onto my work copy and taped it down with Scotch #811 "Low tack removable tape."

S U C C E S S !

This time, the black powder stuck to the foil. I applied a second coat of wax on top of the logo to seal it. Although I needed only two logos, I made several of them while I was at it.



The final product.

These logos are located on each side of the fuselage, below the engine exhaust stacks.

On my second Mustang kit, which I was using for experimental purposes, I cut out my logo and then peeled off the paper backing on the Gunze-Sangyo foil. Carefully, I positioned and applied the logo, then burnished it down with a soft cloth over my index finger.

The copier technique can also be applied to custom decals.

Mr. Weiner had his name stenciled onto the aircraft, near the windscreen. For these decals, I followed the same procedure, except that I used ATP decal film instead of foil and eliminated the Future Floor Wax (before and after) steps.

This IS my first attempt at making my own decals, so if it works for me, it will work for you. EXPERIMENT!



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9301
 DAN BUNTON
 910 NIDO DRIVE
 CAMPBELL CA 12345



The Magnificent Seven Six
 by David L. Sampson

Pictured here are the six SJSM members who captured trophies at the Stockton Contest in May. Pictured left to right are: Rodney Williams, Bill Ferrante, Mike Burton, Dave Hansen, Brian Sakai and Milt Poulos. A total of 235 models were entered in the contest (according to Rodney's count). Contest results were as follows:

Rodney Williams

1st place, 1/32nd and larger, jet or prop	Bell X-1
1st place, 1/48th multi-engine jet	F-7U3M Cutlass
1st place, out-of-the-box, all scales	1/72nd YF-23
2nd place, out-of-the-box, all scales	1/72nd YF-22

Bill Ferrante

1st place, 1/72nd multi-engine	Ki-36 "Dinah"
3rd place, 1/72nd single-engine	P-51D
3rd place, 1/48th single-engine	A-6M5 Zero

Mike Burton

2nd place, Civilian A/C	Northrop Gamma "Sky Chief"
3rd place, 1/72nd single-engine jet	T-33A

Dave Hansen

2nd place, 1/48th single-engine prop:	N1K2-J George
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Brian Sakai

1st place, rotary wing, all scales	1/144th Mil-28 Havoc
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Milt Poulos

2nd place, 1/35th softskin	BTR-60
2nd place, 1/35th armor, post 1946	M1A1 with mine plow
3rd place, 1/35th armor	Panther

**CONGRATULATIONS
 FOR A FINE SHOWING!**