



The Styrene Sheet

Vol. 26, No. 4

Just because it's in print, don't
mean it's necessarily so!

1 April 1992



Oh No! It's Almost Finished!

by Bill Dye

As I sit at my workbench looking at my 72nd scale F-111D/F, I can see it finally looks "like an airplane." But now that I've assembled it, painted it brown, masked it, painted it light green, masked, painted flat black, masked, painted flat black, masked, painted flap/slat interiors flat red and finally painted a gloss nose, I am becoming anxious. Why? Because I'm starting to worry. "How will I screw it up?" or, "What will I forget?"

This used to paralyze me - delaying completion for months. But now, I "pumping them out."

One thing that I do that helps me with this is something I started 15 years ago, e.g. making a list of all the parts, processes, assemblies and details needed to be completed in a, more or less, planned sequence and then drawing lines through each as it's completed. (*Works for the newsletter, too. - Ed.*)

This lets you know exactly where you are, gives you a great feeling of accomplishment, and lets you know that you have only "x" more steps to go before it's completed.

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Next Meeting

The April meeting will be held at on FRIDAY (yes, it's back to Friday), April 17 in the Community Room of the Cupertino Public Library at 10400 Torre Avenue in (guess where) Cupertino. Doors will be open by 7:30 P.M. and the meeting will begin at 8:00 P.M.▲

Yes, Virginia, There Really Is a Triebflügel ...

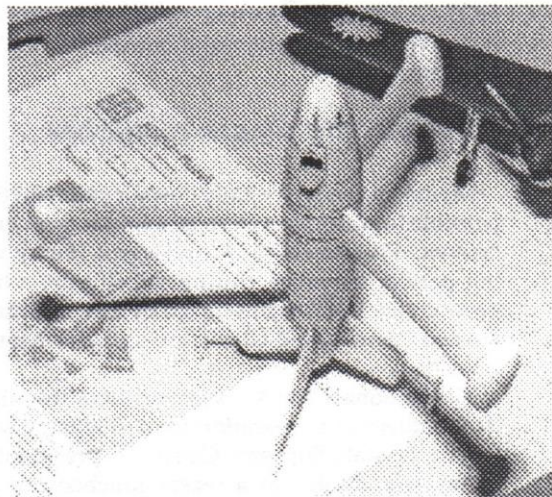
by Mike Burton

The following is inspired by the appearance the Triebflügel's photo on the back on a previous newsletter and the Editor's urging to write an article about it.

Development History

The "Thrust Wing" (Triebflügel) point-defense fighter project was initiated in 1944 within the Focke-Wulf design group. Either Professor Kurt Tank or Professor Otto Pabst was the project head (sources conflict on this point). Tank was the aerodynamicist and one source credits Pabst with the ramjet design. In September 1938, Otto Munch, an engineer, applied for a VTO (vertical take-off) concept patent. In 1940, Dr. v. Holst developed the concept of a wing rotating about the longitudinal axis of an aircraft producing both thrust and lift. According to one source, Tank was interested in a design that merged the VTO

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Mike Burton's FW-Triebflügel.



Glue Registration Bill Passes

by David L. Sampson

Effective July 1, 1992, the sale of virtually all adhesives suitable for modelling will be severely restricted in California under the terms of recently passed Assembly Bill 969. According to bill sponsor John Kléber (D-Marin), "The time has come for the citizens of California to take a stand to protect its children against illicit glue use."

Under AB 969, the future sale of "superglues", Testor's cement (both liquid and tube), Weld-On (all numbers), and Plasticweld by Plastruct will be prohibited. Modelers who legally acquired one or more of these adhesives prior to June 1, 1992 have the option to either turn them over to the state environmental protection agency or to register them. Citizens currently owning these glues will be permitted to keep them provided that they are registered with the state by May 15, 1992. Registration details are now being worked out. Under the terms of the bill, the states is permitted to collect a \$10 fee per tube or bottle of glue. In addition, purchasers will be limited to one tube or bottle (not to exceed 1/2 oz. each) every two months.

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"Failure to register proscribed adhesives by the cutoff date will be severely punished," states Kléber. AB 969 allows for seizure of the illicit glue, a \$250 fine per tube or bottle of illegal glue, and up to 30 days in the county jail. To aid in the apprehension of "glue pushers", the state has set up a toll-free number which informants can use to provide information against illegal users. The number is 1-800-HOT-GLUE. A \$50 reward is offered for tips leading to the apprehension and conviction of illegal glue users.

Alternatives are available ...

Modelers need not totally despair as it will still be possible to purchase two-part epoxies and contact cement. Purchasers must undergo a 15-day waiting period, however, during which time a background check will be conducted by the states, newly created "Automated Glue Unit" in Sacramento.

The National Glue Association (NGA) is rallying its members in preparation for a challenge to the law in the state Supreme Court. Its president, Cy Anno, was quoted at a recent luncheon of glue manufacturer executives as saying "This law will not stick." Assemblyman Kléber says he is not impressed. According to Kléber, "Plastic modelers are a bunch of war mongering, glue-sniffing, right-wingers who get their jollies sticking together war toys; their interests are not the interests of mainstream California."

LaPage Comes to the Rescue

In a recent development, LaPage Industries, maker of LaPage White Library Paste announced a new product called LaPage's "California-Registered" Assembly Paste which will be available in five and ten pound tubs at all leading hobby outlets. According to the manufacturer, "California-Registered" Assembly Paste can in fact be used to assemble styrene models, provided one can live with the three-day cure time. The name was based on user comments generated during early product tests. Like all LaPage products, "CRAP" is non-toxic and can be eaten in emergencies.

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Admiral Gives Orders! by the Secretary

Shortly after having wrestled the gavel from the outgoing President, Bert McDowell wasted no time in making a couple of changes. He has appointed Ray Morton (the only volunteer) as "Program Manager." The Program Manager is responsible for arranging for "entertainment" at the monthly meeting *exclusive of contests* (e.g. clinics, slide shows, etc.). Entertainment will be scheduled for not longer than 45 minutes (30 minutes preferred).

Another strategy is to know BEFORE you start how much or how little detail you intend to add.

I spent months on my NOVA XB-35 Flying Wing opening the wing slots, dropping the elevons and detailing the gear wells but had a seam and other very basic flaws there were pretty obvious! I would have been better off had I "left well enough alone." Matt Matshushita once said at a San Jose meeting last year that if you're going to do detailing, you must do it well - or don't do it at all. I also remember Rodney Williams saying at a judging seminar, "Basics." (*Come on now, Bill, surely Rodney had more than just one word.* - Ed.)

Another technique is to focus on 3 or 4 projects, not 15. And of those 3 or 4, figure out which has priority for COMPLETION (there's that word again).

Many modelers, I think, are perfectionists. I guess it's the nature of the hobby. One may tend to visualize the real aircraft, tank, or ship so much that when the box is opened and a bunch of grey plastic or a white vacuform blob is staring back, the tendency is to not even start the model. "It will never look like the real thing," you say. Or you give up after starting the model shortly after the basic assembly is completed. "I can't make this look like it's going to fly away, flaps, gear wells, argh!"

What I have been doing the last few years is one big project a year (like a vacuform) and then 5 or 6 "out of the box or close to it" projects.

The Contrails XB-70 wasn't easy and it certainly isn't perfect: no cockpit, no open engine bypass doors, etc. But the feeling of accomplishment so far outweighed the fear of criticism that it motivated me to do more "hard" projects - **but with less detail.** I can see it on the shelf now - COMPLETED.

After I stopped worrying about what people might think, my modeling again became FUN.

I went from 3-4 models a year to NINE this year plus one-half of a Contrails MYA-4 Bison. My skills actually seemed to improve. Maybe because of the shorter time span between the models, the less I forgot from the last one. I'm finding that I am much more satisfied with concentrating on the basics and producing a good "representation" with a nominal amount of detail than spending tens of hours detailing that does not come out that well, at least for me.

In 1990, I completed a Rareplanes KA-3B, a Corsair II and a Project X X-3. In 1991, I completed the XB-70, a Saab Lansén, a P-47, a Saab Tunnen (the fish!), a F-117, a Victor B2, a CH-46D (my first helicopter), a Vampire and a F-111F. Virtually all out of the box, or close to it.

I think of Clint Eastwood's line, "A man's got to know his limitations." I cannot do super detailing well - but at least I'm building models and getting the basics down. There will always be better (and worse) models than yours. So pick out 3 or 4 projects to focus on and figure out which one you will finish first. Determine how much detailing you want to do - even try reducing it this time - **BE REASONABLE.** Make a list of what you have to do - **AND FINISH THAT MODEL!** ▲

Bert also appointed Past President Bob Turner (again, the only volunteer) as Location Procurement Officer (a.k.a. LPO or "Venue Pimp"). It is the respon-

sibility of the LPO obtain a couple of coworkers and locate and procure a location for the annual swapmeet and auction. The actual date for said swapmeet and

auction is to be established in coordination with the Executive Council to avoid conflicts, etc. ▲

Continued from page 1.

and rotating wing concepts. Support within Focke-Wulf was weak until 1944 at which time Nazi Germany's desperate situation required her to look at non-conventional approaches to defending the Reich.

As a high-speed, quick-reaction, point-defense interceptor with a "logistically-simple" power plant, the Triebflügel would have been an attractive home-defense fighter.

The lack of moving parts in the ramjets would have minimized the time the fighter would have been on the ground before performing the next sortie. Easily deployed and independent of runways, a VTOL fighter's launch sites could have been easily camouflaged.

In comparison with other "wonder weapons", a "Triebflügel looked good. The Me-262 Schwalbe (Swallow) jet and Me-163 Komet (Comet) rocket plane were fast but required prepared runways. The Bachem Ba-349 Natter (Viper) rocket plane didn't need a runway, but "fall-apart" wooden airplanes needing cumbersome launch towers were not "logistically-friendly" or capable of fast turnaround. The only ten Natters deployed were captured by US Army when their launch crews fled under fire, before they could be flown to attack an expected raid by a B-17 bomber group. Had they been Focke-Wulf Triebflügel's, they could have redeployed to alternative operating sites, and still been ready to perform their mission.

The Triebflügel with its ramjets theoretically offered increased reliability, maintainability, and safety in comparison to its "wonder weapon" contemporaries.

The Me-262's turbojets were complex, required a lot of maintenance and were notorious for fires and flameouts. Mixture of the Me-163's rocket motor fuel and oxidizer outside of the motor chamber had disastrous consequences; for that matter, the oxidizer - T-Stoff - reacted violently with any organic material, including pilots. The Natter required re-assembly and some new components before it could repeat sorties.

Due to the inherent simplicity of ramjet operation, the Triebflügel pilot could focus on intercepting the bombers and not playing with the engines. Furthermore, ramjets could use lower-quality fuels than the turbojets or the rocket motors.

The Triebflügel was designed use either a Pabst 1840 lb thrust or a Lorin 840 lb thrust (the kit represents the Lorin design) ramjet mounted on each wing tip. Since the ramjet would not operate at speeds less than 300 kph, some sort of auxiliary power source was required to get the wing rotating. Both a fuselage-mounted, electric auxiliary power unit (APU) or jettisonable rocket-assisted take-off (RATO) units were considered. The final design was to have employed Walter rocket motors installed inside the Pabst ramjets. After the wing had reached minimum rotation speed to sustain ramjet operation, fuel would be injected and ignited. When takeoff thrust levels were obtained, the pilot then would increase the wing pitch from zero incidence to obtain vertical lift-off. A "ring of fire" would appear to surround the aircraft, night takeoffs and flight would have been interesting. After lift-off, and in an unspecified manner, the pilot would transition the plane to

forward flight and fly to the intercept point.

Maximum airspeed was estimated to be 621 m.p.h..

Various armament configurations are cited: 2 x MG 151/20 20 mm cannon and 2 x MK 108 30 mm cannon or 2 x MK 108 30 mm cannon only or 2 x MK 103 30 mm cannon.

Landing would have been complicated.

The pilot would have to transition from forward flight to vertical flight, with sufficient fuel to land. Then he would lower the aircraft onto the ground onto its tail and fuselage-mounted landing gear. Since it would not be possible to reduce the wing speed below the point where the ramjets would continue to reliably function, landing would have to be accomplished by varying the wing incidence and therefore the (vertical) thrust. Bad weather, bad visibility (like at night), crosswinds, rain and Allied escort fighters would also serve to complicate the landing process. Given the "persistence of vision", the blazing exhaust gas ring from the ramjets would represent a formidable distraction at night, especially during landing. This, if anything, would have proven the FW-Triebflügel's operational downfall.

The HUMA-Modell is a real sweet kit for a 1/72 limited edition vehicle. It fulfills without being overly demanding of the skills of an experienced modeler.

The few concept drawings I have agree overall with the kit, and the paint schemes one could utilize are imagination landscape material. I recommend it to any model builder looking for a "different" or a "new" direction.

Other countries' aircraft designers tried their hand at tail-sitting, VTOL interceptors in the post-WW2 era. The US had the Lockheed XFV-1 "Salmon", the Convair XFY-1 "Pogo", and the Ryan X-13 "Vertijet". France gave us the "Coleoptere," an annular ring-wing, jet-powered vehicle. Kits of all of these have been made in various scales and media (some vacuform, some injection-molded styrene, some resin). It would interesting to see a display of built-up kits. (Editor's note. See February's minutes regarding NASA Ames interest in such a display.)

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1/71st Scale and Larger Helicopter Models

by David L. Sampson

This article is a continuation of the helicopter articles that appeared in last years October, November and December issues. This segment addresses models larger than 1/72nd scale. The first thing you will notice after studying this list is that the great majority of these models are out of production; of 143 models listed, only 32 are still available (slightly more than 22%). The German subsidiary of Revell is the only manufacturer consistently bring out new models. Fujimi, once a source of several

types in 1/48th scale, is slowly dropping models from their catalog. Part of this decline is no doubt due to the problem that even in 1/48th scale, helicopters are really BIG models requiring a lot of shelf space due to the diameter of the rotor blades. However, if you are into large models, let me recommend either the 1/32nd BK-117 from Revell, the 1/32nd Puma from Matchbox, or the 1/35th (yes, 1/35th to go with armor models) Super Frelon from Heller. From a modeler's point-of-view, it is curious that there is not a single "large" model of a Soviet prototype. A Mi-8 Hip or Mi-24 Hind-D in 1/35th scale would have great potential for a Afghanistan diorama. (After the complete list has been published, the Editor would greatly appreciate any corrections or additions that the membership could add to this list.)

Scale	Description	Prototype Manufacturer	Kit Manufacturer	Model No.	Currently Available?	Price	Notes
1/16	Hornet	Hiller	Aurora	501-79	N		Famous Fighters
1/16	Hornet	Hiller	Helicopters for Industry	none	N		US Army
1/16	Hornet	Hiller	Helicopters for Industry	none	N		USN
1/16	Hornet	Hiller	Helicopters for Industry	none	N		Civil
1/24	UH-1B	Bell	Monogram	5602	N		
1/32	"Code Red" Chopper	?	Revell	6109	N		
1/32	500 Civil	Hughes	Revell (Germany)	4494	Y	\$11.00	
1/32	AH-1 Huey Cobra	Bell	Revell	H-287	N		US Army
1/32	AH-1 Huey Cobra	Bell	Revell	H-702	N		
1/32	AH-1 Huey Cobra	Bell	Revell (Germany)	4415	N		
1/32	AH-1G	Bell	Revell (Japan)	M1	N		
1/32	AH-64A Apache	McDonnell-Douglas	Revell	4575	Y	\$17.50	
1/32	BK-117	MBB/Kawasaki	Revell (Germany)	4486	Y	\$20.00	
1/32	Bo-105	Blokow	Revell (Germany)	4426	N		KLM
1/32	Bo-105	Blokow	Revell (Germany)	4426	N		KLM
1/32	CHIPS Police Helicopter	?	Revell	6102	N		
1/32	Coast Guard Rescue Chopper w/lights	?	Revell	H-801	N		
1/32	Fl. 265	Flettner	Blue Max	3208	N		vacuform
1/32	H-43B	Kaman	Hawk	206	N		
1/32	H-43B	Kaman	Hawk/Testors	206	N		
1/32	H-43B	Kaman	Testors	206	N		ex-Hawk
1/32	H-43B w/motor	Kaman	Hawk	206	N		
1/32	H-500 SWAT	Hughes	Revell (Japan)	M5	N		
1/32	Jet Ranger	Bell	IMC	402	N		
1/32	Jet Ranger	Bell	IMC	402	N		olive drab
1/32	OH-6A Cayuse	Hughes	Revell	H-146	N		
1/32	Police Chase Chopper w/lights	?	Revell	H-801	N		
1/32	Police Helicopter w/m	?	Revell	8003	N		
1/32	S.58	Sikorsky	Blue Max	3204	N		vacuform

1/32	SA.330 Puma	Aérospatiale	Matchbox	507	Y	\$28.50	
1/32	SWAT Police Helicopter	Hughes	Revell	H-161	N		
1/32	SWAT Police Helicopter	Hughes	Revell (Germany)	H-161	N		
1/32	UH-1 Huey Attack 1st	Bell Air Cavalry	Revell	H-259	N		US Army
1/32	UH-1 Huey Police	Bell	Revell	H-274	N		Police
1/32	UH-1D	Bell	Revell	H-286	N		US Army
1/32	UH-1D	Bell	Revell (Germany)	H-293	N		Heer (Bundeswehr)
1/32	UH-1D	Bell	Revell (Japan)	M2	N		Police
1/32	UH-1D Attack	Bell	Revell (Brazil)	H-286	N		FAB
1/32	UH-1D Attack	Bell	Revell (Germany)	H-286	N		
1/32	UH-1D Attack Helicopter	Bell	Revell (Japan)	M3	N		
1/32	UH-1D Huey	Bell	Revell (Japan)	H-259	N		
1/32	UH-1D Iroquois	Bell	Revell (Japan)	H-286	N		
1/32	UH-1D Rescue	Bell	Revell (Brazil)	H-259	N		FAB
1/32	UH-1D Rescue	Bell	Revell (Brazil)	H-287	N		FAB
1/32	UH-1D Rescue	Bell	Revell (Germany)	H-259	N		
1/32	UH-1D Rescue	Bell	Revell (Germany)	H-287	N		
1/35	SA.321 Super Frelon	Aérospatiale	Aurora	6600	N		Prestige Series, repackaged Heller
1/35	SA.321G "Super Frelon" with commandos	Sud/ Aérospatiale	Heller	1040	N		French Army
1/35	SA.321H/K "Super Frelon" with commandos	Sud/ Aérospatiale	Heller	1040	Y	\$36.00	French Army
1/35	SA.321G "Super Frelon" with Exocet missiles	Sud/ Aérospatiale	Heller	1196	Y	\$45.00	French Navy
1/45	H-19	Sikorsky	Helicopters for Industry	none	N		grey
1/45	H-19 Rescue	Sikorsky	Helicopters	none	N		yellow
1/45	H-21A	Piasecki	Helicopters for Industry	none	N		US Army
1/45	H-21A	Piasecki	Helicopters for Industry	none	N		USN
1/45	H-21A	Piasecki	Helicopters for Industry	none	N		USMC
1/45	H-21A Rescue w/o pontoons		Piasecki	Helicopters for Industry	none	N	
1/45	H-21A Rescue w/pontoons		Piasecki	Helicopters for Industry	none	N	
1/45	H-21A Work Horse	Piasecki	Helicopters for Industry	none	N		

To be continued.

Annual Election Results

by David L. Sampson, Secretary

No doubt one of the biggest challenges faced by SJSM members this year was the election of the president and vice president. A strong field of candidates was on the slate from which to choose. Hopefully, this bodes well for the future of the club. Congratulations are in order for the following successful candidates:

President: Bert McDowell
Vice President: Bill Ferrante
Secretary: David L. Sampson
Treasurer: Rodney Williams

Although unopposed, both the Secretary and Treasurer thank the membership for their demonstration of support (that's what it was, wasn't it?).

To the unsuccessful challengers, now is not the time to despair. Don't let "I wasn't elected" become **your** excuse for becoming just another spectator. To the contrary, the easiest way to get elected in this club is to demonstrate your dedication and willingness to be an active participant in the club's activities, whether an officer or not. Write an article (gotta plug this), conduct a clinic, conduct a slide show, volunteer to help the Vice President - the opportunities are limited only by your imagination.

Part of the problem - at least speaking for myself - is that the duties associated with being an officer can interfere with the "fun part" of being a member of this great club. This "interference" can be lessened, however, by members stepping forward to help share a part of the burden. Think about it.

To the outgoing officers, Bob Turner (Past President) and Bob O'Brien (Past Vice President), we give you our thanks. With the loss of our regular meeting place, Jay Sherlock's departure, and the contest "difficulties", it was a **rough** year. Nevertheless, with your leadership, we survived. So, take a rest and then let's see some models!▲

1/72nd Fw 190A/F Product(s) Review

Kit, Detail Set, and Decals
by Bill Ferrante

What's this? Three products being reviewed at one time? Well, since I used all three in the project I figured I would kill three birds with one shot. I will spare you the history segment that usually accompanies kit reviews since if you don't know what an Fw 190A is, you probably don't care and if you do, you already know it. So on to the reviews.

The Kit:
Italeri 1/72 Fw 190A/F,
No. 178

The Italeri 1/72 Fw 190A is the newest kit of this bird in 1/72 that has been released up to now. Saying that, the kit is not 100%

new. It owes it lineage (and a sprue or two) to the same company's 1/72 Fw 190D-9. Basically, they give you a new fuselage for the D-9 and voilà, you have an Fw 190A. Unfortunately, life and accuracy are not that simple. The wing was unchanged, so it will need to be rescribed to reflect the four wing guns carried instead of the D-9's two. The kit only builds into the later versions with the MG 131s in the cowl, so modifications would be needed to make the MG 17 cowed versions. Since the bulges are a separate part I was surprised the MG 17 cowl wasn't included like is done in the Heller kit. Since I was building an A-8, it wasn't a concern. The fit of this cowl part was very bad, with considerable filling and sanding required in order to get it to fit. The rest of the kit fit fairly well. Maybe I was just relieved after finally getting the cowl on.

The Details
Airwave 1/72 Detail Set for the Fw 190A
No. AC72-19

The cockpit is good for a 1/72 kit, with a reasonable seat, instrument panel, stick, and side consoles. The Airwaves detail set, however, really sets it off. These brass parts fit this kit perfectly. The instrument panel has separate brass levers and handles and the brass side consoles have a separate brass throttle. The accessories also include extra handles and enough seat belts to do several aircraft. A reasonable gun sight is also included as well as ADF loops and scissors for the landing gear. The scissors appeared a bit undersized, so I did not use them. The whole package will allow you to detail 2 cockpits, with many extra parts left over. For around \$8.00, I felt I got my money's worth.

The Decals
Almark 1/72 "Weapons Carriers" Decal Set,
No. C10

After finishing the basic construction, it was time to get on to the part that first prompted me to build it; the paint scheme. Almark released a decal sheet featuring various German fighters that flew in defence of the Reich. These aircraft just happened to also carry some unusual armament schemes. The one that caught my eye was an Fw 190A-8 that had had its cowl guns removed, extra armor added and featured a rear firing WG 21 as a parting shot at the bomber formations. I added the armor with .005" plastic and scratch built the WG 21 with tubing and wire. The decal instructions only had a profile and bottom drawing, so some guesswork was involved as I could not find a photo of the installation. After painting and glossing the model, it was time to decal.

While being in perfect register, the decals were a little thick. First I tried Micro Set to soften it. No effect was noticed. Then Micro Sol was tried. Again, no effect. Well, it was time for the big gun - Solva Set. It did not even phase these decals. I then thought perhaps the decal will snuggle down as it dried. Wrong again. This was getting ugly. Then remembering some Scale Master decals used to respond to alcohol, I tried some 91% isopropyl alcohol. Success! In fact, it was a little too successful and the expendable test decal turned to mush. After some trial and error, I found that a 70% solution seemed to work best. After that, I had no problems with the decals. They were allowed to dry overnight and no silvering was noticed.

There you have it. A three in one review. I can recommend the Airwaves set without hesitation and now that I know the secret, the Almark decals as well. The Italeri Fw 190A can be built into a nice model, just be ready for a little file file, sand sand.▲

IN- SPI- RA- TION

... Is Where You Find It

by Paul
Ward

"I had just finished my first patrol in my new D-7, and had celebrated quietly in my quarters with a spot of brandy. Feeling 'relaxed', I went downstairs to the Officers' Bar, where Kettering was regaling my fellow pilots with one of his stories of his visit to America. Listening to him, I was struck with an idea. After he finished, I approached him, and asked, "You speak English pretty well, eh, Kettering?"

"So-so", he modestly admitted.

"Do me a favor." I took out a pencil and a sheet of paper, and wrote a brief phrase, which I handed to him. "How do you say this in English? In the fewest possible words, that is."

Kettering read them, and then said, "My, my Junge, those are very dirty words!"

"Write them down for me, in block letters." Kettering traced out two words, one with four letters, and the other with three. They were similar to our own German words for them. I took the paper from him, and handed to Unteroffizier Ziegel, our chief mechanic. "Ziegel, I want you to paint my Fokker jet black all over, and paint these words on the upper wing in white!"

Kettering chuckled, "You'll have every Tommy in France after you, and if they catch you, they'll seal your arse in paraffin!"

I smiled back at him. "I don't care. I want a black aircraft with this written on the upper wing by dawn tomorrow, or I'll put another crack in someone's butt!"

Ziegel was put off, but he just said, "All right, sweetheart, after all, Black is your color, right?" Inside, I was ready to burst into song, and not just because of the brandy. I had finally escaped that old grey barge of a Pfalz!"

- from the "Blue Max", the wartime experiences of Bruno Stachel published in 1933.

Stachel became famous to the English pilots in his sector, and was known as 'The Men's Room Ace.' After the war, he married Countess von Klugerman, and, with a fellow retire pilot, assisted and helped finance the career of a certain Austrian who became prominent in German politics over the next 25 years.

The kit is the Revell 1/72nd Fokker D-7, basically built straight out of the box. The paints used were Humbrol, and the underside was finished with Microscale underside lozengue.

I have had a lot of comment about this kit, either strongly positive or vehemently negative. Can't please everyone, so you got to please yourself ... ▲



March Minutes

by the Secretary

New business. Stan Muniz described a project to build a display in conjunction with the 50th Anniversary of the Doolittle Tokyo Raid. He is looking for builders willing to construct a total of 16 1/72nd B-25's for display on a 1/72nd carrier deck. The only catch is that the models must be completed and in San Diego by the 15th of April. At least a couple of members accepted the challenge. If you are interested, contact Stan directly at (408) 227-3240.

At this point the meeting was turned over to Jim Beatte who gave a 4-star clinic on figure painting. There was insufficient room in this issue to give the clinic justice and it will be covered in a future issue (just a soon as the only opposing vote to the reelection of the Secretary transcribes her notes).

Bob Turner then auctioned of a couple of goodies. The first, a bag of assorted 1/48th scale decals was purchased by Jim Priete for \$4. The second item, Volume 4, Issue 2 of the IPMS Journal which had a first-class article about the F-117 was purchased by the Secretary after some spirited bidding with Mike Burton for the princely sum of \$13. Proceeds from these auctions are given to the club treasury.

After the auction, the floor was opened for additional nominations for club officers. No new nominations were received and the nominations were closed. Election results are reported on page 6 of this issue.

At this point, discussion was led by our new president, Bert McDowell regarding dues. Various views were aired regarding contest and the value thereof. Along the lines of the "Zen and the Art of Cash Flow" article appearing in the previous month's "Styrene Sheet", a vote was taken to determine who was interested in what. There was nearly unanimous favor in continuing the newsletter in its present form (the only dissenting vote being offered by the Editor's wife). Incidentally, the Editor was very flattered by the many positive comments regarding newsletter.

The second vote regarding having a contest in 1993. The vote here was 12 for, 4 against, and 5 "don't care." Various options for a display vs. a contest, a combined contest/swapmeet, etc. were made.

At this point a motion was made to increase the dues to \$25 per year, due January 1 of each year. Renewals during the remainder of the year will be prorated at the rate of \$2.08 per month. This motion was passed by a 5-to-1 margin.

The raffle was won by Rodney Williams. Due no doubt in large part from the razzing he was taking from the new President, Rodney took the only 1/700th scale ship in the box, the USS Dallas (actually, I think he wanted the 1/700th P-3C that came in the kit). On a one-time only basis, a second raffle prize was granted and was one by one of our Junior members (he is a member, isn't he??)▲

AUTHORS WANTED

Budding and experienced authors are invited to submit their work for publication. Everything from feature-length articles (1-2 pages) to modelling tips (1 paragraph) is needed. Photos are desirable. If you don't already have the photos, bring the subjects to the next meeting and the Editor can take the pictures there. ▲

Continued from page 2.

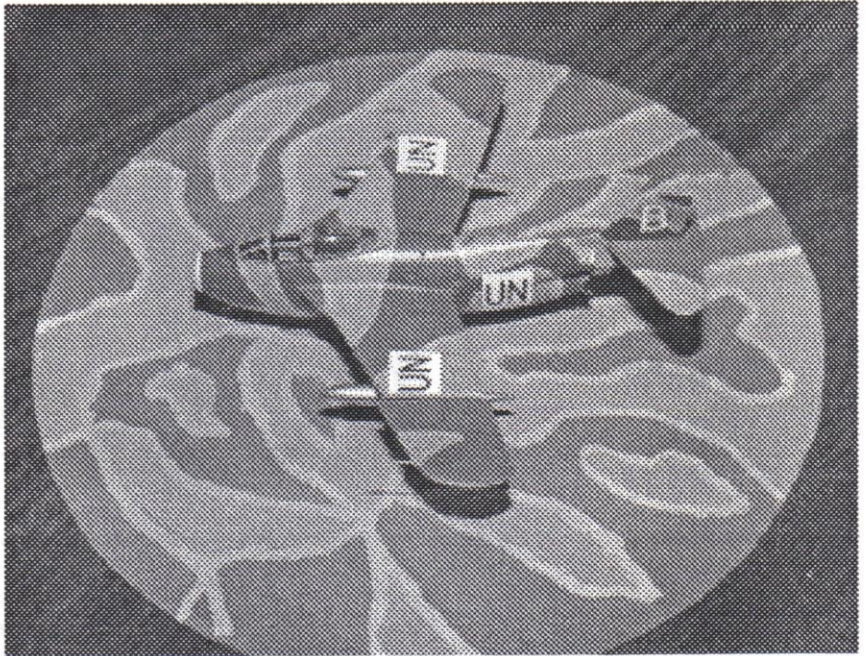
APRIL FOOL!!

Okay, calm down and put your registered assault gun away.

1950's Swedish Camouflage Secret Revealed

Article by Sven Karlsson
Model by Bill Dye

Shown here is Bill Dye's model of the Saab Tunnan on its rarely modeled camouflage disk. The history behind the disk is as follows. In the 1950's, the UN sought a fighter that could be successfully employed anywhere, anytime. Clearly, no single camouflage paint scheme would be suitable. Saab engineers came up with the idea for a "Tørnschøbe" or camouflage disk. The camouflage disk was produced on the cover name of "Tørnfrisbee." The disk was low cost, light weight and could be self-deployed by the associated fighter. Each Tunnan carried 10 disks into the theatre of operations. The disks would then be distributed (no closer than 500 meters to one another) about the airfields from which the airplane was to operate. The aircraft camouflage was so carefully matched to the disk that from an attacking aircraft, it was impossible to tell if a Tunnan was "øuf de schøbe" (literally translated, "on the pot") or not. This clever scheme presented any attacker with an overwhelming number of potential targets, only 10% of which would be genuine. Unfortunately, the concept was never truly tested in combat during the Tunnan's operational career.▲



Bill's model was based on a previously classified and rare Swedish Military Intelligence photo showing a Tunnan on its "Tørnfrisbee." Normally the UN markings would not have been carried. The aircraft is slightly misaligned on its camo-disk to permit it be recognized; if perfectly aligned, only the disk would be visible.



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