



Prowler Power!

Ironing the wrinkles out of Hasegawa's 1:72 scale EA-6B

By Chris Bucholtz

When swarms of allied aircraft raced deep into Iraq on the first night of the Gulf War, Iraqi radar operators knew they were coming—not because they saw the blips on

their screens, but because their radars were suddenly clouded by a blizzard of electronic interference. The Navy's contributor to this electronic snowstorm was the EA-6B *Prowler*, the world's premiere electronic warfare aircraft. With three Electronic Countermeasures Officers (ECMOs) and a state-of-the-art computer to evaluate threats, these planes can confuse enemy radars without disrupting friendly sets. Later models of the *Prowler* can fire the AGM-88 HARM anti-radiation missile, using the plane's computer to program the missile automatically while airborne.

The best available *Prowler* in 1:72 is the offering from Hasegawa. It features fine recessed scribing, well-detailed wheels and tires and the appropriate antennae for an ICAP-I model *Prowler*. But the kit has some major shortcomings, and the modeller must do some major reworking to build a present-day *Prowler*.

STEP 1. Background

While most USN planes follow the A-B-C method of indicating major variants, the EA-6B has kept its "B" for its entire career despite a series of major changes made to the plane. Introduced in 1970, the *Prowler* has been constantly updated, and each update has its own particular acronym.

The first planes to be delivered were described as "Standard," and these were the *Prowlers* that flew over Vietnam.

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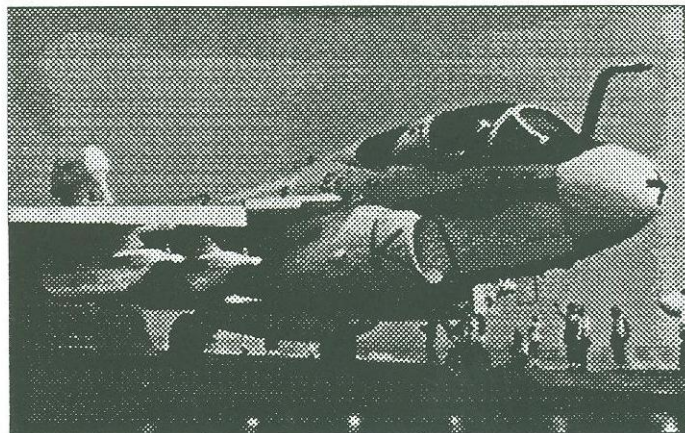


Photo courtesy Grumman Corporation
The *Prowler* is distinguished from the *Intruder* by the two cockpits, tail-mounted ECM pod and offset refueling probe.

Monogram's 1:48 Grumman EA-6B Prowler

By Bill Allan

The long-awaited EA-6B *Prowler* has at last arrived from Monogram, and, with a few reservations, has been worth waiting for. The kit is moulded in medium gray

plastic with raised panel lines. Comparing the kit with the scale plans I have, the following discrepancies were noticed:

- The fuselage would seem to be 1mm too short and the fuselage fillet is approximately 3mm too long.
- The fin-tip ECM bulge is 2mm too short at the rear end and about 1mm too shallow at the top rear.

Since the *Prowler* has the same wing as the *Intruder*, I imagine that Monogram used the same wing moulds as used by Revell to produce their 1:48 A-6E *Intruder*. Once again, comparing the wing with scale plans, there appear to be the following discrepancies:

- The strengthening plates inboard of the leading edge slats appear to be oversize.
- The shape of the wing in the area where the leading edge sweep changes inboard of the leading edge slats appears

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EDITOR'S REPORT

Whether you're a long-time club member or a first-time reader... welcome! My name is Chris Bucholtz, and I'm the new secretary/editor for the club. I think I'm also the third-youngest member, so please excuse my mistakes and pardon my over-enthusiasm.

I want to thank David Sampson once again for his efforts at producing a top-flight publication over the past few years. Dave deserves time to build now... so here I am!

I build 1:72 scale planes, and primarily U.S. Navy aircraft. That accounts for the focus on the *Prowler* in this issue. However, I don't plan on the *Styrene Sheet* becoming a model airplane magazine. While I get my fair share of tips from airplane modelers, I also like finding out how car builders get their cars so shiny, how ship builders get their ships so tiny, and how armour enthusiasts get their tanks so dirty.

I like these subjects, but I'm not about to try to write about things I don't know. That's where the SJSM membership comes in. We need your articles on all topics. Share with the membership your secrets—that's what the club is really about anyway.

Those of us who attend contests have had our fair share

lately, what with the SJSM contest (see pages 4&5), the Stockton Tomcats' contest March 20 and the Hobbytown USA contests April 3. The Stockton chapter's contest was well-organized and attended, with 266 models competing and 31 more on display. Hats off to the Tomcats! Three members—Rodney Williams, Bill Ferrante and Jim Lewis—were award-winners, as were several lapsed members. Photographic proof of this will appear next issue.

Enough of me, already... I gotta go sand a seam. See you all April 18.

—The Editor

LETTERS TO SJSM

Dear SJSM,

Thank you all so very much from the bottom of my heart for buying all of Patrick's models. I hope you enjoy them and have as much fun with them as Patrick and I did. Thanks again.

Sincerely,
Carol Fitzpatrick

New categories planned for future contests

By David L. Sampson

In preparation for my candidacy as vice president in 1994, I have decided to publish my ideas regarding the proposed 1995 contest categories sufficiently far in advance to permit their full discussion and resolution prior to the actual contest. Therefore, without further ado, if I am elected vice president in 1994, the following categories would be used for the 1995 annual contest:

Sport Gliders, all scales
Powered Military Gliders, all scales, e.g. Me 323, Go 244, etc.
Glider Tugs (1940-1945)
Armored Fighting Vehicles, 1914-1918, 1:36 and smaller
Armored Fighting Vehicles, 1914-1918, 1:35 and larger
Helicopters, single rotor, all scales
Helicopters, tandem rotors, all scales
Helicopters, intermeshing rotors, all scales
Helicopters, Antisubmarine warfare, all scales
Bicycles, all scales
Zeppelins and Dirigibles, all scales
Autogyros, all scales
Triebflügel. 1:72 scale
Tandem aircraft (two aircraft joined at the wing tips, e.g. He 111Z, *Twin Mustang*, etc.)
Huckepack Aircraft (one aircraft mounted on top of another, e.g. *Mistel*)
WW2 Project Aircraft (design studies that never flew),
Messerschmidt, 1:72 scale
WW2 Axis Night Fighters, single engine, 1:72 scale
WW2 Axis Night Fighters, multi-engine, 1:72 scale
WW2 Allied Night Fighters, single engine, 1:72 scale

WW2 Allied Night Fighters, multi-engine, 1:72 scale
First Successful Jets, single engine, all nations, all scales, e.g. Gloster Whittle, P-80, etc.
First Successful Jets, multi-engine, all nations, all scales, e.g. Meteor, He 280, etc.
Monitors, all eras, all scales
Viking Ships, all scales
Submarines with 8" or larger deck guns, all scales
SSGN (Nuclear-powered, guided missile-firing submarines), all scales
Antisubmarine warfare (ASW) aircraft, all scales
Electronic Warfare (EW) aircraft, all scales
Prehistoric Mammals
Dinosaurs, quadruped and biped, all scales
Flying Dinosaurs, all scales
Best *Lindberg* "The Sense of Smell" (boogers optional)
1939-45 Aircraft, single engine, 1:700 scale or smaller
1939-45 Aircraft, multi-engine, 1:700 scale or smaller
Currently Flying Aircraft, single engine, 1:700 scale or smaller
Currently Flying Aircraft, multi-engine, 1:700 scale or smaller
Armored Fighting Vehicles, 1:700 scale or smaller
Soviet Air Cushioned Vehicles, 1:700 scale or smaller
Rocket Powered Aircraft, single engine, all scales
Rocket Powered Aircraft, multi-engine, all scales
Gunze Fiat 500, 1:25 scale
Gunze Messerschmidt KR 200, 1:25 scale
ESCI Military Motorcycle, 1:9 scale
Best Kit whose original price was \$0.99 or less (bring the box so we can see)
Aircraft Towing Tractors, all scales

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Monogram's 1:48 scale *Prowler*

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incorrect.

Of course, the foregoing assumes that the plans I have are accurate, so it is up to the individual modeler to check. I cross-checked the size of the aircraft against the scale measurements and this seems to confirm the above.

Construction is straightforward, the fuselage being split vertically and the two-piece wings are split horizontally. The standard of fit is good and the surface detail is accurate. However, for some reason, *Monogram* has included a very prominent "V"-shaped groove running along the rear cockpit hump, which requires filling in and sanding smooth. They have also stamped a reference mark on the trailing edge of a stabilator which is easily sanded off, but why is it done in the

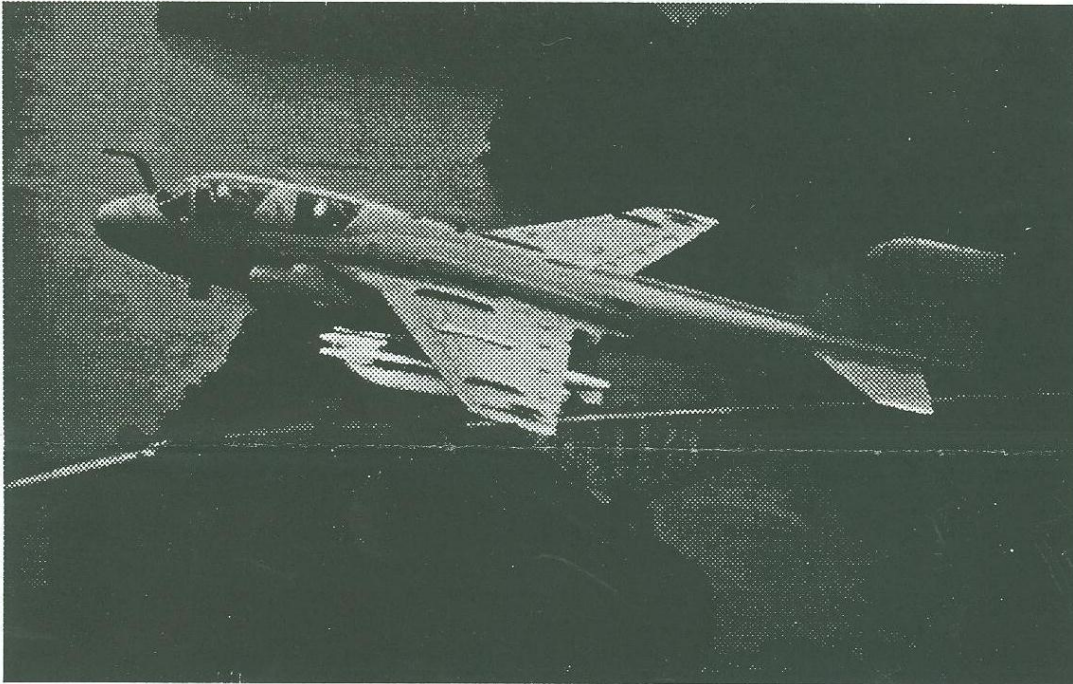


Photo courtesy Grumman Corporation

first place?

Cockpit construction is based on a bath which features raised instrument detail and contains the ejection seat bases. To the basic bath are added the ejection seat sides and tops. The latter are an adequate representation of the Martin-Baker GRU7 seats, but you may be tempted to replace them with *Aeroclub* or *Verlinden* seats. The front instrument panel is accurate apart from the angle of the hood over ECMO 1's radar display. The rear instrument panel is also accurate but the entire centre console extending from the centre of the instrument panel down to the cockpit floor between ECMO 2 and 3 positions is missing. Some detail is also missing from the panel high up on the front cockpit rear bulkhead. *Airwaves* brought out a cockpit update set for the *Intruder*, so they may do the same for the *Prowler*. Two sets of transparencies are supplied, one clear and one gold tinted. [Ed. note—the windscreen is clear; the canopies are gold tinted. Neat touch!] At this point I found a piece of plastic which was obviously associated with the cockpit area, but could not figure out where it fitted. Further investigation showed it to be the rear

bulkhead/canopy faring from *Revell's A-6E Intruder!*

The undercarriage detail is good although the hydraulic pipes on the substantial main gear could benefit from careful sanding down. [Ed. note—those seeking real detail need to know that the *Prowler* had beefier main mounts than the A-6 mounts provided—and much less hydraulic piping.] The wheel bay detail is adequate but the super detailers will have scope for improvement. The kit is provided with two sets of fuselage-mounted speed brakes, the perforated type and the flush type. However, as the *Prowler* is not fitted with either, I imagine they are another throwback to the *Revell A-6E* and *EA-6A* and can be consigned to the spares box. The arrestor hook and bay are supplied as one piece and filler will be required at the front edge of this piece where it joins the fuselage. I would suggest this might be fitted to one fuselage half prior to joining the fuselage halves together, rather than the sequence shown in the instruction sheet. The refueling probe has the notch in it associated with the AN/ALQ-126 receiver antenna. AN/ALQ-126-equipped aircraft also have the small thimble ("beer-can") antenna at the lower rear end of the fin-top ECM bulge. So, if you are modelling an aircraft different to the one in the kit, check your references, as your *Prowler* must have both or neither.

Underwing stores consist of three AN/ALQ 99 jamming pods and two 300 gallon AERO 1D drop tanks. As supplied, one of the three jamming pods is an AN/ALQ 99 low-band pod and its shape differs significantly from the other two. From the reference I have, it would appear that this latter pod is generally carried on the fuselage station. The requisite number of sway braces are supplied for the underwing stores, but no mention is made of these in the instruction sheet.

Decals provided are for *Prowler* 158649 in the attractive blue and yellow high-visibility colour scheme of VAQ-131 whilst part of CVW-11 on USS *America*. In spite of the aforementioned criticisms, I would have no reservations in recommending this kit, especially to U.S. Navy buffs. It would be nice to think that somewhere in the pipeline are a *Whale*, a *Viggie* and a *Hummer* in this scale.

REFERENCES-

- Aerofax Minigraph No. 7
- World Supercarriers
- Airwing Enterprise

PRESIDENT'S PARAGRAPHS

When does the ground war start? Whoops! Wrong elective office... Well, we did begin bombing in five minutes after the offices were vacated (evacuated?) by our fine group of 1992 SJSM Executives. Damage assessment revealed the target library was annihilated. With all rebel forces present eliminated. In the ensuing confusion, our forces staged a deception on the dazed innocent bystanders with outstanding results! By surrounding him with a team of very competent and sane gentlemen, we have managed to place an insane dictator with imperialistic aims in the top office of the San Jose Scale Modelers. Who knows what evil lurks in the minds of modelers? Only the display tables will show... aaaahkkk! (more garbled ramblings, then silence.)

Actually, I wanted to open this column with a straight up THANK YOU AGAIN for Bert, Bill, Dave and Rodney for their executive efforts in the last year. And welcome back to Dave as our 1993 treasurer. I look forward to the fine contributions Mike as VP and Chris as Sec/News Ed will make. As for me, they tell me there's a bright future for those good at striking wood with a hammer... OH, they meant carpenters...

There is ONE BIT of MODEL CLUB NEWS to be found here, though. Plan on the OCTOBER 1993 Friday night meeting having a model time. Since we won't be having a quarterly contest that month, I'm putting a theme event onto the agenda for it. I encourage everyone to participate as it is a subject matter rarely seen alone in its model form, although a good number of kits exist for them. Be creative, since the subject matter is one for which scratchbuilts aren't so hard, and the guidelines are intended to get a few "under the wire" models on the table. Those of you who remember the fine "A-7" and "F-14" contests sponsored by past officers as well as our more recent "EggCentric" model events have an idea where I'm pointing. If you need more informational nudging, we can supply. I will be preparing material to invite D & J visitors to come to our October meeting with their own entrants with some hope of at least one brave soul showing up. Okay, okay, okay. The theme is...

The Missiles of October

WHAT!!! Al lthat for... Missiles! Arrgh!

No, it's not a bad April newsletter gag, and yes I'm serious that more than a few of you can model within the frame of your favorite subject using the guidelines as so far defined:

1. Only modelers of the early '60s aircraft will be served...

WRONG! This is not a "Cuban Missile Crisis of 1962" historical theme contest, so U-2s, F-8s, RF-101s and most (but not all) aircraft aren't directly in the theme. There is at least one aircraft which is already qualified as a missile and only needs to be present at the October 1993 event to fit in the remaining criteria. At least two modelers beside me know which one it is, so I won't let the cat out of the bag till next time. Further help: when you know what the plane is please don't feel you can't do it in your desired scheme/version. Any of the numerous models it was in service or proposed in will be "in theme."

Of course, if you want to build a particular aircraft that you

show in the markings of a "bird" used during the month of October 1962 it will do just fine. Simply substantiate it with some sort of "public domain" documentation, such as a magazine picture, a book, a model instruction sheet showing historical reference, or some such.

2. OK, but one or two aircraft and a car, maybe, there's nothing but some dumb missile kits that aren't always so easy to find...

Alright. Our definition here for "missile" for the October event is shaped by the dictionary definition as interpreted here:

Missile: adjective (1) capable of being thrown or projected to strike a distant object; (2) adapted for throwing or hurling missiles; (3) or or relating to missiles.

Missile: noun (1) an object (as a weapon) thrown or projected usually so as to strike something at a distance (stones, artillery shells, etc.)

So if you were into modeling Zulu warriors in 54mm, to enter be sure to have a spear being used (held, thrown, piercing an opponent) in the model.

Sea going models would easily fit if a missile was onboard for use as a weapon system (submariners take note) or even in the unlikely event of someone scratchbuilding a Soviet freighter hauling back some SS4s and IL-28 Beagles from Cuba in crates, as long as the crates were modeled on an open deck.

Note that torpedoes will not be considered missiles in and of themselves. However, an ASROC or SUBROC would be just fine as the tie in. (Just be prepared to establish their presence in relation to the model if it is not obvious to our events registrar or judges.)

Medieval enthusiasts could find their way into this, no problem. A ballista or model crossbowman fits just fine.

A train transporting a missile system comes immediately to mind as a possible rasil modeler's October missile entrant.

Fighting vehicles, armored or otherwise, lend many possibilities to the theme also. Missile transporters, ground carts, those bizarre "MAH-####" wheeled vehicles the Russians use for their missiles—these are obvious.

Artillery pieces would fit in as long as some sort of missile action was ade clear in the display, such as crew loading or transporting shells.

4. What if an aircraft is built carrying all sorts of missiles?

Well, at least someone will conceive that bringing in the MF-3H *Demon* or an F7U-3M or an Iraqi Mirage F.1C (Exocet) could get by. And there are others! Be sure to have the missile present on the vehicle, though.

6. What do we get...if we win?

Always the trophy questions. Right now I'm not committing my bucks to any fancy stuff for this, until I find out how many besides the modelers I know are in this with me are going to join the fun. So enter and see, eh?

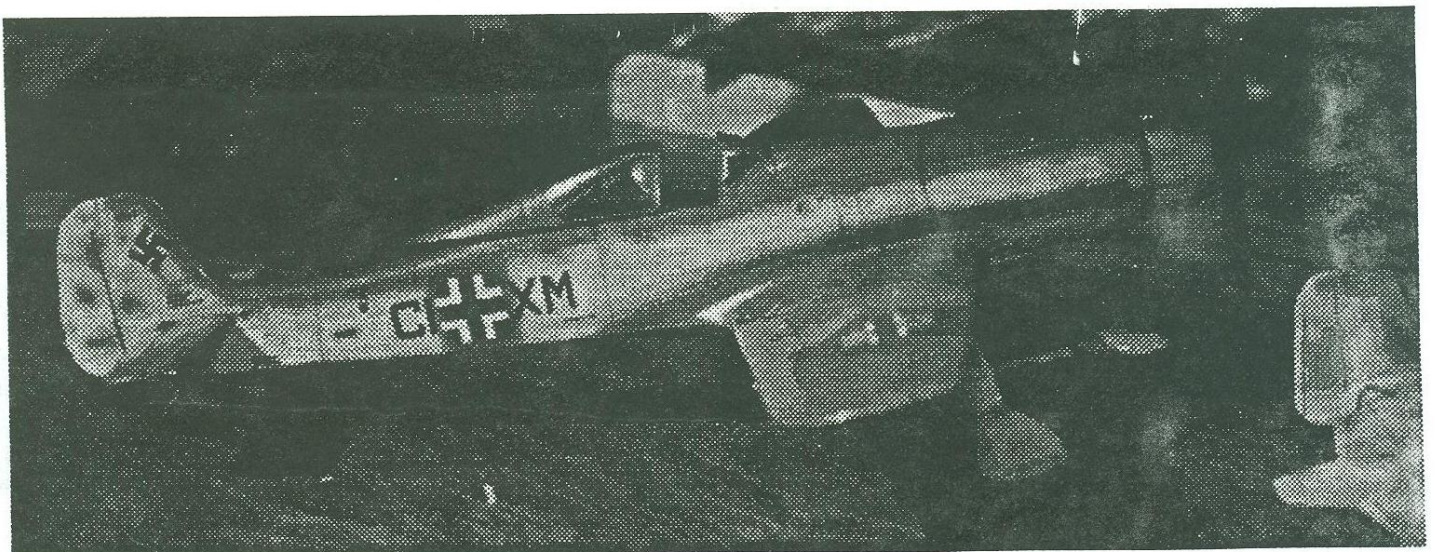
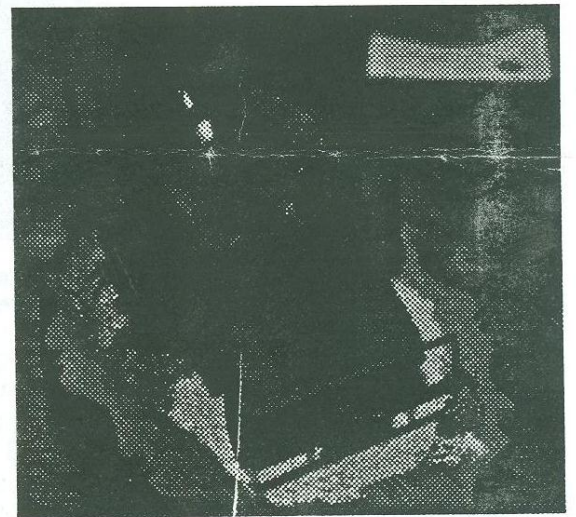
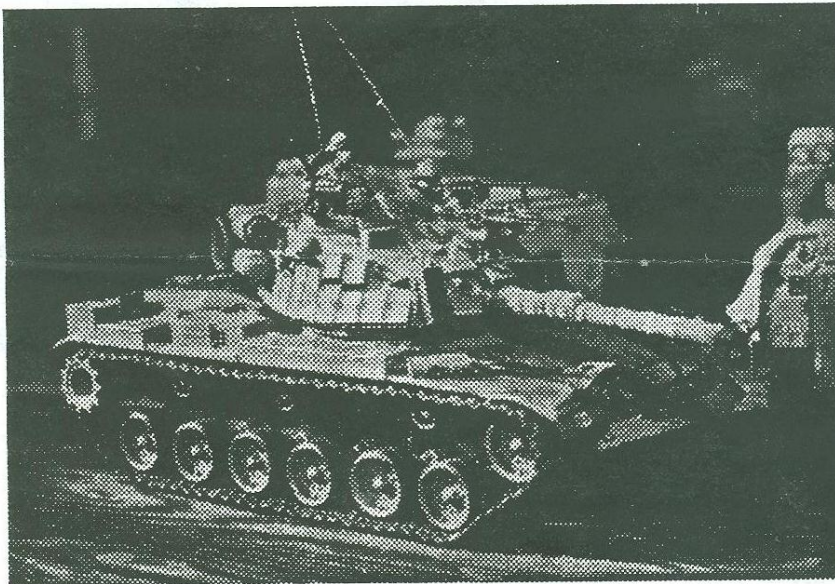
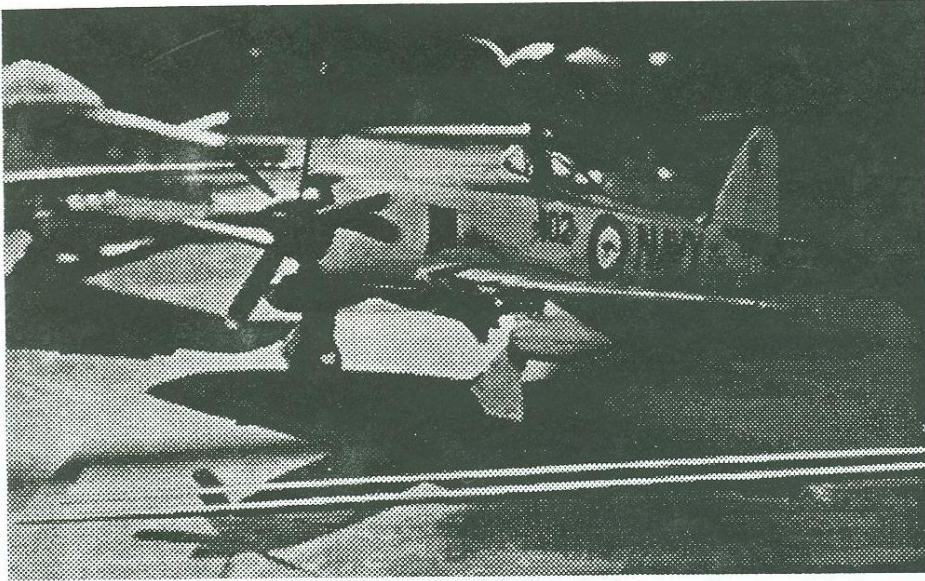
Well, I'm closing this missile epistle for now, so until next time...See you in Jurassic Park.

—Mike Burton

S.JSM'S ANNUAL CONTEST

PHOTOS BY
ANGELO DEOGRACIAS

A typically spectacular array of models was on display February 20 at the club's annual contest, held at the Western Museum of Aviation in Oakland. The Chicago-style system of judging meant that the award winners were too numerous to mention. Clockwise from the top: An Australian Sea Fury; one of Jim Lewis' stable of Hummers; the obligatory product of the German aviation industry; a particularly fearsome-looking M-60 in 1:35 scale.



Modifying Hasegawa's 1:72 EA-6B

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The bulk of the plane's teething problems were worked out on Standard EA-6Bs—problems such as jamming the radars of other planes in strike groups, incompatibility with the Marine Corps' EA-6A *Electric Intruders*, and, in general, being too powerful for its own good! Next along was the EXCAP (Expanded Capability) program, which refined the system and incorporated lessons learned in Vietnam. The ICAP-I (Improved Capability) program capitalized on advances in computer technology to significantly quicken the plane's ability to analyze threats. The ICAP-II program added HARM to the plane's arsenal; the Block-86 program (named not for the block number, but for the year it was funded by Congress) added further to the electronics suite to the extent that Block-86 and ICAP-II aircraft aren't able to operate in cooperation. While the ICAP-II and Block-86 *Prowlers* are the Navy's current models, the EA-6B has a complete makeover planned in the ADVCAP program. The plane will get two additional hardpoints, structural improvements and electronic updates, giving the plane longer loiter time and capabilities and virtually guaranteeing that it will outlive the A-6 that spawned it.

I wanted a *Desert Storm* EA-6B, which meant an ICAP-II or Block-86 plane. To modify the Hasegawa kit to Block-86 configuration would mean fabricating three swept-back antennae; to make an ICAP-II one must simply slice off the chin-mounted blade antenna and sand away the ventral Doppler radar bulge. I decided to go with the ICAP-II. I wrote to several EA-6B squadrons at their home base at NAS Whidbey Island, Washington. A few of them, including VAQ-135, VAQ-137 and VAQ-141, were kind enough to answer my questions and even provide me with color photos of their aircraft. I decided on VAQ-137 as my subject, based on the fact that they flew ICAP-II's—and had really cool markings!

The final and most important piece of background work I did was discovering the *Aerofax Miniograph No. 7* on the EA-6A and EA-6B. This has terrific photos of every important part of the plane, plus developmental background, aircraft BuNos., and ordnance capabilities. A terrific book, and a bargain at \$10.

STEP 2. The cockpit

Hasegawa gives the detail freak a blank canvas to work with here. There's a cockpit tub, four rudimentary seats and

decals for the control panels. The bulkhead between the forward and aft compartments is nicely done, however. To replace the seats, I used four of *Verlinden's* resin-cast Martin-Baker GRU7 seats (marketed as "F-14 ejection seats"). Unfortunately, these didn't fit into the claustrophobic cockpit tub, so I sawed away the forward cockpit sides and shaved down the aft cockpit sides and center console. The forward cockpit sides were replaced with .005 sheet styrene, and .080 x .080

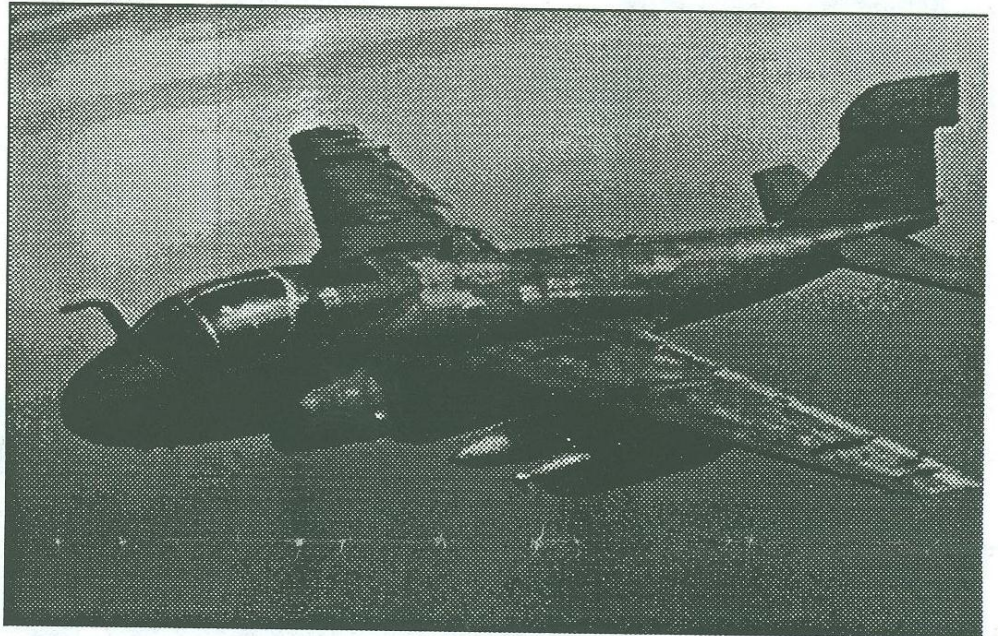


Photo by CDR Leenhouts/Grumman Corporation
A well-weathered VAQ-134 EA-6B ICAP-II *Prowler*. This plane flew SEAD (Suppression of Enemy Air Defenses) missions against Iraq in 1991.

strips were used to replace the forward side consoles. After cementing the center bulkhead in place, I painted the whole mess light ghost gray. For the side consoles fore and aft, I cannibalized a sheet of screened metal placards for the AH-64 *Apache*. Using the *Aerofax* book as a guide, I cut up each panel and put it in place, and in this scale it looks great! The forward control panel was taken from the *Airwaves* A-6E set and cut up and reassembled using the *Aerofax* book as a guide, with some extra bezels stolen from an SU-25 for good measure. The *Airwaves* rudder pedals went on the floor and a Hasegawa TA-4J control stick was installed. The throttle quadrant was made from plastic rod and wire. Moving to the back seats... The aft control console presented a neat challenge. With the *Aerofax* book as a guide once again, I built the top switchbox from sheet plastic, indenting the knobs with a scribing tool. The ECM monitors were made from photographic negative (nice and glossy, just like a glass screen would be). Other dials and panels were swiped from the *Apache* set. The between-the-knees instrument pedestals were made from .080 x .100 strip, sanded round on one side and topped with *Airwaves* A-6E B/N panels. I installed the tub a quarter-inch aft of where the

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Big changes ahead for contest categories

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Tactical Missiles, non-nuclear, all scales
Tactical Missiles, nuclear, all scales
Strategic Missiles, solid fuel, all scales
Strategic Missiles, liquid fuel, all scales
Submarine-Launched Ballistic Missiles
Figures, 1:700 scale or smaller
Corvairs (you GOT to have an automobile category), 1960-1972, all scales
Swiss Aircraft, all scales
Finnish Aircraft, all scales
Strategic Bombers, all scales
Hercules DC-130 Drone Controllers (must include drones), all scales
VTOL, prop, all scales

VTOL, jet, all scales
Lindberg Bird Kit
Aurora Knight
Ed Roth Character (Rat Fink, Surf Fink, etc.)
Monogram Flap-Jacks
Absurd Juxtapositions, all scales
"The Ultimate Route 237 Commute Vehicle"
Special Figure Category: Portrayal of a woman as other than a sex object

Judging would be done by ballot. Each contestant entering one or more model would be given a ballot sheet with one vote per category. The model in each category with the most votes wins. Devilishly simple, don't you think?

By the way... have you forgotten what month this is?

Modifying a 1:72 Prowler

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guides are. This puts the seats where they should be in relation to the plane's exterior. Then I added wire and plastic rod plumbing behind both compartments. The cockpit railings are noticeably absent; I fashioned some from .050 sheet. Since the ejection seats sit so high, it's important that they look good. I painted them a dark slate gray, with olive drab seats/parachute packs and gray harnesses. A quick drybrushing with light gray makes all the detail pop right out. After painting, I added ejection handles made from black and yellow thread, twisted and stiffened with white glue. I've spent enough time trying to paint tiny black and yellow candy stripes, and this little trick produces much better results in very little time. I left the seats out until after painting so the cockpit could be masked more easily.

STEP 3. The fuselage and wings

The fit here is fairly good, but the engineering is a little lacking. The antennae are molded onto one fuselage half, and the wing joint makes for difficult sanding, especially where it mates with the exhaust nozzles. I cut all the antennae from the plane and set them aside; that way I could sand the seams flush. The nose cap fits reasonably well, and the wings go together nicely. The crew boarding ladders are down—a beautiful touch—but the splitter plates don't mate well to the intake, and you can see the gap through the boarding ladder recess. I plugged the resulting hole with .010 sheet plastic.

STEP 4. Details

I added plumbing to the wheel wells from copper wire and stretched sprue. This is where the kit's most glaring weakness is—Hasegawa failed to open the forward gear doors! It's not terribly noticeable, especially if you distract viewers with well-plumbed wheel wells. Copper wire was added as hydraulic lines on the landing gear struts. I carved the lights from the wing tips and sanded the dorsal and chin lights down, painted these locations chrome silver and replaced the lights with drops of five-minute epoxy tinted with food

coloring. I used the same technique for the red-amber-green landing signal lights on the forward landing gear door and used a model railroad lens for the taxi light. To add the red safety striping to the landing gear doors, I first painted them and then ran the edges across the tip of a red permanent marker. This gives you a nice, sharp line and permits you greater control of where the color goes. The *Airwaves* set provided the chaff-flare dispenser chutes. I drilled out the air conditioning scoops with a pin vise, and then drilled out the lightening holes in the boarding ladders. Finally, I added actuators to the pilot and ECMO 1's boarding steps.

STEP 5. Finishing touches

I airbrushed the plane with *Testors Model Master* Dark Ghost Gray, Light Ghost Gray and Medium Gray. After airbrushing a thin layer of glosscote, I applied the decals for VAQ-137 from *Superscale* sheet 72-648. The general markings are accurate, but photos provided by IPMS USN Aircraft Special Interest Group Editor Alan Carr showed that the planes had significantly different data markings than the sheet provides. Also, the planes had dark gray intake lips and splitters, and all-red boarding steps. After giving the plane a 3:1 Dullcote/Glosscote final spraying, I added weathering using watercolor pencils. These give a very subtle but realistic look of spot painting and fading, and you can use a damp tissue to blend colors or remove mistakes. Although the *Rooks'* 622 wasn't among Alan's photos, I used the pictures to form a composite as a basis for weathering. I armed the *Prowler* with two HARMs, and drybrushed the tip of the refueling probe with chrome silver. After attaching four rearview mirrors from *Model Technologies* to the forward canopy, I painted the inside of the canopies with *Tamiya* clear yellow acrylic paint to simulate the canopies' gold-tinted anti-radiation treatment.

Done! I spent about 100 hours rebuilding the *Prowler*, and the result was my best model ever. Now I'll apply the lessons learned here to my 1:72 *Fujimi Intruders!*

March Minutes

The election of new officers was the primary item of business. Mike Burton takes over as president, Mike Meeks as vice president, David Sampson as Treasurer and Chris Bucholtz as secretary/editor. Huzzahs for our outgoing officers, Bert McDowell, Rodney Williams and Bill Ferrante. Auction action was fairly fierce; Larry Roberts asked if anyone knew the fate of *Military Aircraft Preview*. After Burton's election, a plethora of breaks were called for.

Following the second of these show and tell was held, featuring Cliff Krantz's conjectural B-1 (a stretched B-58); Larry Roberts' *Hurricane* and *Spitfire* (sporting chemical warning patches, an interesting and oft-overlooked detail); Jim Lewis' LAV (two extra wheels from the HUMmaster); the USS *Fletcher* and a much-improved in-progress *Bogue*-class CVE, built in the Bert McDowell shipyards; a pair of in-progress racing planes from Mike Meek; Tom Trankle's BIG 1:48 *Tomcat* in the livery of VF-1; junior modeler Brian McCarthy's *Back to the Future* DeLorean time-travel vehicle; and Jeff Krueger's ambitious super-detailed SH-2F *Seasprite*.

Following break number three, a discussion was held regarding the outcome of judging at the March contest. More than a few builders appeared peeved about the contest results; some of the judges complained about the lack of support they were given. The president asked Bob Hall to look into forming a group to evaluate judging techniques.

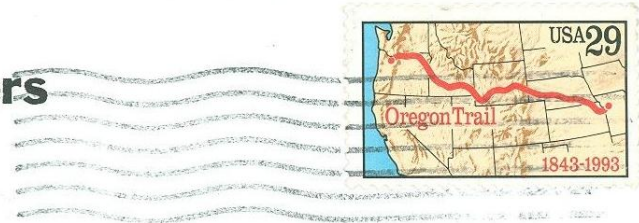
NEXT MEETING:
8 p.m., April 18¹⁶
at the Cupertino Public
Library
10400 Torre Ave.
Call the Editor at (408) 946-4037
for instructions

What is SJSM?

San José Scale Modelers is an IPMS-affiliated club that gives modelers a chance to share secrets, discuss techniques and "talk shop." The club is also serves as a forum to provide information on contests, airshows and other points of interest to modelers, and to encourage young modelers. Sound interesting? Then join the club!



Chris Bucholtz, Editor
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