



## Diavolo Rosso - MC202X fantasy air racer

By Laramie Wright

In November of 2003 I learned of a group build for the 2004 Kickoff Classic, the theme of which was fictitious air racers. Let your imagination run wild and the sky's the limit. Hmmm, OK, cool. For a tread head, this was a new direction to go and the group synergy aspect was appealing.

After casting about for a suitable base for the racer, I decided on an old Super-model Macchi MC202 in 1/72 scale. Italy had a great reputation in the 1920's and 30's for aeronautical feats and racing. Had the Big One, WWII, not happened, many more records might have been belonged to Italy, but we know what happened.

In the fantasy scenario for this aircraft, things are brighter. Italy switched sides earlier, Truscott instead of Lucas commanded at Anzio and Rome was liberated within two weeks of the landings. Albert Kesselring did not get the time to establish his defense in depth that made the Italian theater so much a slow slogging match. The British countermanded Monty's decision to land at the heel of the Italian peninsula, coordinating with the Americans to make successive leap frog landings that outflanked German defences.

As a result the war was shortened and Italy prospered. In 1947 the now at peace world was resuming earlier pursuits. International trade grew and one Italian-American company, GENCO Imports, branched into new arenas. With large profits from their olive oil and cheese products and with a passion to proclaim ethnic pride as Americans descended of Italia, the owner, Vito Andolini, decided to support the dream of his non-

conformist son Mike Corleone to become an air racer. Vito bankrolled the effort to make a champion of his son and his crew selected the MC202 as their mount. Many changes were needed to make the airframe race worthy resulting in a sleek beauty that seemed to be racing while just parked. Promised great rewards for success by Andolini, Crew Chief Pete Clemenza and Head Mechanic Luca Brasi spared no effort creating a winner. It was an offer they couldn't refuse.

The goodfellas worked hard and strove to win during their first season but the fates were against them. Business competition and untimely deaths diverted attention and finally resulted in Mike delaying his dream of individuality as he took over the family businesses. The frustra-

tion grew, with Mike angrily proclaiming, "every time I think I'm out, they reach out and pull me back in!" He finally ended the pursuit spending his remaining days as a lonely man, dying in the garden of his Sicilian villa.

OK, enough. I will now go into the details of making my racer. I came up with the name of Diavolo Rosso for the racer, based on an Italian aerobatic team from the 1950's, Diavolos Rossi, The Red Devils, who flew F-84s. That helped set the tone and guided my later choice of color scheme.

I started the creative process by doing up a set of pencil sketches, refining the features I wanted for a racer. Pylon racers have some general characteristics dictated by the flight envelope in which they operate. For instance, they tend to have enlarged vertical tail surfaces for longitudinal stability at low-level, high-speed flight. The wings are generally clipped



**The Diavolo Rosso - MC202X would make a godfather proud. The sleek lines of the Macchi MC202 made the plane a natural for conversion to an air racer.**

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# EDITOR'S BRIEF

Some good news. We now have another excellent model show in our neighborhood. Our sister-club, or maybe more accurately, our evil-conjoined-twin-club, the *Fremont Hornets*, launched the *TriCity Classic* on May 22. This show was the first model contest for the *Hornets* in ten years. By all accounts, the show went very well. So well in fact, that the *Hornets* might want to keep an eye out for a larger venue for next years show as any increase in attendance would make for some very cramped display tables. Sixty-six people brought 288 models, making the first *TriCity Classic* one of the larger shows in the area. A very good start. It is welcome to have another smartly run and well-attended show so close to home. Good work, *Hornets*.

As you know, the *IPMS National Contest* is in Phoenix this year. If you have ever had the urge to go to the national show, you may want to take advantage of the relative closeness of this year's show. Phoenix may be 700 miles away but keep in mind that the last "Western" *IPMS Nationals* was in Chicago! That is further east than the "Midwestern" show in Oklahoma. The size and scope of a

*IPMS* national show dwarfs what you will see at any local club's show. The number of vendors will also be vast. The *Nationals* is defantly worth attending even if you do not plan to compete. More information about the show can be found on page three of this *Styrene Sheet* and at the official web site - <http://ipms-phx.org/2004/>.

There has been a steady flow of articles being submitted for the *Styrene Sheet* and the editor would like to offer a sincere thank you to everyone who has taken the time to write about and/or photograph their model(s). That is not to suggest there is no need to continue to submit articles. In fact the ones on file will be used up soon enough, so keep typing!

Lastly, the editor would like to thank Angela Adams and Stephanie Heck for their help with editing material that must be as tedious to them as... uh... modeling. Also, thank you to Chris Bucholtz for continuing to take the minutes at each meeting.

- The Editor

## CONTEST CALENDAR

July 11, 2004: **Alan Gomick** presents the 15th **Southern California Classic Model Show** to be held at the Doubletree Inn, Ontario Airport, 222 N. Vineyard, Ontario, CA 01764. For more information call 909-989-7048 or visit the web site at [www.modelcarshow.8m.com](http://www.modelcarshow.8m.com).

August 4-7, 2004: **IPMS/Phoenix Craig Hewitt Chapter** presents the **IPMS/USA National Convention** at the Phoenix Civic Plaza, 122 North Second Street, Phoenix AZ 85004. For more information visit the event website at <http://www.ipms-phx.org/2004/index.htm> or email chairman Dick Christ at [dickc24@aol.com](mailto:dickc24@aol.com).

August 15, 2004: **IPMS Central Valley Scale Modelers** host thier **16th Annaul Contest** at the Holland Elementary School Cafeteria, 4676 North Fresno St., Fresno CA 93726. For more information contact Nick Bruno at (559) 229-3675 or email Marvin Reyes at [er0769@sufrenso.com](mailto:er0769@sufrenso.com).

October 16, 2004: The **IPMS/Redding North Valley Dambusters** host their model contest. At the Win River Casino, 2100 Redding Rancheria Rd., Redding CA 96001. For more information

contact Richard Carlson (530) 357-4488.

October 17, 2004: **IPMS Orange County** present **OrangeCon 2004** at Sequoia Conference Center, 7530 Orangethorpe Ave., Buena Park, CA 90621. For more information, email them at [oc\\_ipms@aol.com](mailto:oc_ipms@aol.com).

October, 2004: **IPMS/Fairbanks Aleutian Tigers** will have their **2004 Model Show and Contest** at the Pioneer Aviation Museum. The exact dates aren't set yet, but it will be either the weekend of 16-17 or 23-24.

February 13, 2005: **Silicon Valley Scale Models** host the **Kickoff Classic** at Napredak Hall, 770 Montague Expwy., San Jose, CA 95131. For more information, contact Chris Bucholtz at [BucholtzC@aol.com](mailto:BucholtzC@aol.com).

April 28 - May 1st, 2005: The 20th annual **GSL International Scale Vehicle Championship and Convention** at the Wyndham Hotel, 215 W. South Temple, Salt Lake City, UT 84094. For more inforamtion contact Mark S. Gustavson at [msg@GSLChampionship.org](mailto:msg@GSLChampionship.org) or visit thier web site at [www.gslchampionship.org](http://www.gslchampionship.org).

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### Contest Special Theme Categories

- "Grand Canyon State" award for best Arizona-related subject
- "Pat Fowler" award for best Cold War (1945-1989) subject
- "Dry Heat" award for best rust/oxidized finish
- "Checkered Flag" award for best real racing vehicle

### Tours

- Davis Monthan AFB aircraft storage facility and Pima Air & Space Museum in Tucson
- Penske Racing Museum & Grand Touring Cars Museum
- Luke AFB & Arizona Wing of the Commemorative Air Force
- Hall of Flame fire fighting equipment museum
- Arizona Military Museum
- Sedona Red Rocks tour for spouses and guests

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**For More Information:**  
[www.ipms2004.org](http://www.ipms2004.org)

Dick Christ, Convention Chair  
480-983-7131, [info@ipms2004.org](mailto:info@ipms2004.org)

Kevin Henthorn, Vendor Coordinator  
480-396-8738, [vendors@ipms2004.org](mailto:vendors@ipms2004.org)

IPMS 2004 National Convention  
P.O. Box 27981  
Tempe, AZ 85285-7981



# Building Sword's Sikorsky S-43 in 1/72 scale

By Mark Schynert

The Sikorsky S-43 was one of the last really successful twin-engined transport flying boats. Most of the 53 examples were single-tailed amphibians, though both twin-tailed and pure flying boat configurations were built.

First appearing in 1935, the S-43 presents an interesting contrast to the contemporary Douglas DC-2. The DC-2 seated 14 passengers, while the S-43 typically was configured for 15. The S-43 had two Pratt and Whitney R-1690 radials of 750 hp, which was also one of the engine options for the DC-2. The S-43 had a range of about 750 miles at a cruising speed of 166mph, while the DC-2's range was 1,000 miles at 198 mph. This illustrates the beginning of a performance divergence that eventually

killed off flying boats as viable commercial aircraft for standard airline routes. Of course, the great advantage of a flying boat was the ability to land on water; runways were still relatively scarce in many parts of the world before World War II.

The S-43 was called the 'Baby Clipper' by Pan American Airlines, which used fourteen of them. The U.S. Navy flew fifteen under the designation JRS-1; the Marine Corps had two as well. The USAAF had five OA-8 amphibians and later impressed another S-43 under the OA-11 designation. The others flew commercial operations in Hawaii, Alaska, Brazil, West Africa, the Philippines and the Soviet Union; one was purchased by Howard Hughes, modified for very-long-range flight, and then put in storage for almost thirty years instead of being flown. At least one of the former Marine aircraft was under restoration in Arizona as recently as 1990.

Sword has issued a limited-run injection kit of the S-43 in 1/72. I'm already a sucker for almost any flying boat kit, but this was an especially attractive subject, falling in size between the very large patrol types of World War II and the smaller shipboard-capable single-engine types like the Supermarine Walrus. I started the kit almost as soon as I got it.

The kit provides details for a complete model of the interior and exterior. Resin accessories are offered: pilot's seats with integral belts, single and twin passenger seats, oil cooler

scoops, exhaust pipes, elevator balance weights, and one of the alternative propeller hub types (the other alternative being on the injection sprue). The injection parts are in some cases a bit rough, especially the tinier bits, but are all usable. With a few exceptions, the parts are easily cleaned up; those few are the tiny hand holds on the wing, and the wheel wells. The latter have mold marks deep within the recesses, which made them difficult to sand out.

The clear parts consist of a nice windscreen and a plethora of porthole-type windows for the fuselage; these latter require some work to clean up because of the heavy gates. The decals appear to be good, depicting alternative Navy or Marine corps schemes.

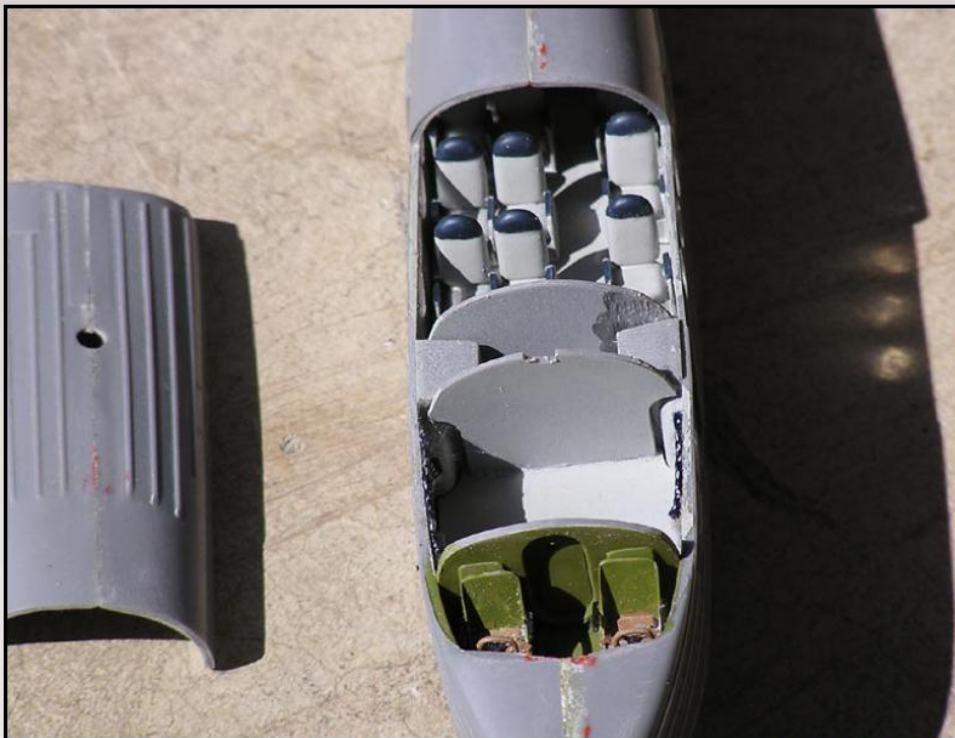


**Mark built his 1/72 Sword kit as one of the fourteen Pan Am "Baby Clippers." To do this, he swiped decals from an Airfix 1/144 B-314 Clipper kit. The difference in size of the two models made the decals a near perfect fit for the S-43 kit.**

The kit-provided decals were fine, but I wanted a civil scheme, Pan American in particular. Where would I get the markings? One needs to look no further than the old Airfix 1/144 Boeing B-314 Clipper kit. The various logos and text are almost right on for scale and font when translated to the S-43 in 1/72, and the clincher is that, with transposition of the numerals, one can even generate a valid registration number for the S-43, using the B-

314 serials. However, most of the Pan Am S-43 is in natural metal. With a limited-run kit, and particularly a parasol-winged flying boat, the challenges are significant.

The kit presents engineering and preparation issues of moderate to severe difficulty. The hull is two pieces, but the top of the fuselage is open from the cockpit to well aft of the wing. This area is to be covered by two pieces (left and right) that with luck will form a continuous roof line that blends neatly with the top of the fuselage aft. This was undoubtedly a consequence of mold limitations, though I'm not sure why. The canopy's front edge is intended to fair neatly into the hull, while the back edge should be flush with the leading edge of the detached roof pieces. The pylon to the wing attaches to these same two roof segments at the join with a single large pin, and no other apparent means of support. Although the wing is also to be supported by two large 'N' struts mounting to the hull, the structural integrity of the model seemed ques-



**Sword provides parts for a mostly complete interior. To obscure the total lack of detail in the forward cabin, however, Mark used gingham trim fabric to create curtains over the forward windows.**

tionable. It is only with substantial progress into the model that one realizes the pin comes down directly on top of an interior bulkhead, but more on that later.

The empennage is completely separate from the hull, consisting of a two-piece fin-and-rudder and one-piece tail planes. The assembly butts onto the hull without any guide or stubs, but the location is obvious from the shape of the mounting area right aft.

The wings are also a challenge. The wingspan is about fourteen inches in scale. Most of the wing is molded in two pieces, continuous upper and lower wing segments incorporating the engine nacelles. The last one-inch of each side is formed of two pieces each, which are to be butted against the main wing to form a continuous span. This unusual construction choice was probably forced by mold machinery limitations, along with the judgment that, for a parasol model, it would be better not to have distinct left and right main panels for the wing. The pylon attaching the wing to the fuselage is a two-piece assembly with straightforward qualities.

As I had a natural metal finish in mind, the

wing tips were not a good sign, and it became worse when I realized that they matched the main wing fine front to back but were a touch too thick. This was undetectable in dry fit, since it was so hard to secure pieces for adequate comparison. My particular model was further compromised by some cracking in one wing near the tip. With a camouflage finish, these details could have been cleared up relatively easily, but with NMF, the slightest scratches show up.

First of all, I decided the butt mounting of the wing tips was inadequate. I drilled out holes and cut shanks from straight pins to give the joins some integrity beyond the solvent. I biased the joint to put the entire thickness mismatch on the bottom side. There followed hours of massaging the seams on both side of both tips with superglue as filler and constant sanding and polishing. The leading and trailing edges, and the nacelle seams also needed work, though this was much more straightforward. I pre-scribed some

areas where I anticipated heavy sanding and filling. I also had to deal with the plastic cracks, all the while trying to preserve the delicate fabric covering detail on this part of the wing. I revisited the wing over the course of the weeks, frequently discovering scratches that I would then polish out. I also chose to mount the engines and cowlings at this stage, as well as the eight under wing aileron and flap hinges, but the latter had a tendency to pop off during the repeated scratch-eradication

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**This S-43 (NC16925) was photographed in 1938 and belonged to Harold Vanderbit. It was his private flying yacht.**

# Diavolo Rosso - The racer that never was

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short to improve roll rate and as much possible, drag producing protuberances are removed and a smooth finish applied.

I began construction by scratching a simple cockpit with the floor, consoles and instrument panel. I built a new seat and added masking tape seat belts. A new rear bulkhead was added while a joy stick and rudder pedals completed the office.

I cut off the raised "hump" behind the cockpit and filled it in with styrene and superglue that was sanded to shape after hardening. The tail surfaces on the MC202 were tiny and for my purposes required replacement. I used plastic, superglue and putty to enlarge and re-contour the fin and rudder. By the time I was done the tail looked like that of a Blackburn Firebrand. The stabilizers were replaced with a set from an Airfix P-51D (thanks Vladimir) that had a quarter inch clipped from their tips. They fit pretty well after opening up the original locating slots, needing only a touch of filler.

I removed the underside fairing for the tail wheel and blocked in the opening for a retractable version. The wings came next. I cut 5/8ths inch off of each tip and rescribed the ailerons. The wings were fitted to the fuselage and faired in after the cement dried. I filled the locating holes for the wing guns and associated shell ejection chutes. After checking all



The Macchi MC202 as it looked during the war. Approximately 1200 MC202 were built. This 1/72 scale Hasegawa kit is in the markings of the aircraft of the C.O. of the 153rd Stormo (squadron) operating in North Africa in 1942/43.

seams and joints for smooth completion I primed the model with light gray paint which provided a nice undercoat for the gloss red finish I intended.

I used Testors Acryl Gloss Guards Red for the paint job. I used a Testors decal making kit with my HP ink-jet printer to make the Diavolo Rosso markings, numbers and sponsor markings. It was the first time I had tried to make my own decals on a PC and I was very happy with the results. The markings went on over the glossy red paint with no silvering or other difficulties. A coat of clear gloss sealed the deal.

I painted the landing gear legs gloss white with silver oleos and replaced the kit tires with nose wheels from a long gone Corsair II from the spares box. I attached them with superglue and added the gear covers.

I was going to vacuform a low profile blister canopy but ran out of time before the show. So a quick search of the spares bin turned up a Typhoon canopy that fit. I dipped it in Future and after it dried I painted the frame in the same Guards Red as the rest of the plane. The canopy was attached with white glue and off to the Kickoff Classic we went.

All in all it was a fun project that was relaxing.

*Laramie Wright started building models in 1964 and joined SVSM in 1995. His interests include 1/48 scale aircraft and 1/35 scale armor, especially Sherman tanks.*



Clipping the wings, cutting down the rear fuselage and adding a blister canopy are some of the changes Laramie made to convert his Supermodel MC202 in to a racer. Testors' decal kit and an ink jet printer provided the decals.



# 5TH ANNUAL MODEL CONTEST

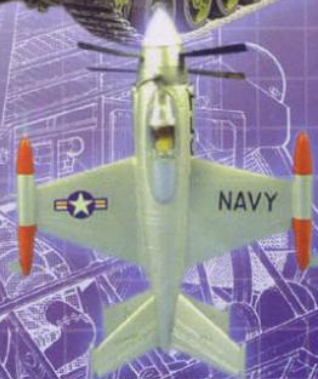
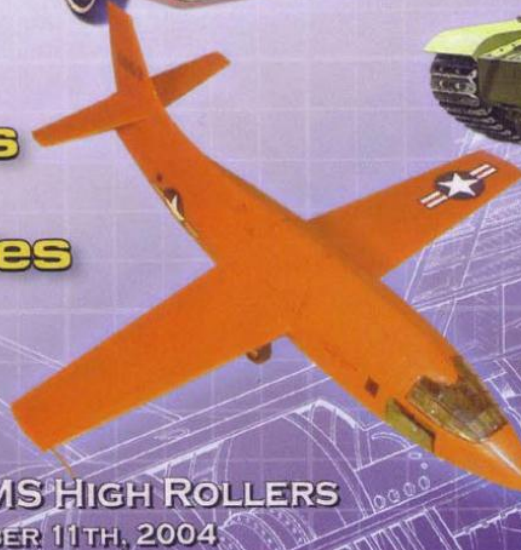
THEME:

## Prototypes & Experimentals

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# Making a Pan American S-43 "Baby Clipper"

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efforts. The same was true of the single most frustrating group of parts, the wing hand holds. These tiny 'U'-shaped styrene bits were miserable to get off the sprue intact, even worse to clean up, and absolutely horrendous to get in place (one on top of each nacelle, and three zigzagging along the top center section). I got all five attached, but three subsequently parted company. It took several weeks before I tracked them all down amidst the debris on the bench. The resin oil cooler intakes were the next to go on, but their contours in no way matched the mating surface designated by the plans. I created new contours on the intakes. The last details to add on top of the wing were the two carburetor intakes and the blade antenna. These presented little problem, though the intake location is not obvious from the plans. I also attached the assembled pylon to the wing assembly at this stage.

The propellers could be fit either with styrene spinners, or resin cylindrical hubs that resembled beer cans. The beer cans are right for the Pan Am aircraft, so I cleaned the pieces up and put them together without any problem.

The tail parts all went together with minimal difficulty, which meant I would next confront the hull. This model has an unusual interior layout. For one thing, there are eight large and one small porthole-type windows on each side. It's hard to guess prior to assembly exactly how much will be visible of the interior through the portholes and the windshield. The flight deck is decently detailed, with good pilots' seats and adequate instrument panel and control wheels. Aft of the flight deck is a bulkhead with a door, which I left closed. This is followed by a compartment with no detail looked on by four of the portholes. Normally this area would either be dedicated to baggage, or have had a galley and a washroom. This is backed by a doorless (in the kit) bulkhead just forward of the wheel wells, which protrude into the hull. A tiny compartment around these wheel wells, is sealed by a third bulkhead, again doorless, after which comes the main passenger compartment. This has three double and five single seats, a configuration that may be correct for the Navy machines and not the Pan Am ones, but in the absence of better data, I was inclined to leave well enough alone. This compartment is backed by a fourth bulkhead, with a door, which leads to a tiny aft compartment with four jump seats and a stair that leads through a double

gatefold hatch to the top of the hull immediately in front of the tail. Apart from this hatch, there are also side hatches at the aft end of the main compartment that can be built in the open or closed position.

Given the amount of detail that the inside provided, I decided that I would open the portside hatch and the double gatefold over the jumpseats, to maximize interior views. Unfortunately, the gatefold was represented by a single piece of plastic, which would have been tedious to cut into four parallel strips accurately, so I built a double gatefold from scratch, using Evergreen material. The other issue was what to do about the bare compartment forward. I had no detail

on the washroom appointments, apart from knowing that it was installed to starboard of the centerline, and as this would have included a transverse bulkhead that would further reduce visibility through the portholes, I decided to fashion curtains to draw over the windows. Gingham trim fabric in navy blue and white seemed to fit the color scheme, and even sort of matched curtains I could see in one of the photos I had. These went on with gem-to-fabric glue after I



**The S-43 was the last of the Sikorsky flying boats and first set sail on June 1, 1935. The S-43 set four payload-to-height records one year after its inception and reached a maximum altitude of 29,950 ft.**

had mounted all the circular windows with the same glue and applied Future acrylic polish to the inside surfaces. I felt the interior Future use was necessary because I anticipated using a lot of cyanoacrylate glue to seal and fill seams; I did not want CA fumes to fog the windows. At this stage, I also added the main wheel wells, which were separate pieces, and the starboard hatch, complete with its own porthole, in the closed position.

The interior went together for the most part in a clean manner. From the flight deck clear to the aft compartment a single piece is provided for the deck. The bulkheads attach directly to this, though each and every one is a butt joint except the extreme aft bulkhead. Once separated from their resin carrier plugs, the various seats are quite well fashioned. The main cabin passenger seats mount very cleanly in rows, and they have sufficient detail to support the dark-blue-on-light-gray upholstery color I decided on after seeing a color brochure of the interior of the Boeing 314. The pilot's seats mount to projections from the front of the bulkhead behind the flight deck, so these had to wait until the rest of the cockpit bits were attached. They also required more painting detail, with their integral seat belts, metal bucket and leather seat



cushion. The rest of the cockpit detail went in with little trouble.

The aft compartment seats were not resin. The backs were molded two each to the bulkheads for the compartment, with the seats themselves separate styrene cushions contoured to simulate something. I assumed leather, so I painted the jumpseats accordingly. The far aft bulkhead was supposed to butt onto the end of the deck piece, but the assembly is complicated by the steps up and through the gatefold hatch. The steps go through a notch at the top of the bulkhead, and the staircase also has two sides. None of this fit particularly well, which involved a lot of sanding and filling. I attached a small horizontal platform aft of the last bulkhead, on which the tail wheel was anchored, and I painted these details now.

The cockpit details (instruments, rudder pedals, control wheels) were all straight-forward, and the pilot and copilot seats went in smoothly enough once I saw where everything else was supposed to go. The massive interior assembly (everything but the instrument panel and the aft compartment assembly) slid into one side of the hull and around the wheel well with a tight and positive fit. Applying the other hull half to determine fit, I found that the port side was misaligned about one millimeter back from the starboard side. The problem was that the bulkheads were binding on the wheel wells. Much delicate sanding and dry-fitting later, I had eliminated the misalignment. Dry-fitting of the aft compartment assembly showed only some minor alignment problems with the stairway components against the dorsal hatch, but it looked like these would be hidden when the double gatefolds were put in place.

I glued the aft compartment assembly into place, then added the main interior assembly. I didn't even bother to glue it because it was attached so snugly and positively. I then closed the hull.

The net effect was rather like trying to squidge yourself into 34" jeans when you normally wear 35s. Fortunately, while superglue is not recommended for attaching your clothes to your body, it works just fine when forcing slightly reluctant joints to close. The ends went together with Testors liquid glue, and the superglue was applied to seal the in-between seams after the styrene solvent had done its job. It took about three hours to clean up, fill and polish out the hull (remember that natural metal finish?).

I had assembled the roof much earlier, bracing it on the inside with some strip styrene to assist with alignment. It didn't fit the hull very well, with one-millimeter gaps running along the hull on both sides. The three foremost bulkheads

stood too proud. I also tried to fit the wing at this stage, and found that the base pin of the pylon wouldn't go all the way down through the hole in the roof, because the pin was hitting the second bulkhead at the top. Thus, the first order of business was to notch the bulkhead to allow the pin full travel, though I also appreciated being able to anchor the pin on the interior structure. After that, I sanded down the tops of the bulkheads until the roof fit properly, and again I had to dry-fit the wing and take more material out of the notch in the second bulkhead.

A dry-fit of the canopy and roof together showed a new problem—the decking in front of the windscreen was too high, meaning that the windscreen rocked from left to right. I removed some material from the middle of the decking, and also from the base of the windscreen, which minimized the problem, but it became clear the windscreen was slightly too shallow for the hull. Fortunately, the bulkhead right aft of the cockpit provided good alignment and support for the windscreen piece, which left easily filled gaps at the base on the left and right sides. I dipped the canopy in Future and after it dried, I glued the roof and canopy into place. Another round of seam filling followed. I also concluded that the pylon needed a second anchoring stub, so I made one of .030 styrene tubing and inserted it inside the bottom of the hollow pylon. I drilled out a corresponding hole in the top of the hole, which fortuitously came in right on top of the third bulkhead, giving me another strong anchoring point to stabilize the wing.

Attachment of the empennage required a little engineering. I created a couple of 8mm shanks from a straight pin and imbedded them in the base of the fin. I attached the empennage to the hull, with pre-drilled holes to accept the shanks, and then applied cyanoacrylate glue to the joint. Cleaning up the seam to the degree necessary for a metal finish took quite a while because of the constricted space between the tail planes and the hull. After cleaning up the seam, I attached the tail struts and a variety of small bits to the hull assembly. I also reattached the various small parts that had come adrift from the wing and tail.

I then discovered, to my dismay, that the tail assembly was misaligned. Looking from the front, the right stabilizer had about three degrees of anhedral, and the left had three degrees of dihedral. Grumbling, I got out the Xona saw and carefully sawed through the left side of the base of the fin right along the seam I had just filled, until I could bend the tail into a true vertical. This of course sprung the just-filled seam on the



**Mark painted his Pan Am S-43 with a natural metal upper surface and black under side. He used SNJ for the natural metal finish and Pollyscale NATO tri-color black.**

right side as well, so I got to do both sides over again. It was fortunate I had the shanks in there, allowing me to bend the joint instead of snapping it off. Another round of polishing followed, as well as some rescribing, and I was ready to think about paint.

The primary colors for the Pan Am scheme were black for the lower hull and the float bottoms, and natural metal for most of the rest. My NMF finish of choice is SNJ, which is very durable and stands up well to masking. Therefore, I decided to shoot the SNJ first, and add the black afterwards. I first had to mask the windshield and all twenty portholes, using a liquid mask, and I had to plug up the dorsal hatch area, the open portside hatch, the tail wheel area, the two pylon holes and the engine fronts. I wanted to paint the wing and hull separately, since the parasol arrangement would make for some very inconvenient angles otherwise. I would have to come back and spray the pylon and strut joint areas, but that didn't appear to be that big a deal. Apart from the two major assemblies, I also had to put SNJ

on the port hatch, both double gatefold assemblies, the wing struts, the wing floats with their struts, and the propellers. This is only the second time I've used SNJ. Providing you get rid of all scratches, seams and other imperfections, it's darn near fool-proof. The main problem with it is that it takes several coats to become truly opaque, which takes a little while. Fortunately, the individual coats dry fairly quickly, so it only took a couple of days to apply the SNJ.

I did end up with a few tiny dings; since SNJ does not brush paint at all, I touched up with Humbrol aluminum.

Out of an abundance of caution, I waited two days before masking to add the black. The wing floats and the hull were masked; I then applied Poly Scale NATO tri-color black. After this dried, I ran the tip of a fresh X-Acto knife blade along the masking edge, because I've found that adhesion of acrylic paint to an SNJ surface is pretty poor; by breaking the lateral connection of the paint to the mask, I minimized the uneven edge that pulling away the mask might cause otherwise. I cleaned the SNJ where there was a little black overspray by using isopropyl alcohol on a cotton swab, and applying very light pressure; alcohol sometimes eats through SNJ, but I didn't have a problem because I kept the application light.

Application of the decals was uneventful, though time-consuming; as noted, most decals were taken from the Airfix Boeing 314 kit, and the serials had to be completely cut apart and reassembled in a different order. The black walkway above the cockpit was done with stock black striping. The

windscreen panes were coated with Future and then were defined with various widths of aluminum striping decals. SNJ provides a very smooth surface, so I did not need to prep the surface with Future before decaling. I did all the decaling before attaching the wing to the hull. I also placed the dorsal gatefold and the side hatch now, using gem-to-fabric white glue. Two or three small bits had come off; these were re-attached. I also added Future to the porthole exteriors.

The floats went on with suitable prep work to the wing underside, but the rigging was truly a bear. I tried monofilament line, but the stuff would not relax from the curl it came with in the package. By now it was the evening before the Santa Rosa contest, so I decided to back off, rather than make a mess under time pressure. I came back to the kit the following Tuesday. Resorting to .005 styrene rod, I finished the float rigging.

The main landing gear is a fairly complex assembly in its own right, and the instructions are helpful, but not quite enough. I found a diagram of the landing gear in one of my books; between the two sources, I was able to assemble it pretty well between decal sessions earlier in the process.

Unfortunately, even assembled, it is quite fragile. This is a case where I wish the kit had come with white metal accessories for the landing gear, but this is really a small gripe. Attachment to the hull required a couple of tries, but I got everything aligned eventually.

I finally attached the wing pylon to the

hull, as well as the wing struts, and filled the joints. Finishing the joint was delicate work because of the limited access between the wing and hull. Masking was also tedious, but necessary to get the SNJ finish just right. Once the pylon was on straight and the glue dried, I attached the massive N struts that ran between the nacelles and hull. Very little touch-up was necessary here.

The remaining tasks were to place the pitot and propellers, and I was finished. My result is hardly flawless, but I enjoyed taking a fairly challenging kit and building it in an even more challenging scheme just to get what I really wanted. The painting might have been a bit easier with a Navy or Marine scheme; this was a little bit more fun.



**To aid in viewing the detailed interior, Mark opened the rear gate fold. Mark replaced the kit part with Evergreen plastic strips.**

*Mark Schynert has been building models on and off since 1959 and has been a member of SVSM since 1998. His interests include 1/72 scale aircraft between the years 1936 and 1948 with an emphasis on fighter prototypes and flying boats.*

# TriCity Classic contest results - May 22, 2004

IPMS Fremont Hornets held it's TriCity Classic Model Contest on May 22. This was the first show for the Hornets in 10 years. Below is a list of the shows winners. To view more photos of this show go to <http://www.twox.com/gallery/tricity2004>.

## S1 Biplanes/Fabric & Rigging, All Scales

First - Hansa Brandenburg W.29 - Jim Priete  
Second - Dehavilland DH-66 - Jim Lund  
Third - Curtiss R3C-2 - Bob Miller

## S2 Single Engine Prop or Turbo 1/72 Axis

First - Focke Wulf 190A-3 - Roy Sutherland  
Second - FW-190D-9 - Paul Rogers  
Third - Bf-109E-4 - Paul Rogers

## S3 Single Engine Prop or Turbo 1/72 Allied/Neut

First - Mk 1 Hurricane - Pat Nichols  
Second - I-16 - Vladimir Yakubov  
Third - P-36C - Bill Ferrante

## S4 MultiEngine Prop or Turbo Aircraft 1/72

First - Mosquito Mk 18 "Tsetse" - Chris Bucholtz  
Second - Do-335 Trainer - Tom Bergfeld  
Third - AJ-2P "Blue Photo Savage" Vacform - Mike Burton

## S5 Single Eng Prop or Turbo Axis 1/48 Non German

First - D-520 - Ben Pada  
Second - Macchi 202 - Ben Pada  
Third - Ki-44II Shoki - Greg Plummer

## S5A SPLIT Single Eng Prop or Turbo Axis 1/48 German

First - Me-109E-3 - Ben Pada  
Second - FW-190F-8 - Jim Reid  
Third - Bf-109E-4/7 - Bryan E Baxley

## S6 Single Eng Prop or Turboprop 1/48 Allied/Neutral

First - P-51D - Pat Sharpe  
Second - P-47D Thunderbolt - Ben Pada  
Third - F6F Hellcat - Pat Sharpe

## S7 MultiEngine Prop or Turbo Aircraft 1/48

First - Mossie VI - Jim Reid

## S8 Single Engine Jet or Rocket Aircraft 1/72

First - F-86D - Tom Bergfeld  
Second - Republic F-84 Thunderjet - Tom Bergfeld  
Third - Leduc 021 - Clarence Novak

## S9 MultiEngine Jet Aircraft 1/72

First - Su-27 - Pat Nichols  
Second - Su-25 - Tom Bergfeld  
Third - A-10 Warthog - Tom Bergfeld

## S10 Single Engine Jet Aircraft 1/48

First - F-84G Thunderjet - Ben Pada  
Second - U2-R - Ray Lloyd  
Third - F-84G Thunderbirds Thunderjet - Ray Lloyd

## S11 MultiEngine Jet 1/48

First - F-4S - Cliff Croxall  
Second - F-4E - Ray Lloyd

Third - F-117 "Stars 'n Stripes" - John Heck



Greg Plummer was awarded second place in Aircraft 1/96 scale and smaller non Axis for his Rafale M.

## S12 Aircraft 1/96 scale and smaller NON Axis

First - FM-2 - Paul Rogers  
Second - Rafale M - Greg Plummer  
Third - Tempest V - Bryan Finch

## S12A SPLIT Aircraft 1/96 scale and smaller AXIS Only 1/144

First - Macchi 200 - Louis Orselli  
Second - Bf-109F - Paul Rogers  
Third - Ki-44 Tojo - Steve Travis

## S13 Aircraft Prop

### or Turboprop 1/40 and larger

First - BF-109G-6 - Jim Reid  
Second - Ju-87D Stuka - Dan Eberstein  
Third - Hurricane Mk I - Dan Eberstein

## S14 Aircraft Jet 1/40 and larger

First - Tornado GR.1 - Milt Poulos  
Second - F-105D Thunderchief "The Polish Glider" - Wes Shirley

## S15 Air Racers All Scales

First - Red Baron RB-51 - Mike Meek  
Second - P-51 Roto Finish - Mike Meek  
Third - Cobra III P-39 Air Racer - Mike Meek

## S16 AirLiners/Civilian Air, All Scales

First - Slingsby Skylark III Sailplane - Bob Miller  
Second - Messerschmitt M35B - Bob Miller  
Third - S-43 - Mark Schynert

### S17 Rotorcraft, All Scales

First - Kayaba Ka-Go Autogyro - Greg Plummer  
Second - FW "Triebfluegel" Soviet Captured 1946 - Mike Burton  
Third - Cierva C-30 Autogyro - Greg Plummer

### S18 Surface Ships 1/401 & Smaller

First - Destroyer Valerian Kuibyshev - Vladimir Yakubov  
Second - USS Ward DD-139 - Brian Sakai  
Third - Destroyer Boditelidny - Vladimir Yakubov

### S19 Surface Ships 1/400 & Larger

First - Rattlesnake - Paul Bishop  
Second - Yamato - Paul Bishop  
Third - Royal Caroline - Mark Wong

### S20 Submarines, All Scales

First - U-Boat -  
Steven Arthur

### S21 Autos LowRider, All Scales

First - Furious -  
Miguel Murillo  
Second - Flameingo  
- Miguel Murillo

### S22 Autos Custom (Not LowRider), All Scales

First - Low Paint  
Express - Miguel  
Murillo  
Second - Hot Metal  
- Miguel Murillo  
Third - '32 Ford  
Rod - Andy Kellock

### S23 Automobiles Competition,

#### Open Wheel, All Scales

First - Lotus 99T - Tom Leutzinger  
Second - B Gas Coupe - Steve Travis  
Third - Ferrari 643 - Tom Leutzinger

### S24 Automobiles Competition, Closed Wheel

First - Sprite Mk I - Bryan Finch  
Second - Triumph TR-2 Vintage Racer - Bryan Finch  
Third - Datsun BRE 510 - Andy Kellock

### S25 Civilian Land Vehicle, Other, All Scales

First - '69 SuperBee - Andy Kellock  
Second - '70 GTX - Andy Kellock  
Third - '66 GTO - Greg Plummer

### S26 SPLIT Armored Fighting Vehicles 1/48 & larger, Medium Tanks Only

First - M-4 British Sherman 1944 Coldstream Guards - Bryan Finch  
Second - M4A3 Sherman 9th Armor Div Germany Apr '45 -  
Laramie D Wright  
Third - M4A2 Sherman USMC Iwo Jima - Laramie D Wright

### S26A Armored Fighting Vehicles 1/48 & larger, Other Than Medium Tanks

First - M-45 Pershing - Jim Lewis

Second - M3 Stuart - Wes Shirley  
Third - M-10 Tank Destroyer - Jim Lewis

### S27 Armored Fighting Vehicles 1/48 & larger, Axis, Other Than Tigers

First - Jagdpanther - Kevin Gonzalez  
Second - Maus - John Heck  
Third - Panther G Night Fighter - Ken Lawrence

### S27A SPLIT Armored Fighting Vehicles 1/48 & larger, Axis, Tigers Only

First - SturmTiger - Kevin Gonzalez  
Second - King Tiger - Kevin Gonzalez  
Third - Tiger I - Kevin Gonzalez

### S28 Armored Fighting Vehicles 1/48 & larger, Other

First - T-55A - Ken  
Lawrence  
Second - Merkava  
II - Ken Lawrence  
Third - M60 - John  
Heck

### S29 Military Softskin 1/48 & Larger

First - M-20 - Jim  
Lewis  
Second - RSO  
Tractor - Jack  
Riggart  
Third - M-3 Willys  
- Jim Lewis

### S30 Armored Fighting Vehicles 1/50 & Smaller

First - Daimler



**In Single Engine Prop or Turbo Axis 1/48 Non German, Ben Pada took first place with this D.520.**

Armored Car Mk II - Bryan Finch  
Second - Ba-II Armored Car - Vladimir Yakubov  
Third - T-34/57 - Vladimir Yakubov

### S31 Military Softskin 1/50 & Smaller

First - Sdkfz II Halftack - Dave Parks  
Second - Zis-5 Guntruck - Vladimir Yakubov

### S32 Artillery/Missiles, All Scales

First - SA-2 Guideline on launcher - Vladimir Yakubov  
Second - Redstone Missile - Thomas Ivankso  
Third - Regulus I - Mike Burton

### S33 Real Space, All scales

First - Apollo Soyuz - Clarence Novak  
Second - Lunar Rover - Clarence Novak  
Third - Aerobee Hi on Trailer - Mike Burton

### S34 Figures Fantasy & Sci Fic, Horror, Robots All Scales

First - Sailor Mercury - Brian Sakai  
Second - Bridge Of Sorrows - Ed Souza  
Third - The Forgotten Prisoner - Anita Travis

### S35 Sci Fic Vehicles/Equipment, All Scales

First - TIE Fighter - Jim Lewis



**Laramie's Wright's M4A3 Sherman won second place in Armored Fighting Vehicles 1/48 scale & larger, Medium Tanks Only.**

Second - Seaquest DSV sub vehicle - Louis Orselli  
 Third - Throckmorton Steam Tank - Kent McClure

**S36 Figures, Historical, 53mm and smaller**  
 First - Panzer Figure - Christopher Banda

**S37 Figures, Historical, 54mm and larger**  
 First - Luftwaffe Officer - Jack Riggart

**S38 Hypothetical, All Types & Scales**  
 First - "Type 84" Kubelbuswagon - Jack Riggart  
 Second - Blohm Und Voss BV-194 - Tom Bergfeld  
 Third - TigerCat Air Racer - Mike Meek

**S39 Miscellaneous, All Types & Scales**  
 First - Camp Colditz Escape Glider - David Newman  
 Second - Antonov An-7 Assault Glider (Vacform) - Mike Burton  
 Third - XFG-1 Fuel Glider ca 1944 (Vacform) - Mike Burton

**S40 Collections**  
 First - Wacky Air Racers - Vladimir Yakubov  
 Second - The Tuskegee Air Corps - Mike Burton  
 Third - P-63 Family A,C, E, F, G - Mike Burton

**S41 Dioramas, All Types & Scales**  
 First - F-14D - Masa Narita  
 Second - Das Trio - Edward Hon  
 Third - Friend Or Foe - Edward Hon

**J1 Junior Aircraft - No Entries**

**J2 Junior Armor - No Entries**

**J3 Junior Automobiles**  
 First - '96 Firebird - Matthew Murillo  
 Second - '34 Coupe - Matthew Murillo

Third - '32 Vickie - Matthew Murillo

**J4 Junior All Other**  
 First - Junkyard Dog - Steven Souza

**Y1 Youth Aircraft**  
 First - F-16 - Brandon Souza  
 Second - Harrier - Brandon Souza

**Y2 Youth All Other**  
 First - USS Constitution - Robert Nunes Jr  
 Second - Spacemen Diorama - Colleen and Cary Akers

**Y3 Show Special Category, Make N Take Division MTS**  
 First - Cobra (Space Shuttle) - Colleen Akers  
 Second - The Stevester (Space Shuttle) - Steven Souza  
 Third - Tiger Shuttle - Brandon Souza

**Best Armor - M-4 British Sherman 1944 Coldstream Guards - Bryan Finch**

**Best Civilian Land Vehicle - Low Paint Express - Miguel Murillo**

**Best Figure or Robot - Luftwaffe Officer - Jack Riggart**

**Best Aircraft/Space Veh. - Red Baron RB-51 - Mike Meek**

**Best Ship - Destroyer Valerian Kuibyshev - Vladimir Yakubov**

**TriCity Theme Award (for its 3 Carburetors) - '69 SuperBee - Andy Kellock**

**Best of Show Junior - '96 Firebird - Matthew Murillo**

**Best Of Show Senior - Red Baron RB-51 - Mike Meek**



**In Civilian Land Vehicle, Other, All Scales, Andy Kellock won first place with his '69 SuperBee (left) and second place with his '70 GTX (right). The '69 SuperBee also won the TriCity Theme Award. You see, it has three carburetors.**

# MAY MINUTES

At the May meeting, we heard a brief report from Steve Travis about the continuing success of our Veterans' Administration Hospital model drive. Steve and Anita keep on delivering models, and our members keep on supporting this worthy program, which provides snap-together models for rehabilitative programs and other activities for our veterans. For more information on the program, check the website at [www.svsm.org](http://www.svsm.org). In the meantime, keep up the good work!

In model talk... Bert McDowell is making the water for his 1:350 Essex using the technique he explained in the last Styrene Sheet. Bert does not think terribly highly of the Trumpeter kit, but it ought to look nice once it's afloat! Rodney Williams started his two 1:32 F2G Corsairs in 1984, and he's finally just about done. His work formed the basis of the upcoming Obscureco conversion kit. Rodney also brought seven 1:72 Corsair racers: F2Gs Race 5, Race 9, Race 18 and Race 94, built from the Aviation Usk kit and incorporating many revisions and improvements, and F4U-1s Race 99 and 92, wearing decals made with an ALPS printer. Just to mix things up, Rodney also built a 1:72 Tamiya F4U-1 in, of all the outlandish things, military markings! His Navy Corsair depicts a plane from the Jolly Rogers of VF-17. Gabriel Lee is toiling away on a Tauro 1:72 F-86K, which will represent a Venezuelan airplane when finished; right now, Gabriel says it's little more than a "blob of resin and metal!" Vladimir Yakubov, who ought to know about such things, says the ICM I-16 Type 24 has the best dimensions of any 1-16 kit and the worst fit. Vladimir also has an A-Model I-16 Type 5 that will depict a Spanish Civil War aircraft. His Italeri MiG-23 is rough looking, but Vladimir has almost finished polishing the canopy to an acceptable level of clarity. After Postoria Aguirre egged him on, Vladimir added decals to his 1:72 Gran SA-2, reduced from the sheet for the 1:35 Trumpeter kit and printed with an ALPS printer. Vladimir is also hard at work on a 1:72 armored car and an Ace 1:72 T-72. Brian Sakai may feel that his anime figures are "his secret shame," as he put it, but they sure are pretty in a giant-eyed, slightly discomfiting way.

Brian's Faye Valentine from Cowboy Bebop has won numerous awards, and his Nita and Sailor Mercury look like they may do the same. Brian successfully gauged the maturity level of the club by talking about the "big drill bit" he had to use on one figure's... leg. All Brian's figures are painted using acrylics. Renzi Pesigan once again showed his mastery of the Japanese fighting robot genre with his latest, a Gundam Special. The Hover MF-11 was the only indigenous aircraft used by Norway during World War II, and if it was going to appear at our club it was going to have to have been built by Jim Lund! Jim used the Broplan vacuform kit. Jim also built a Maintrack Pterodactyl Mk. IV, a kit he received as a gift from Gordon Stevens. Mark Schynert's Frog Miles Master has progressed many miles since he started work on it. The partially rescribed, detailed and dolled-up old-timer was painted in the two days leading up to the meeting, and he accomplished the sharp frames on his canopy by using strips of decal film. Ron Wergin's Spitfire Mk. I was purchased in 1969 and he just finished just recently! Ron had to order replacement decals from Airfix, but otherwise the kit was built as it came in the original box. Ron also used some Prieser figures to crew two 1:72 Luftwaffe fighter, a Bf 109 and an Fw 190 both built from Academy kits. Despite living in Giants territory, Dmitry Shapiro opted to finish his Academy Lockheed Electra as the team plane of the Los Angeles Dodgers, then finished it off with an attractive couple of coats of paint and some very nice rigging. Steve Travis is not just a car modeler; his 1:144 Ki-44 took first place at the Santa Rosa contest! In a smooth segue, Steve brought in his belly tank racer and a more traditional car, his '34 Ford "the Nuclear Banana," formerly a five-window coupe that underwent a serious makeover. Lou Orselli felt that he was ripped off when he bought the Ace-JMT A-7-3A autogyro, and was so put off by the short-run kit he fashioned leather covers for the cockpit openings. Lou also fashioned the Formaplane vacuform into a very passable Polikarpov I-16. Braulio Escoto acknowledged that his model was a Lindberg kit, but darned if it didn't look like a 1:48 Corvair XFV-1



## The STYRENE SHEET

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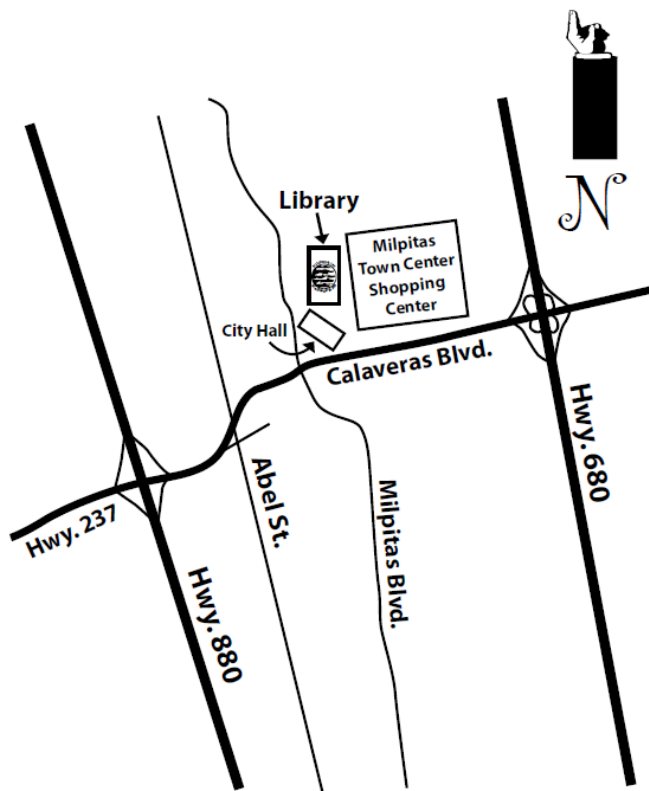
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Pogostick. Mike Burton's laundry list of projects includes a Monogram P-51D, being built as "Miss Marilyn," a Monogram P-51B done up in the markings of a 15<sup>th</sup> Air Force Unit, a Hasegawa 1:48 P-47 built as Joe Laughlin's "5 By 5," a rather big 1:72 Planet Models XP-54 Swoose Goose, MPM's neat little XF2R-1 Dark Shark, a rather daring build of the Mach II HUP-1 Retriever helicopter, an Airfix U-2D with the test electronics package, a Minicraft U-2 and a Rareplanes U-2 that Mike was inspired to tackle by Barry Bauer. Don Savage is trying to make a model of a "family" vehicle, and to do so he's putting a lot of work into Tamiya's Toyota Sienna. Ben Pada's Bf 109E-3 was built from the Tamiya kit, and was dressed up with a resin seat and decals from AeroMaster. He used the old Hawkeye resin interior set intended for the LTD Dewoitine D.520 to improve the Tamiya kit, and he used Model Master paints to capture the shades of the French camouflage. Greg Plummer said that despite some areas of "vague fit," the Kayaba Ka-Go from Fine Molds built up fairly quick. Greg's 1:72 autogyro was interesting company for his Dragon 1:72 Challenger II, the cover subject of last month's Styrene Sheet. Terry Newbern's next projects include a 1:72 Cape Croix du Sud MiG-3, which he says looks like it will be fun to build, and a PZL-37 Los with the amusing option of two totally different tails. His 1615 Beretta small-bore cannon came from a Games Workshop kit, as did the Warhammer weapon he mounted on a wind-up toy to create a eminently-stoppable armored vehicle. Bill Ferrante held his own advanced fighter competition in 1:72, and this one had different results than the real one. His DML YF-23 went together in a grand total of 10 hours, but his Italeri YF-22 had horrible fit, bad decals and fought him every step of the way. Chris Bucholtz has outfitted the Academy P-38L Lightning with a cockpit from Aires, and he's nearly ready to add the booms to the twin-boom fighter. Jim Priete has a start on building for June's Soviet helicopter contest with his Mi-8 from the Zvesda kit. Jim has sanded off the raised detail, but he says the outline is accurate. Jim's collection of completed models grew with his Toko Hansa-Brandenberg W.33, which wears lozenge pattern decals from Americal-Gryphon. Shervin Shambayati said the Hasegawa Mosquito B. Mk. IV was a "slam dunk" of a build, but he worked a little harder to turn his MiG-29 into an Iranian fighter with the aid of decals from Cutting Edge. Shervin also has a 1:48 Phantom II in the works, and his ground forces are being supplemented by a Matchbox T-80. Kent McClure used some recent Italeri, Airfix and Esci releases to create squad-sized units of 1908 French Foreign Legionnaires, British Home Guards, Irish Union Army "Finians," Union soldiers with white helmets, and Zulus that had been converted into Martians. Randy Ray went hog wild on the camouflage of his Dragon T-34 1940. He says the kit fits very well; he finished it as a T-34 of the First Motorized Rifle Division. Andy Kellock tarted up MPC's Ramcharger dragster with Tamiya racing white and Alclad paints Herb Deeks provided the photoetched spokes, although Andy used the kit's plastic wheels.

Andy's AMT '69-into-a-'68 Torino convertible conversion continues with the addition of body from Modelhaus. Cliff Kranz says Lindberg's Godzilla kit is the best around, but he also had four Aurora Godzillas painted in Japanese aircraft markings! Thom Ivansco completed Tamiya's M3 Lee and was a contest winner with it, and he's hoping that his Italeri PAK 35 will bring him similar luck. Thom is also diving into the classic Monogram F4B-4, with plans to fully rig the small biplane. And the model of the month goes to... Bill Bauer, whose GTP Probe wears an outer shell by Quickskins. In addition to putting a superb finish on the car, Bill vacuformed new headlight covers for his racer, and while he said he was not pleased by the work needed to make them, they looked very nice!

Our club contest this month was "Soviet Props," and we saw a terrific turnout for this event. Chris Bucholtz built Neomega's resin Yakovlev UT-1 and finished it in a white-and-red scheme to represent a plane given to a Soviet university to encourage aviation studies. Mark Schynert tackled the Modelist I-185 M-71, which he said was both horrible and accurate at the same time. Brian Sakai crafted an I-16 from the A-Model kit, which he said fit quite horribly, and he added landing gear from the Hasegawa kit. Laramie Wright also built an A-Model I-16, and he overcame some slight sink marks in his example, which depicts a plane stationed around Leningrad in 1941. Laramie also fashioned a Heller MiG-3 stationed near Lithuania in 1945, which wears SuperScale decals for a general's aircraft, and a Smer Il-2 Sturmovik, which he sanded and rescribed, then scratchbuilt an interior and added a vacuform canopy. Greg Plummer's Hasegawa Yak-3 racer has a Merlin engine nose and a bubble canopy, but it wears authentic warbird markings! Cliff Kranz built his Airfix Il-2 almost 25 years ago; it wears decals from ABT. Bill Ferrante built a Bf 109G-10 in the markings of the Russian Army of Liberation, a group of turncoat Russians who fought on the German side. Mike Burton has a partially-started 1:72 MPM Pe-2UT trainer variant, and his ICM Yak-9K is finished in an interesting combination of Chevy green and bright blue! Ron Wergin's Accurate Miniatures Il-2 was a "speed build" for the contest, and despite the kit being wonderful that speed introduced "plenty of mishaps," Ron said. Larry Roberts small squadron of models included a Hawker Hurricane in "White Wolf" Soviet markings, an La-5, the La-7 flown by top ace Ivan Kozhedub, and the Soviet high-altitude experimental Sukhoi 1. And the winners were... In third place, an La-5FN from the 1:72 KP kit by Bill Ferrante, built back before "anyone knew what Soviet paint looked like," using decals from Aviation Usk for a plane from the Leningrad front. In second place, with a 1:72 Polikarpov I-16 type Type 29 built from the Hasegawa kit, was Vladimir Yakubov. And in first place, with a Kamov A-7-3A autogyro, was Vladimir again. Vlad used the same kit cursed by Lou Orselli earlier in the meeting; he says the quality of the kit cause him to "accidentally scratchbuilt" most of his model.



Next meeting:  
**7:00 p.m.,  
Friday,  
June 18**  
at the  
**Milpitas Public Library**  
40 N. Milpitas Blvd.  
For more information, call the  
editor at (408) 307-0672  
email: [john@twoX.com](mailto:john@twoX.com)



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