



THE STYRENE SHEET

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A Publication of the Silicon Valley Scale Modelers, A chartered Chapter of International Plastic Modeler's Society, USA branch.

PIECING TOGETHER A BIT OF PREHISTORY



TRICERATOPS EURYCEPHALUS : Another Tamiya kit in 1:35 Scale
Text and Photos By: Rodney J. Williams

Don't you just love these names that the "experts" give to these animals? Triceratops is easy to pronounce...but that last word has to go.

(Good news for you, Rodney. Recent research has determined that "T. eurycephalus" assigned in 1935, is now "nomina dubia" or a dubious species name. Only "T. horridus" and "T. prorsus" which are pre-1900 assigns, now "valid" Triceratops specie—ed.)

Yes! This kit is somewhat of a disappointment, with no real feet. Please, take a good look at the (continued page 3)

Editor's Ravings – this month's editor, Mick Burton

As ever the case, the editorial portion of the Styrene Sheet rolls around and round until it's absence (usually) or being unsuited to the editor's needs (rarely) stands as sole remaining obstacle to publication of volume. Amusingly, in the latest IPMS-USA Journal (whose General Editor happens to be our Club Secretary, in it he had another fine editorial, *GO Chris!*) we are treated to two treatises which target well the heart and soul of (*forgive me*) the issue. The first one speaks extremely well to one I've visited many times here and in thirty years of club conversations. Namely how it's PEOPLE that make our whole organization and all that it is, what it is. While it may seem obvious or trite or cliché to some, honestly this reality is not so clear to enough others at times, so that the point becomes perceived as arguable or deserving only of lip service. As to Why this perception continues to spur rants within me, forms the kernel of my OTHER Editorial, in this month's TAMS. **Second** editorial in "Convention Issue" of IPMS Journal as I said, hits another home run on perennial points of contention, namely what you're now reading. No, not this specific writing nor this publication even, no the Director of Local Chapters has stepped up to heavy lifting on the issue of "Club Newsletters and You". Thanks Larry Randel for letting fly with your written words so that we all can see the big picture (satisfied my curiosity and the numbers he gives were a nice surprise). I now know as of end of 2012, we've 238 chapters in IPMS-USA. In which he estimates, 125 of those manage a production of these monthly club specific newsletters. Damn, that's more than half of them, which is quite a feat in my estimate. With an excellent point of reference to assess this, Larry points out the challenges plus the likely staffing of these (many & few) club publications. His take, that even a "modest" 10 page vehicle, translates to a sum of 120 pages per year requirement hit home for me. That was the "going postal limit" for the Styrene Sheet for many years, I know so well. How so? Converts to 5 double sided print pages, folded w/address label. All weight safely if minimally under for a mail with one 1st class stamp. Creating "TAMS" (The AfterMarket Sheet) was only possible by hitting tip point that Larry also covered, namely how lots of clubs now going to near 100% "e-distribution". So now we're in rare air (with a 20 plus pages News) Boo ya ! - mickb

SVSM MEMBER' s CONTEST THEME FEBRUARY 2013 " Happy Birthdays "

Thanks ever so much to Treasurer Bill Ferrante, for being "Instigator, Special Project" on this conception here. The idea is to either to build a model of a vehicle or figure that was active in the year of your birth or something that occurred on the day of your birth from any year. For example from Bill, he could build a 1962 Corvette or a Lancaster that bombed the Tirpitz on November 12, 1944. As long as it ties into your birth year or birthday, anything is eligible. TRULY A MEMORABLE AND UNIQUE BIT OF CLUB BUILDING FUN. See you !

SVSM EDITOR' s CONTEST THEME MARCH 2013 "That's A Spicy Meatball "

While it may be a hard one to swallow, this dietary diatribe of a theme was independently tested during a meal after it was cooked up by your Editor. Chief aim of this recipe was to enable a wide variety of subjects that are otherwise unrelated, to be blended for competition. Ingredients of this non culinary conspiracy are: FINISHED items of either Mediterranean Seacoast Nations (of which there are MANY) OR the Nation of Japan (thus the meatball...) Aircraft, Armor, Autos, Figures, Animals, all eligible along with Maritime subjects, as long as they are as outlined above. So Italian, French, Greek, Turkish, Cypriot, Libyan, Spanish, Israeli (to name a few) and Japanese Air Forces or Ground Forces are easily competitive. That alone ought to spice things up. Bon Appetit.

SVSM MEMBER' s CONTEST THEME JUNE 2013 " UNKNOWN HISTORY "

Thanks to Webmaster Vladimir Yakubov for being "Instigator, Special Project" on this idea here. The concept is simple enough. Examples given include the Yak-23 "Flora" test flown in USAF markings at WPAF before it was returned to Eastern Bloc from whence it came. Or the Russian warship that was docked in SF Bay back in 1904 (during the Russo-Japanese War) thus subject to possible internment if not embarked within 24 hours. I'm not sure in fact what happened to that one. Or of course a LOCAL favorite, tied to Oakland and El Cerrito. What is it? The Capelis XC-12 from the Safety Airplane Corporation. Be prepared to share when you bring entries !

SVSM EDITOR' s CONTEST THEME JULY 2013 " CORVETTE SUMMER "

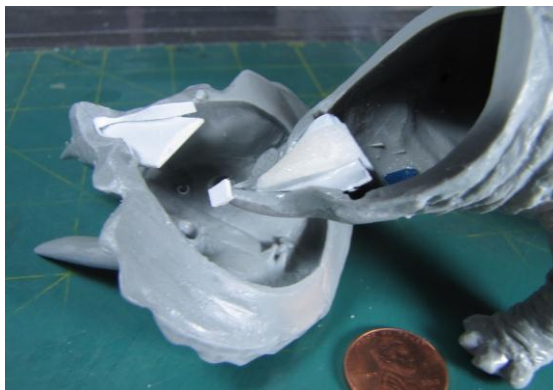
What better way to mark the American Birthday Celebration theme? HeartBeat of America indeed, Chevrolet captured it now for SIXTY years running with this 4 wheel fountain of eternal youth. Don't be shy, there are SO many models out there to choose from, surely at least one appeals to each and every one of you. Okay, no, fine. Well expect I'll see at least a few of the old girl. If you're not in an automotive mood, still may vy for Editor's award money with a "legitimate" maritime version, of which there's an abundant potential in sail, steam, steel !

THREE HORNED DINO DISSONANCE (continued from page 1)

animal's "feet" and "mouth", on the "box-art." I see toenails and a tongue, along with what appears to be, a row of teeth.



After I dry fit the body and head together, I looked in the kit parts for the tongue and teeth. You guessed it. Tamiya did not make any. When you look inside the big mouth opening, you can see the tail end of the model.



I felt it necessary to build in a tongue and make some teeth. I folded up some kitchen towel paper. Then soaked it with super glue and reshaped it once the glue was dry. For the 4 rows of teeth, I used Evergreen white styrene bar stock and carved out the teeth. They were installed after the mouth was painted pink and weathered somewhat. For the fun of it, I left a gap between the teeth on both bottom rows.

I had to do a bit of carving on the seam areas, so that it helped eliminate those kit seams.



Tamiya did not supply a base for this model. So I got the bright idea of using some of my thin "sandstone" slabs that I've picked up here in Colorado. The white stones are actually "coral", from a nearby mountain that's about 12,000 feet above sea level. They say that this layer of rock was once under the ocean a few million/billion years ago. The little black rock is local volcano stone and the dead tree branch is also local wood.



I glued on some 1/4" foam stock on the bottom of that stone slab. Which allows me and any IPMS/USA judge to more easily pick up the model. Triceratops was glued onto the stone slab with white (PVA) glue. The same adhesive method goes for the rocks and dead tree branches.



Enjoy, as there is another one of my "dino"s coming your way. - Rodney



UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 01-18-13

Friday, January 18 2013

IPMS/ Silicon Valley Scale Modelers monthly meeting. Theme “ Why Are We Still Here, eh, Mayans ? ”

Saturday, February 9 2013

IPMS/Santa Rosa and IPMS/Mt Diablo host “ Hobby Expo 2013 ” Theme is “Models from the Movies”. Site is the Petaluma Community Center located off of McDowell Blvd. See website www.ipmssantarosa.org for all. .

Friday, February 15 2013

IPMS/Silicon Valley Scale Modelers meet. Member’s Contest theme “ Happy Birthdays”.(as in Day or Year)

Saturday, February 16 2013

NNL West host NNL West 2013 Show at the Santa Clara Convention Center, 5001 Great America Parkway Santa Clara CA. Theme is “1963” (Cars built in that year). See also website www.nnlwest.org for more info

Friday, March 15 2013

IPMS/ Silicon Valley Scale Modelers monthly meeting. Editor’s Contest Theme is “That’s A Spicy Meatball”. With 21 Mediterranean countries and the Empire of Japan, how can one miss on eligible subject material?

Saturday, March 23 2013

IPMS/SVSM host KOC 2013 contest & show “Go The Distance” is theme. Dakar Rally, 24 hr Le Mans, as examples of endurance and/or long distance racing. Other subjects include Round the World craft (air/sea) like USS Nautilus, Rutan Voyager, or “Lucky Lady”. Santa Clara Convention Center, 5001 Great America Pkwy.

Friday, April 18 2013

IPMS/Silicon Valley Scale Modelers monthly meeting, “WTFK for KOC 2013” is theme. Results and discussion of recently held event and how it went the distance.

Friday, May 17 2013

IPMS/ Silicon Valley Scale Modelers monthly meeting. Editor’s Contest Theme is “ May Day, May Day ? ”

Friday, June 21 2013

IPMS/ Silicon Valley Scale Modelers monthly meeting. Member’s Contest Theme is “ Unknown History ”

Friday, July 19 2013

IPMS/ Silicon Valley Scale Modelers monthly meeting. Editor’s Contest Theme is “ Corvette Summer ”

Wednesday thru Saturday, August 14-17 2013

IPMS/ Colorado Group host The Thin-Air Nationals. Located @ J Q Hammons Conference Center & Embassy Suites Hotel, Loveland CO. Website for rules/awards/themes and details <http://www.ipmsusa2013.com>

Friday, August 16 2013

IPMS/ Silicon Valley Scale Modelers monthly meeting. Theme: “Hey where did the Editor run off to???”

Sunday, September 29 2013

IPMS/ Fremont Hornets host “Tri City IX”, Contest Theme is “ Soldier of Orange” www.fremonthornets.org

Chris B's Memento of a Marine Ace: PART TWO OF TWO

Building Dean Caswell's three-kill F4U-1D in 1:72 Scale Model & Text : Chris Bucholtz Photos: Mick Burton

My research showed that Caswell's big score came on a combat air patrol (CAP) mission. At that stage of the war, when the Corsair was being used largely as a fighter-bomber, the F4U-1D had rocket stubs fitted, but no rockets would have been carried on this mission. I'd drilled out the holes for the rockets (and wing pylons); now, I had to figure out how to fill them properly. The answer was to carefully cut the stubs off the kit rockets – all 16 of them – and add them to the model. I had to take care in aligning them and make sure they were oriented front-to-back; a small amount of CA glue held them in place and after about 20 minutes I had a Corsair with empty rocket stubs.



One thing I learned long ago was that, at the end of the build, you can start to rush, and that may mean goofing up the small parts at the end. For that reason, I now painted the propeller (the yellow tips first, then after masking the black blades) and the main wheels. The large external tanks in the kit were assembled – they went together beautifully – and they were airbrushed with Testors flat sea blue. As these small parts were completed, I put them in a plastic container for safekeeping until they'd be needed at the end of the build.

The Eduard set is very comprehensive. One of the areas that it really improves is the tail gear. The real item has several elements made up of pieces with lightening holes; there are small components missing in the kit, and the various structural components lack the lightening holes, simply because they'd be impossible to mold. The Eduard set remedies that – but you'll have to do some surgery on the tail wheel and strut from the kit. I recommend using a motor tool to remove the areas that need to be replaced, followed by careful sanding to clean up the area at the end of the cut. If you do this, dropping the photoetched parts in is a breeze – the fit is fantastic. The finished tail gear seems flimsy – removing that much plastic challenges the structural integrity of the strut – but my finished model reveals that the strut is enough to support the model and bear up under ordinary motion and vibration. The finished strut was painted flat sea blue and the tire was picked out in a mixture of brown, gray and black; the finished assembly was set aside for later installation.

The Eduard set also provides plenty of detail for the wheel wells – sidewalls, detail for the center wall and two runs of wiring per bay. The sidewalls go on with no trouble, but the wire runs are tricky – I had to test fit them repeatedly to make sure they'd fit, then carefully CA-glue them into place. Try to put them in without bending them to shape results in a set of wires that gets crumpled in the wheel bay, or worse yet, springs out after you think you have it in place.

The kit engine is nice, but I can't leave well enough alone. I bought the Quickboost R-2800 designed for the Corsair; it's well made and simple, merely a single set of cylinders and a crankcase, plus the magnetos, distributor and return sump pump, which are separate resin parts. I painted the engine cylinders with Testors metallizer steel, then gave them a heavy wash with thinned black paints, then painted the crankcase gray. The pushrods were added using black stretched sprue, cut to the right length. I was then going to add the ignition harness and spark plug wires, but realized that it was designed for the kit engine. The harness went in place, followed by the kit crankcase. That was not going to work with this resin engine.



Instead, I made the ignition harness from thin solder, then cut apart the Eduard harness and added the sets of wires separately. That was 18 sets of photoetched wires, each set in place with a dab of CA glue and carefully bent into shape. It's enough to make one want to build more inline-engined planes!

But, in short order, the engine was finished, and I could set it aside for later. Next came another Quickboost item, the Mk. 9 gunsight. This is a resin item, with an acetate reflector and the auxiliary ring and bead as a photoetched part.

I added the resin body to the notch in the instrument coaming, then painted it black. The crash pad was painted leather, and the whole thing was drybrushed with a light gray. Next, I cut out the acetate reflector; since this is oval, this took some time. It was affixed to the sight with white glue. The ring and bead came last, and it completed a very convincing sight. The kit windscreen went on next, allowing me to both clean up the seam and to protect the gunsight from damage.

The Eduard set contains a lot of details. Among them are the external control rods for the rudder trim tab, aileron trim tab and trim tabs on the horizontal tail – in all, 10 external control rods. Before the paint went on, I used a brand-new No. 11 blade to remove the kit's solid control rod representations; close cuts minimized the need to clean up these areas with a fine flexible file.

One omission in the kit is a lack of wingtip position lights. The Tamiya P-47 includes these as separate clear pieces; in the Corsair kit, the wingtip lights are simply scribed into the tips. I cut them out with a knife and filed the notches clean, then used clear plastic sourced from an old CD case to fill the notches. Before gluing the clear parts in place, I drilled small holes in the mating sides and inserted a bit of clear green and clear red into them (for the right and left lights), then painted the mating surfaces interior green. The clear parts were CA-glued in place, then sanded to shape and finally buffed to clarity using Blue Magic auto polish.

I didn't expect much to come of it because of the dark paint scheme I had in mind, but I preshaded all the panels in black with my airbrush at this point. I also added the windscreen; it needed a little blending with white glue to eradicate all the seams.

Next, I cleaned up the cowling and test-fit the engine. The resin back of the engine needed to be sanded thinner – it's better to learn this earlier than later! The cowling was sprayed with Floquil railbox yellow, then masked and painted with Testors Model Master flat sea blue. The yellow nose band was applied as an identifying mark for the strikes on Japan. I also masked off small rectangles in the yellow bands and painted them flat blue, too; these would receive decals representing the plane's call number.

While I had the flat sea blue loaded into the airbrush, I took the opportunity to paint the entire model. I masked off the windscreen using Parafilm M, and blocked off the rest of the cockpit with tape, then applied a nice, even coat of flat sea blue to the entire model. I added a tiny amount of bright blue to the mix and gave the model a second application to give a tiny bit of variation to the paint scheme.

I prepared the model for decals by airbrushing two wet coats of water-based polyurethane, thinned 50-50 with water, across the model. This dries quickly, and within an hour I was able to apply the decals. The markings for



this plane were simple: the number "183" on the sides, tail and cowling, plus the *Bunker Hill's* arrow-shaped geometric identification marking on the tail and wings. The kit provided the *Bunker Hill* markings, but the "183" was somewhat elusive. The small tail and cowling numbers were taken from an old SuperScale model railroad sheet, but the larger stencil-style numbers were tough. Luckily, I had two identical sheets which had the number "33" in the stenciled style. I made the "1" by cutting out the center of a solid "1" on the sheet, then placed a "33" behind it. To make "183," I cut the centers out of two more "3s," flipped them around, and slid them into the center of the middle "3s" already on the model. Just like that, I had "183" on the side of the model.

The Osprey book *F4U Corsair Aces of World War II* had a photo of the plane I was building, and it showed a unique pattern to the tape on the fuselage fuel cell. It was similar to what was in the kit, but it had some additional strips of tape at the front. I added the kit decal, then cut small strips of white decal numbers from my spares box and added them where appropriate.

A few data markings were added, and the model was given another coat of water-based polyurethane. When dry, the model was treated to a sludge wash with black watercolor paint, which popped out the panel detail below the decals (and was largely invisible everywhere else!).

The landing gear in the kit were quite nice, but they could be made even nicer with some bits from the Eduard detail set. After eliminating a small amount of flash, the main gear got some photoetched bungee cords (great for dampening bounce during carrier landings) and some additional tie-down details. The tail wheel was more significantly modified, with a couple of major sections being removed and replaced by detailed metal parts. The tail tie-down was replicated from a bit of fine solder. The tail wheel and both main struts were then airbrushed flat sea blue.

The positive alignment built into the Tamiya kit made getting the gear straight a breeze. The mains take a little wiggling so the retraction section fits into the bay, but once you're past that it's smooth sailing. I painted the gear doors glossy sea blue and set them aside until the wheels were added; these lock into place thanks to keyed mounting points on the struts. You have to work hard to get the gear mounted incorrectly on this kit.

The gear doors for the mains are hinged, and these fit into holes in the bays for easy mounting. The gear leg doors are similarly easy to mount. Only the tail gear doors are fidgety; they mount to pins that are invisible once the fuselage is sealed, so the mounting work is somewhat by feel. I smeared some CA glue on one of them while groping for a fit; the part was sanded clean and repainted before a second try.

The canopy from the kit worked well even in the opened position. I masked it with Parafilm M and cut the frames away with a new No. 11 blade. The canopy was airbrushed interior green, then a second coat of flat sea blue went over that. Doing this gave the interior of the canopy the right color without requiring more masking. The adjustment knobs were added from photoetched parts, and the knobs themselves were rounded off with a little white glue. A photoetched rear-view mirror was painted and installed at the apex of the bubble against the leading edge frame. Once painted, these details added a lot to the canopy, which was then secured in the open position with white glue.

With the plane painted and decaled, it was down to the final steps. First up was the antenna on the spine. This was cleaned up and added using white glue; Tamiya included the flat mounting plate at the base, which made it a breeze to glue to the spine. The pitot boom went next; it nestled into the hole in the wing, where it too was affixed with white glue. The white glue also helped fill the hole, which was invisible once I brushed some flat sea blue over it. The tanks and their pylons went into place next – painlessly. The fit was impeccable.

With all the easy-to-knock-off parts in place, I added the final and most delicate parts – the replacement photoetched control rods. They went on far easier than I would have thought they would. I brushed a small amount of Dullcote onto a card, then, holding the rods in sharp tweezers, dragged the parts through the Dullcote and then placed them on the rudder, left aileron and tops and bottoms of the horizontal stabilizers. Dullcote's a great glue for small items, and it dries flat against the



surface, unlike CA glue. Once the glue was set, I carefully brush-painted the control rods. The propeller was put in place and the model was done!

The best part of the story was that the

model was done in time for the aces symposium where Dean Caswell was speaking. After the talk, he got to see the model and gave it the once-over. When a Marine Corps ace gives you the thumbs-up for a model of his plane, that's a true sign of a successful model project! - *Chris fini*



A MERRY CHRISTMAS IN MILPITAS

Well it turned out relocating this year to the regular meeting site was no damper on our traditional bloody minded Holiday thievery (being inside Police HQ didn't faze any of them!). The Editor provided service as MC since he had no gifts in play. We had two new guests who became new members after it was all over, which was a great gift and spectacular best wish towards a Happy New Year. More coverage of it all in the TAMS...



From SVSM
To Everyone
Happy New
YEAR

7:00 PM

FRIDAY

JANUARY 18

COMMUNITY ROOM

Milpitas Police Administration Building

1275 N. Milpitas Blvd

Milpitas, CA

