



THE STYRENE SHEET

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Next Meeting

The September meeting will be held at on the 20th in the Community Room of the Cupertino Public Library at 10400 Torre Avenue in Cupertino. The door will be open by 7:00 p.m. and the meeting will begin at 8:00 p.m. (See map on page 2.)

August Minutes

President Bob Turner called the meeting to order at 8:05 p.m. Rodney Williams read a letter from the Dambusters Chapter in Redding requesting contributions for prize packages. A motion was made from the floor to contribute \$30 for a prize package which was seconded. The motion was carried by a vote of 15 to 8. Abstentions were not counted, but there were a few. Vice President Jay Sherlock confirmed that he was leaving the area. Bob Turner made an eloquent appeal for a volunteer to serve out the remainder of Jay's term. Rodney William, Secretary, graciously volunteered (provided no one else was interested). A location for the February contest was discussed. Bert McDowell mentioned that he thought the Campbell Community Center was a viable option, provided that we could obtain non-profit status from the National. Rodney Williams volunteered to contract Pat Lipscomb in Sacramento to see how this could be accomplished. The annual contribution of kits to the Veteran's Hospital was mentioned. Although he was not present when the matter was discussed, it is alleged that Tim Curtis has agreed to carry on Bill Magnie's tradition. At this point, a break was called. After the break, it was an-

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nounced that Bob O'Brien had volunteered to assume the office of Vice President. Bob Turner discussed the "Tried, but Could Not Fly" contest. It absolutely, positively will be held next month, subject to the following restrictions: models must have been built in the last six months, entry fee of \$1 (to be given to the club treasury), a minimum total of six entries must be submitted, and first and only prize of \$20 to be awarded (out of Bob's pocket and at his discretion).

Bob also described his recent accident resulting in the dislocation of his shoulder (and providing a great inspiration for an entry in the "Tried, but Could Not Fly" contest).

After the formalities, the many models on display were described by their builders. After this, the meeting was adjourned and the two clinics (described elsewhere in the "Sheet") were presented.

Rodney's Method

Recorded by Kathi Sampson

At the August meeting, Rodney Williams demonstrated his method for scribing panel lines on a model and in addition, gave us a peek into his modeling toolbox. His scribing tools are based on a design by Matt Matsushita and are made from reworked no. 11 X-acto blades. He grinds the blades to shape with a Dremel tool and then finishes the edges with a ceramic sharpening stone.

The stone has a variety of uses. With it, scribing tools can be sharpened or dulled as required. The sharpening stone is also useful for both smoothing the edges and polishing brass detailing parts. If your not into making your own hobby tools, scribing tools are available for purchase at your local hobby shop and can work just as well.

Rodney uses two scribing tools. The first, finer tool makes the scribing line; the second, larger tool takes out additional plastic. For rivets, the tool of choice is merely a dull-pointed sewing needle held in a pin vise. "Green-stuff" is the product of choice for masking or laying panel lines. Green stuff (3M Fine-Line Masking Tape) is available at Napa Auto Parts on 4th St. (formerly Cook's Automotive) or any shop that specializes in auto

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body paint supplies. Tape is cut with ordinary cuticle scissors or with a single-edged razor blade.

The first step in panel scribing is to file the surface of the model, getting rid of the original panel lines. Second, using wet 320 or 400 grit sandpaper, smooth the surface. At this point, the original panel lines are still visible and can be used as a guide to rescribing the model. If you can't see the panel lines easily, they can be highlighted with a pencil. Just use a ruler and a sharp pointed pencil and draw over the panel line. Next, lay the "green stuff" tape next to a panel line. The tape should be long enough to go completely around the model. Then, "butt" a second piece of tape alongside the first piece (on the other side of the desired panel line). There should be a hairline crack between the two pieces of tape. This crack facilitates putting the scribing tool and therefore the panel line where you want it. Before scribing, burnish the tape with your finger. The first scribing pass is with a light touch - just enough to "set" the line. Additional passes will go deeper. If you run into a hard spot in the plastic, back up and start over. If you try to "force" a hard spot, you'll go into the tape.

The scale determines the depth and width of the panel line. Two passes are probably enough for 1/72nd scale model. On a actual B-52, you can't get a business card into the panel gaps.

The rule should be to keep in mind
(Continued on page 2.)

WWII USN Carrier Loss No. 2 - CV-2

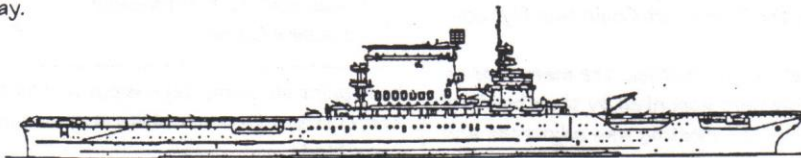
by Bert McDowell

After WWI, the League of Nations set a limit on naval building for the major countries of the world. Since the USA, like Japan, had a number of large vessels under construction, and as allowed by the treaty, they decided to convert two battle-cruisers to aircraft carriers rather than scrap them. They became the Lexington and the Saratoga (CV-2 and 3 respectively).

At the beginning of WWII, both ships were scheduled for refit to replace their 8" main batteries with the new 5"/38 dual purpose guns (as found in the 1/700 Fujimi kit of Saratoga), but there weren't enough to go around for the Lexington. Instead, her Pearl harbor refit added a larger quantity of 1.1" quad and 20 mm anti-aircraft guns (See Figure). The Fujimi kit for the Lexington is a prewar version and will require modifications for WWII.

In May 1942, the Lexington, in company with the Yorktown, was in the Coral Sea near the Solomon Islands. The Navy knew of Japan's plans to invade Port Moresby, New Guinea and the battle that ensued was the first where naval surface forces were engaged without sighting each other. The first two days looked like a draw: Japan lost the light carrier Shoho and the Navy lost the oiler Neosho and the destroyer Sims. But the third day was bad for the Lexington. She was hit by two torpedoes which at first appeared to be no problem. Hours later, however, leaking gas fumes ignited in a series of explosions that caused her abandonment.

Lexington was not lost for long. The new Essex class CV, USS Cabot, was renamed USS Lexington before she was launched four months later. The new Lexington CV-16 still serves today.



Lexington in her final configuration, just before the ship was lost at the Battle of the Coral Sea. It was not possible to install 5" twin turrets in place of her 8" weapons, but 1.1" and 20 mm AA guns, together with CXAM-1 radar, were fitted.

what scale you are doing and how well the plane was made. Older WWII planes did not fit panels together as well as newer planes.

Rivets are "eyeballed"; using tape as a guide hides the existing pattern and makes it difficult to duplicate the original rivet spacing. Hold the homemade rivet tool at a 45 degree angle.

After scribing, wet sand with 400 grit sandpaper and allow the model to dry. Mistakes readily show up since the plastic residue is lighter and ends up in the panel lines and rivet holes.

Inspect your handiwork to see if you have overrun/missed lines and rivets and then correct your mistakes. If your lines are okay, then continue sanding with 600, 800, 1200, 2000 grade paper as required.

Correcting overrun panel lines is easy with superglue. (See August's issue for more details). The "expensive" applicator for this job is just a wood stick with a piece of thin wire bent to an "L" shape at the end. The "gluepot" is a small lump of modeling clay with an indentation. Apply the superglue to the error, starting the glue at a point away from the good areas and stop just at the panel line you want to keep. Dab

the glued area with water and wait for 3-4 minutes. (The water causes the glue to rapidly harden). Wipe off the excess water and sand the just-glued area. Then take your scribing tool and carefully check the groove to see if any glue has migrated back into the panel line. Any glue in these line will cause the tool to stick, but don't force it. "Super Glue Accelerator" or "kicker" can be used to speed up the set-up process for larger areas of glue. This is easier and less wasteful if "dripped" on with a blunt hypodermic needle vs. "sprayed on" with the spray head that comes with the accelerator. Per the kicker instructions, the bond strength is weakened with accelerator; therefore, use sparingly.

Important Note: Don't do anything with superglue that you cannot finish within a few hours! If you allow superglue to harden overnight, the glue becomes much harder than the surrounding plastic and can dull your prize file! Superglue can also be used to fill in existing manufacturer's panel lines that are too wide subject to the above caution about waiting too long.

Thank you, Rodney for sharing your modeling secrets!

An Open Letter

by Larry Gross

Well, fellow modelers, I've been meaning to write this letter to kinda' put into perspective my views as to what I think modelling means to me and hope to spur some activity into others.

Modelling is a hobby and at times, a passion. I think most of us are dreamers and mechanical romantics (i.e. love cars, planes, tanks, ships, etc.)

We have a large club, but seemingly very few builders. I've heard a million excuses as to why people don't build, many which are legitimate. But how much time do you spend sitting on your behind in front to the TV? Or spending money going out with the guys for some liquid wrist exercises? Anyway, it's none of my business, but the one excuse which is not acceptable is being afraid to show your work for fear of criticism. I build a lot of models, but 90% of them are built for my satisfaction and a few I get carried away with. The one underlying fact that really lets me enjoy the hobby is there is always somebody better - so don't worry about it. I do not aspire to be the best - who really cares? Kick back, relax and build a model you want to build for yourself and bring it to a meeting. Modelers are good people (albeit crazy!) and you are among friends. If you want to build contest models - do so! Each to his own - but if you don't want to build contest models - build for the enjoyment of it and share your enthusiasm with fellow modelers. P.S. Don't be afraid to build that "collector's kit" - its only plastic and the petroleum probably came from Iraq anyway!

Think Styrene!

It's a bird, it's a plane, it's a Bugatti!

Yep, it's a Bugatti!

Model built by Dave Shirley

(A Herb Deek's Models resin kit.)



And now, Bob's History Corner...

by Bob O'Brien

In 1970, the armor modeling world, or perhaps more accurately the "armour modelling" world, was primarily constrained to 1/76 scale. Airfix and several "cottage industry" types like Armtec and Airmodel had a wide variety, and much more was available to those adventurous enough to write to England. Monogram had some interesting efforts in 1/32, along with little-known Japanese companies including Okano and Bandai. Tamiya appeared to be the leader in 'medium' scales with 1/35, and had help from Otaki, Nichimo, and Nitto. In 'large' scales, even Tamiya was uncertain, with 1/21 and 1/25 kits on the market. Imai even tried 1/15. In 1971 Nichimo made a strong attempt with 1/30. Few of us knew at the time Soviet modelers had a few relatively good Ohotek kits in 1/30. Midori, known for fair 1/76, tried 1/40, perhaps knowing of the Adams/Snap/Revell/Life-like 1/40 kits that were originally before my time. Tamiya did a few motorized toys in 1/48, but no one seemed to take them seriously. I built one myself, and remember the track as a black rubber band with a poor attempt at a tread pattern. Aurora's 1/48 line, also older kits, was reissued several times, but didn't seem to get much notice. To me it looked like 1/30 was the up-and-coming scale, and Bandai jumped in with some Pz. IV variants. Fujimi tested the softskins market in 1/32, and Revell re-released some of the aforementioned 1/40 kits. All this time, Tamiya was building the longest list, and I adopted 1/35 myself. By 1972 Tamiya's 1/21 line was hard to find, as were most of Midori's 1/40. Tamiya's 1/48 kits were still available, but not taken seriously that I knew of. Several Japanese companies, notably Fujimi and Eidai, really discovered 1/76. Strangely enough, Hasegawa broke with the mainstream and did 1/72, with some smart crossover kits like Jeeps and Airfield trucks. ESCI brought out their first 1/9 scale motorcycle. Having built many Monogram prop planes, 1/48 was, in my mind, an aircraft scale. Then sometime around the Spring of 1973, Bandai surprised many of us with a veritable flood of 1/48 kits, with surprising detail. Max appeared on the scene at about this time with several nice American pieces including a Willys MA Jeep (yes, an MA). Max may not have been taken seriously because they chose to package the kits with figures which one could generously call caricatures

of soldiers. The Max line eventually included the RSO now marketed by Testors, one of my all time favorite armor kits. Also arriving in the summer of 1973 was the Italeri (yes, that's correct) Pz. Kpfw. 38(t) Hetzer, marking that company (whose name has been at least four different spellings) having entered 1/35 scale and armor at the same time. Italeri, with their Opel Blitz, in one stroke, solidified me into 1/35 as a primary scale and really stepped on my ego as a scratchbuilder. (my 1/32 scratchbuilt Blitz was better than 90% complete when I scrapped it) And there you have a slice of history, as I remember it.

With that perspective, let me tell more about the Bandai 1/48 line, which is why I began this little research project.

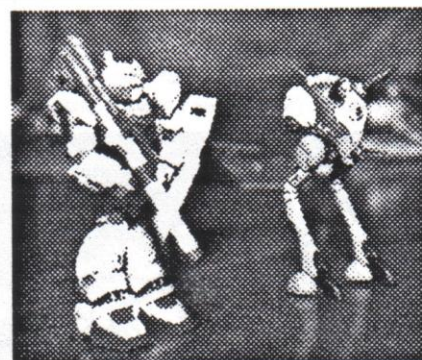
I can't claim to remember when I first saw one, but I think it was my friend Richard's Tiger I or Panther. It was everything I wanted from Tamiya's big Tiger, and more. I bought all I could afford, and was shocked by a few when I opened them. In a Spring 1973 issue, my favorite magazine of the time, *Replica in Scale*, did a review simply titled "Bandai German Panzer Army, 1/48 Scale" in which was noted that Bandai had been known for "questionable model airplanes." The *Replica* review called the entire line "generally outstanding," complemented the kit figures and said "There simply isn't a bad one in the bunch." In the next issue (summer 1973) *Replica* specifically reviewed the Flak 18 and the Sd.Kfz. 232 (Brad), and admitted that some of Bandai's figures are bad. In the fall issue, the M4A3 Sherman review notes that inaccurate tracks spoil an otherwise great kit, but the errata section of the next issue partially retracts this (I thought the Italeri M24 track debacle seemed familiar). The new Bandai line first made the Squadron Shop catalog (actually, the *Squadron* magazine) in the Summer 1973 issue with 23 entries. Curiously, a review of the Tiger I kit shows a cutaway with all the beautiful detail, compares the kit to Tamiya's 1/25 kit, and accidentally calls the Bandai kit 1/4 scale. Also, at essentially the same time, Bandai released a 1/24 scale M60A1, which friends said was excellent, but at \$18, I couldn't afford it. I did, however, buy most of the 1/48 line, since of the 23, the most expensive I could get for under four dollars. The winter 1974 issue of *Replica* also reviewed "MORE BANDAI TANK STUFF, INCLUDING TWO MORE GERMANS, 1/48 Scale." in which they decry the decals, and not for the first time. The spring & summer *Replica* takes Bandai to task for doing twenty six German subjects and only six others (all American). Maybe they were heard, because the Russian and British stuff wasn't far behind, but *Replica*

evolved (or mutated, if you hate wingy things) into *Aerophile*, which had no room for armor stuff.

So, you may well ask, "since you have most of them, tell us about the kits!" The easy answer is that they started out ranging from so-so to good, and ended up ranging from good to phenomenal. Let me also mention that early on, I absolutely gave up on the separate kits of figures and diorama accessories, most of which are included piecemeal in one kit or another anyway.

In researching for a 'range' review, I went through much of my whole collection, since they are all mixed up in a large number of small file boxes. This search reminded me that a company called Mitsuwa did a few 1/48 kits, of which I acquired two, probably in 1973. Nice enough, but black rubber tracks and running gear horribly compromised for motorization, using a fairly sophisticated (for the price) wired remote control. The line included Hunting Panther, Panther G, Royal Tiger (Henschel turret), and Hunting Tiger. I have the latter two, with the intent of combining the Henschel turret with a Bandai kit. The instruction sheet appears to list four 'coming attractions' M4A1, M4A3, M36, and M40; I don't know if these were ever issued.

To sum up my opinion of the Bandai 1/48 line, if I had an opportunity to get the molds and the rights, I'd do my best to build a company around them. If someone at an established molder had the opportunity, I'd suggest they bring back the whole line, since even the poorer early ones are worth building. At twice the 1972 prices, I'd probably buy them all again.

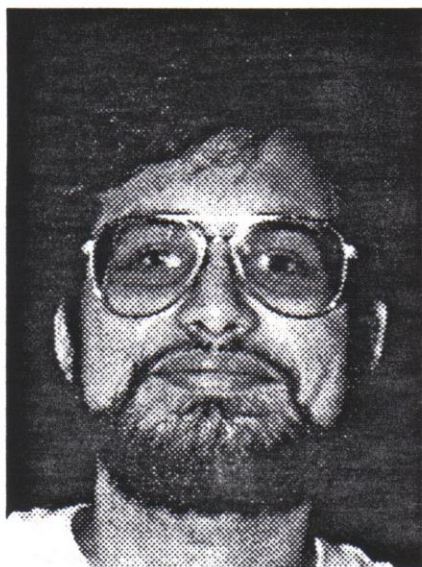


Quit your bellyaching, Zort. I told you not to interface with that IBM 'bot, but no, you wanted something different, you wanted something kinky. If you'd had your virus protection with you, you might have gotten away with it, but no, you couldn't wait to exchange data. Serves ya' right, ya' perverted sorry 'cuse for a 'bot.

(Models by Brian Sakai.)

Modeler Profile

Front and Center!



Kent McClure, age 34, engineer, married.

How long have you been modeling? I built my first model when I was five. Serious efforts began as a high school senior when I tried to scratch build an interior for a Junkers 86.

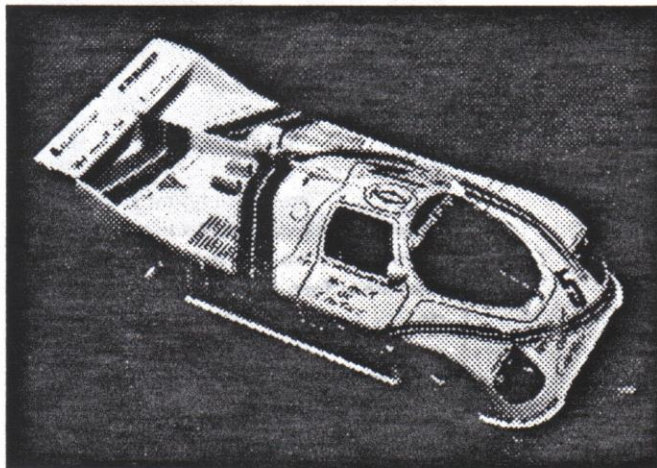
How long have you been a member of IPMS? My brother (you know, Eric) and I joined at the same time (whenever that was).

What are your primary interests? Weird looking stuff, especially 1/43rd race cars. I am also like figures (15mm to 120 mm).

How many models do you build a year? Too few; maybe four if I'm lucky

OK, the first model we are going to talk about is the weird looking dude in the "space armor". Tell us about the prototype. Are you kidding, this is a science fiction model; it doesn't have a prototype!

What model did you use? This is one of the Nitto 1/20th Panzer Kampf Anzug (PKA) SF3D model. (If it doesn't have a proto-



Kremer CK5 Porsche

type, how do you really know it's 1/20th scale? - Ed.)

Is it the stock figure? This one was pretty much built "out of the box". The only change I made was that I put an alien figure (head) in the suit rather than the human head. Actually, I used the human head, but covered it over it Milliput and sheet styrene. (Is that what you call "using your head" - Nyuki Nyuki - Ed.) It went together pretty well.

How was the model finished? I used Polly S acrylics; specifically white, grey, and black from both the military range and the fantasy range.

You must have had a lot of fun with the paint job. That's for sure. I painted the little rectangles freehand. Up close, you can tell its handpainted, but if you get back a way, it is not so apparent. The camouflage was inspired by one of the Squadron Signal publications showing a M113 with a similar "urban" scheme.

Okay, now for the bonus question. What references did you use? "Jane's All the World's Aliens"? Well, almost. The alien was inspired by Barstow's Guide to Extraterrestrials.

How long did it take to build? On and off, it took about four months.

What about this reclining alien? That's no alien, it's a Kremer CK5 Porsche.

Excuse me! Tell us about the prototype. It is a sports prototype and ran endurance series at Le Mans in 1982.

Who made the kit? It's a resin model by the France company "Record".

Is this "out of the box"? Yes. It probably only had only 15 pieces. The canopy was vacuformed.

What kind of paint did you use? I airbrushed it with Testor's Model Master white. The decals were applied with lots of Micro Sol and Micro Set. The decals went on pretty easy, provided you used enough decal solvent to

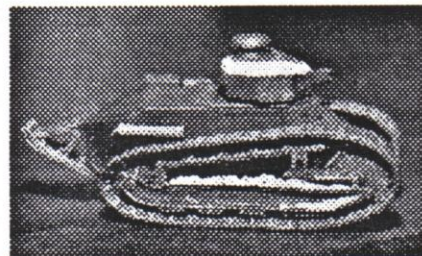
pull them down tight on the model.

What reference material did you have? Unfortunately, only the instructions that came with the kit.

Now we come to the third model. This looks like an alien from a technologically backward civilization. Well you're half right; it's a Renault FT. (The Editor will leave it as an exercise to the reader to determine which half

was "right".)

Tell us a little about the prototype. The FT was a WWI light tank with a two-man



Renault FT

crew. The main armament on this version was a 37 mm gun. After WWI, some were delivered to Finland. It was subsequently used in the 1940 Russo-Finnish War.

What model did you use? This is the Matchbox 1/72nd scale model, built "out of the box".

Finish? Yes, the model shows Finnish camouflage. No, no, no, I mean how was it painted? Handpainted with Polly S paint.

What references were used? The Squadron Signal Eastern Front book.

Did it take long to build? About three months, again on and off.

Finally we come to the minute we have all been waiting for, namely, what "words of wisdom" would you like to pass on to the other members? Drink a lot of coffee, and don't take model building too seriously.



Panzer Kampf Anzug (PKA)

Northrup TRS-3 Revealed!

by (Name Withheld by Request)

The following photo is believed to be the first published of the classified, Northrup TRS-3 (Tactical Reconnaissance, Strike).



It was recently taken by a member from a small plane while flying over a "abandoned" airfield near Golden, Colorado. Wingspan is estimated to be 60'. The extreme sweep-back suggests that the Northrup's engineers were heavily influenced by Lockheed's F-117A design. Worthy of note is the fact that the aircraft is believed to employ a 6-point skid undercarriage providing it with outstanding rough field capability. Residents in the area claim actually to have seen the TR-3 land on vertical cliff faces, but this cannot be confirmed. What appear to be antennae extending laterally from the nose suggest an electronic surveillance mission. A source requesting anonymity claims however that the antennae are actually deception devices used make the TR-3 look like a moth when photographed by Russian surveillance satellites. "Drives 'em buggy,"

Model Minorities

By Chris Bucholtz

The goal of most modelers is accuracy. The more fanatical among us will spare nothing in our quest for exact replication. But every now and then, the most obvious fact of life will be exempted from our work, with often laughable results. A few years ago, I stumbled across one of the less laughable of these omissions, an omission many modelers make and one that could easily be misconstrued as racism.

I was admiring a massive diorama set in Hue city during the 1972 Easter Offensive. Two squads of Marines were mopping up, aided by a M-551 Sheridan tank. Perched in a gutted, two-story building was an NVA sniper waiting for the unsuspecting Marines to step into range.

The buildings and rubble were works of art, the tank had been lovingly detailed and the re-positioning and painting of the figures was superb. But as I gazed at the diorama, something suddenly dawned on me. The 14 Marines in this 1972 combat scene were all white!

I quickly examined the other dioramas in the same display. To my alarm, not a single African-American or Hispanic soldier had been portrayed in the Korean War or Viet Nam-era dioramas!

This is a glaring goof. By 1972, nearly 60 percent of U.S. ground forces were of minority descent. Part of the blame for this omission rests with the masters of figure painting. Many of us have pored over their texts, gleaning hints about how to get the right highlight here and the proper shadow there. But have we ever read about how to accomplish the same effects on the face of an African-American?

One could argue that African-Americans and other minorities only became fully-integrated members of the armed services in 1949 at the order of President Truman. But that argument is weak, considering that the first man to die for this country, Crispus Attucks (a victim of the Boston Massacre), was an African-American. People of color have played a major role in all this nation's wars, especially in Korea, Viet Nam and the Persian Gulf War, where 40 percent of all front-line forces were minorities. Leaving these soldiers out of vignettes from these conflicts is not only an example of bad modeling, it is insulting to a major segment of the people who have contributed to the nation's defense.

New Manufacturers Report

By David L. Sampson

While attending the last Buena Park Swap Meet in Southern California, I came across a couple of manufacturers worth mentioning. The first is Miniature Soldiers Company, P.O. Box 9745, Fountain Valley, CA 92728-9745. This company manufactures 1/87th scale resin cast military vehicles. The quality is rather better than what one usually gets for wargaming models. Suitably painted, they offer an opportunity to augment ones forces with otherwise unobtainable models. Currently available are a LVTP7 in the personnel carrier, retriever, and command post versions; the M992 Forward Area Support Vehicle (FASV) used to provide armored resupply to field artillery units, a M781 Priest, and a Sturmpanzer IV.

The other manufacturer I ran across was Graf-itti Creations, 1525 Placentia, D-2, Newport Beach, CA 92663. This company is owned by Hilber Graf who can also be reached at 714-642-5419. This company produces a small line of resin Vietnam and Desert Storm 1/35th scale figures and diorama accessories. The following models are currently available: N200 'Nam Basecamp (a multi-piece set of U.S. military and personal gear; includes grenades, canteens, rucksacks, beer cooler, CAR-15 rifle, claymore mine, machete jungle knife and much more) \$10.95, N201 Boonie headware (various U.S. military field hats and helmets including USMC utility caps, USA boonie hats, and fatigue baseball caps) \$7.95, N202 Vietnamese Sampan and River Barge including boatman figure \$19.95, N203 U.S. Riverines (a pair of "at ease" crew members with interchangeable parts) \$14.95, and N204 Vietnamese Village Market (an integrated diorama with four Vietnamese civilians and numerous baskets and crates of market goods; may be combined with N202) \$18.95.

The following models are in the planned category: N205 "Heartbreak Hotel" (US base defense bunker made of sandbags and 55 gallon drums; includes machine guns and ammo boxes), N207 U.S. Tunnel Rats (2 figure set, one in act of entering tunnel with gas mask), N208 Vietnamese Farmer and Water Buffalo, N209 "Okinawa" Hatch Armor for M113 (Early style M113 armor kit, including optional gun shield for commanders MG), N210 ARVN Ranger, N206 V.C. Prisoner (VC with eyes and mouth taped closed, with quantity of captured enemy weapons), N211 NVA RPG Gunner (includes shell crater defense position), N212 Streets of Hue (Tet Offensive) (two heavily damaged buildings and street debris), N213 US Rifle Team (three figure set with interchangeable parts and highly detailed equipment), and last, but certainly not least, N214 U.S. PACV Hovercraft (model of the Bell SK-5, including pilot and gunner figures and variety of accessories). If solid cast, the SK-5 will weigh a couple of pounds! Although not in the catalog, the Desert Storm figures were still available last month. Provide a daytime phone number with your order. Postage and handling is \$5 on orders up to \$100; over \$100, postage is free. Call or write for information.

EASE YOUR CONSCIENCE!
AVOID THE RUSH!
SUBMIT AN ARTICLE NOW!

Hasegawa F-104S/Instrument Panels

A Review of the Hasegawa 1/72 F- 104S "Starfighter"

Kit #SP25

by Bill Ferrante

First flown on December 30, 1968 the F-104S is the final production version of Lockheed's "missile with a man in it." The "S" version has an uprated J79-19 engine and is capable of launching medium range "Sparrow" missiles. Currently in service with Italy, Turkey, and Greece, the F-104S will most likely remain in service past the year 2000.

Consisting of 96 light grey parts, this kit gives you the option to build either the "S" or the "G" version of the "Starfighter". The parts are well molded with no flash and have recessed panel detail. The canopy is molded in three pieces allowing the modeler to display the canopy open or closed. No weapons are provided. The instructions recommend Hasegawa's Weapon Set IV for any missile requirement. Both size wheels, afterburners and intakes are provided so even the spare parts box benefits. Both types of ejection seats are also provided. The instrument panel and side consoles have finely raised detail that can be painted or a decal is provided for those who wimp out. To allow for several variants to be created from the molds the fuselage is split into quarters with the front half terminating at the front of the main landing gear bay. The fit of the parts is excellent, with only a few areas to watch out for. The instructions recommend attaching the air intakes to the forward fuselage before joining the completed front and rear fuselages. I suggest attaching the intakes after join-

ing the two halves. The intake fit has about 1/16th of an inch of play, and you could find yourself with a very unpleasant joint to blend. If you wait, you can align them perfectly and have no gap or step at all. Another area to look out for is fit of the main gear bay. Both the front and rear fuselages have a bulkhead that fit well, but part CG, the "top" of the bay, must be positioned carefully to insure both proper gear alignment and that no gaps are left with the bulkheads or worse, that it extends beyond the rear fuselage which would prevent the halves from joining properly. The fit of the halves is very good, with none of the type of problems the Fujimi A-4 series had. The assembly sequence forces you to install the main gear at that time, so masking is a bit challenging, plus the bay is white to boot. The fit of the wings is a bit loose, so check your alignment carefully. Care also must be taken to see which of the many antenna need to be taken off or added. This release of the F-104 is called the "Special Mark" because it contains decals for three unusual paint schemes. The first is for a F-104S from the Italian Air Force celebrating the fifth anniversary of 22 Gruppo. The second is for a F-104G "Bavaria 104" from Jabo G32 from the West German Air Force. The third is for a CF-104 from the Canadian Armed Forces celebrating the thirtieth anniversary of Number 421 Squadron. Of the three, the CF-104 is by far the easiest do, consisting of one main color; red. The other two schemes are a bit more challenging. The German bird has a two tone paint job that looks like it would be fun to mask. The Italian scheme is the most fun of all. Only a part of the aircraft had the special paint. The other parts were left in the standard camouflage pattern. This translates into five primary colors, plus the special paint is gloss and the normal paint is flat. This was the scheme I chose to build, mainly because the special paint included a cat chasing three

green mice that starts on the radome and ends on the tail. The cat and mice cartoon is a three piece decal that fits very well. One error Hasegawa made was to call for the bottom color to be silver. Color photos of Italian F-104s clearly show a light grey color, very similar to camouflage grey. During the painting process, I did some experimenting with compatibility. The white was from Floquil, the orange was a Pactra acrylic, the camouflage grey was Testors Model Master, the dark sea grey was from Humbrol, and the dark green was from Gunze Sangyo. Needless to say, I left each color dry at least one week before adding the next one. I had no problems with any paint attacking any other, and all looked good going on except for the Pactra. The Pactra fought me every step of the way and I won't use it again. Actually, I can't, since the paint turned into jello. The decals are a little thick but they do conform very well. A Solva Set water mixture at 3:1 was very helpful in helping the decals conform. After the painting was done the rest was all down hill. If you like aircraft that are a little bit different, I highly recommend this kit. At about \$15.00 it is a little pricy, but I got \$15.00 worth of enjoyment out of it.

Hasegawa 1/72 F104G/S Starfighter "Special Mark"

Scale 1-10 Bad-Good

Overall Accuracy/Proportions	10
Cockpit Detail	9
Engineering/Fit	8
Landing Gear	8
Surface Detail (recessed)	10
Molding Quality	10
Clear Parts	10
Decals	8
Optional Features	10
Value for the Money	10
Total Points (100 max.)	93

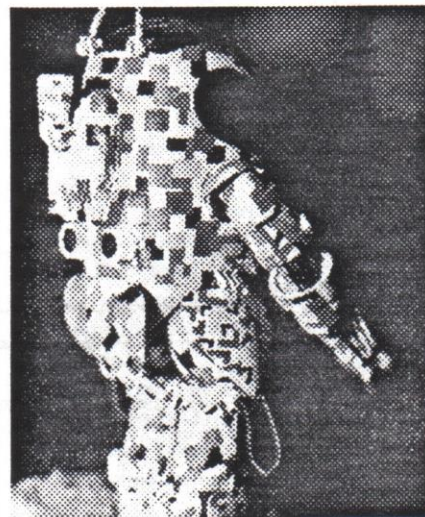
WANTED! ARTICLES!

Instrument Panels

as presented by Paul Olive and
recorded by D. L. Sampson

Paul presented his method for finishing instrument panels. He begins by painting the panels gloss black or whatever color is appropriate for the model. He then uses colored pencils to "paint" the instrument edges, dials and numbers. He recommends the Verol Verithin pencils in silver, white and other colors. He uses silver for the rims and white for the dials. He noted that WW2 German aircraft used color coding on the

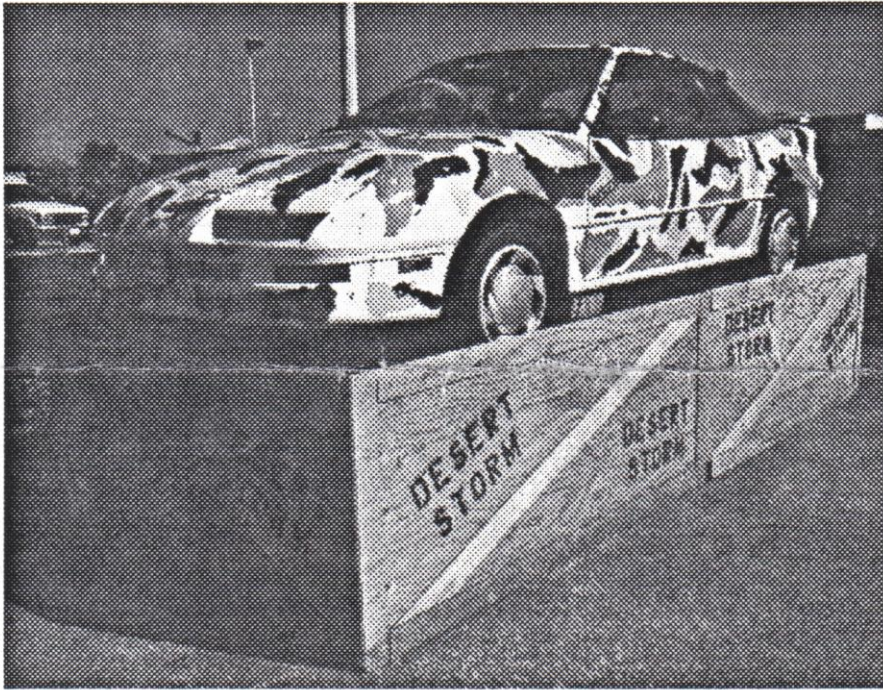
dial rims to indicate function, such as brown, yellow, green, etc. (If anybody has the particulars on this, the Editor would be happy to publish it.) Paul observed that these colors were unacceptably weak when applied directly to the gloss black instrument panels. This problem was alleviated however when he first used the white pencil, followed by the appropriately colored pencil. When asked if subsequently sealed the panels with a clear overspray, Paul noted that since he was not in a habit of poking his finger into model airplane cockpits, he did not find this necessary. Thanks for the clinic, Paul!



The Modeling Idea that Got Away

by David L. Sampson

Several months ago when Operation Desert Storm was in full swing, I thought about building the ultimate "Desert Storm" model, namely a Geo Storm in desert camouflage. I abandoned the idea when I learned that there was nothing available in 1/24th or 1/25th scale. About a month later, I was driving down El Camino in Sunnyvale when I saw my idea in "1 to 1 scale"! The accompanying pictures show the "Desert Storm" as conceived by Raines Chevrolet, 666 El Camino Real, Sunnyvale, CA. I spoke with Michael Miller, Sales Manager, about their creation. The camo job was done by a detailing shop using "racing decals". (If anybody knows more about these "decals", what they cost, and where they can be obtained, the Editor would like to hear about it.) These decals are made of thin sheets of colored vinyl which are cut to shape and then applied with water (so I am told) and a squeegee. By executing the design in vinyl rather than paint, the car can be easily returned to its original white paint scheme. A close examination of the prototype revealed that the individual pieces of vinyl were often overlapping. The Desert Storm had a sticker price of just under \$12,000, including \$899 for the decals. According to Mr. Miller, the car can receive a clear overcoat, if desired, to make the "camo job" permanent. The shipping crate is probably extra.



And Just When You Thought It Was Safe To Build Models

A Political Editorial by David L. Sampson

Okay, for the good of the environment we have given up (actually, it was taken away) spray paint. I recently heard that Superglue accelerators were next to be added to the list of banned chemicals. Well, if I still haven't caught your attention, consider the following proposed piece of legislation from the Sacramento "Thought Police":

Manufacture or sale of toys depicting torture or resembling instrument of torture or a bomb or a grenade.

(a) No person shall knowingly manufacture, sell, or offer for sale any toy which is designed to depict torture or resemble an instrument specifically designed for torture, or which specifically resembles a bomb or grenade.

(b) This section shall not apply to any model of an aircraft, ship, motor vehicle, railroad engine, car or rocketship or other spacecraft, or to any such part of such model.

(c) Violation of this section is a misdemeanor punishable by a fine of not more than six hundred dollars (\$600).

Well, I guess I'll just have to bury my Aurora Gruesome Goodies, Pain Parlor, Pendulum and Hanging Cage kits in the backyard with my other contraband (just kidding). Same goes for the LS Models grenade kits? But wait, what about the grenades that come with virtually every modern military figure? They don't appear to be protected by the exclusion of paragraph (b)! The Hasegawa weapons sets don't appear to be covered by (b) either. Hey, this is a really stupid law.

Okay. Have I got your blood pressure up? But no, you say, this is only a proposed law and our duly elected representatives are not so stupid as to pass such a idiotic law.

Sorry to disappoint you, but the above bill isn't proposed; it's the law! It's § 25897 and was passed while we slept in 1971 and became law July 1, 1972. The fine was increased from \$300 to \$600 in 1983.

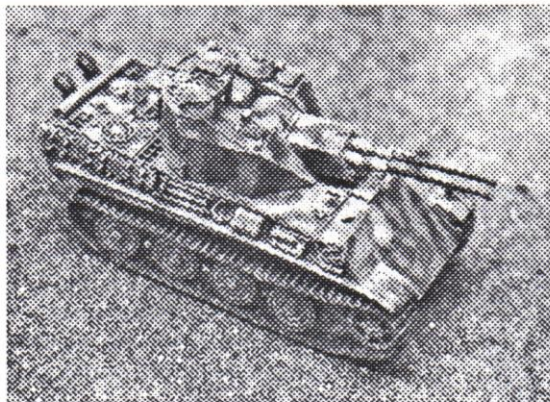
No doubt somebody showed something to some legislator. Possibly it was an Aurora kit, but more likely something intended for sale to the S&M/bondage crowd. Nevertheless, one or more legislators wanting to score some points with the local constituency decided that we Californians needed protection from these products, whatever they were. At some point, somebody with a somewhat cooler head said, "Hey, but what about model airplanes, etc." So that gave us paragraph b. Unfortunately, he didn't know or didn't think about model figures.

How did "bombs and grenades" get in a law addressing "toys designed to depict torture"? Well in 1971, the legislature was still paranoid about the SDS, Weathermen, and the Black Panthers. We can probably thank the early 70's political climate for the words "or a bomb or a grenade".

One of the smartest things I ever heard from a lawyer was that "bad facts make bad laws". This is a textbook example of that phenomenon. I, for one, am going to work for the repeal of this law. Yes, the repeal. I'm not interested in adding a dozen more "this section shall not apply to" paragraphs to an already absurd statute to cover model grenades that go with model figures, or to allow separate aircraft ordnance kits, etc. No matter how carefully you draft the law, there will always be exceptions which you have overlooked. Besides, it only gives additional employment to law enforcement agencies, prosecutors, judges and juries who can better spend their time (and by no accident, our tax money) chasing genuine criminals charged with genuine crimes.

As an interesting postscript, see Aurora's "The Pendulum" in the November 1991 FSM on page 68!

Modelers' Gallery



Clockwise, from the upper left hand corner are a Soviet T-64, a British MCV-80 (Mechanized Combat Vehicle) and a WW2 Daimler-Benz and Krupp proposal for a Flakpanzer mit 3,7-cm-Flakzwillig 44 "Cölian" (Anti-Aircraft Tank with twin 37mm). All are in 1/76th scale. The T-64 and MCV-80 were complete resin kits, whereas the "Cölian" is a resin turret on Fujimi hull. Unfortunately, I have lost the name of the builder. Perhaps when he sees his models, he will come forward and identify himself.



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