



THE AFTER MARKET SHEET



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A Publication of the SVSM Chapter of International Plastic Modeler's Society, USA

Taking A Longer Shot At Reprising the SVSM Holiday Meet & Thieve !

Since the Styrene Sheet only had room for one page Coverage; Editor stole some space and time here for more:

Photos/text: Mick Burton



Here we see new guy Mike Schwarze as he learns we don't "short sell" on Sci Fi! I did wish him luck, on keeping this ...



Above, you see how Chris Bucholtz's time is mostly spent running "Theft HQ" the night we have this event. So you may better interpret the shot of him on left. He managed to "cook some Goose" by end of evening, you see it "dead" there ?
- continues, sheets 4, 5 & 6

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

As one year draws to a close and another numbered significantly dawns, splendid that some timeless truths ring it all in.

Thanks to reading Chris Bucholtz's editorial in the "Convention Issue" Journal a day after my finishing a friend's guest editorial for another newsletter, a topical thread came together. Touching a proverbial Third Rail in our community's terms perhaps? Yet on the subject what makes IPMS what it is, and what it needs to survive and thrive, all perfectly illustrative.

Chris's editorial had a catalytic turn of phrase early in it, basically the "trump card" in his conversation for which the other party had no answer for, regarding true value of attending the IPMS Nationals. Now provides me path to reasoned answer of an email which spawned "guest editorial" I crafted from it, which was originally an excellent challenge to me directly.

It wasn't the conscious intent of the writer, he specifically asked me to just hear him out. Unmistakably to me, he perfectly framed several ongoing core issues within IPMS-USA community, and actually expanded into the whole of IPMS. I'll go round and round in a moment to better fill in that picture, but know this now: Like for Chris, my true response to the Cause, Effect and Ultimate Answer, to which there's no viable retort, in this big picture is : People. It's People. Always and only.

My friend's email which he kindly permitted me to slightly edit, let him revisit before publishing ? His excellent airing several issues regarding "purpose, worth of IPMS to its members and potential members" when reacting to a view through the lens of the 2013 Kickoff Classic categories list. Where I could answer him correctly on his first specific point in telling him that he was mistaken, I'd have been not only more wrong but totally insulting to him. Plus lost all of larger point he made so well. So responded by asking to craft his work into a guest editorial, to me that was way more important sharing of many more common views that needed a larger audience, never did point out the one error which lead to all of this good.

One view, echoed online in several discussion boards but one international favorite the most as usual, regards what a huge difference comparing the USA and UK (ScaleModelWorld, Telford specifically) Nationals in atmosphere and competitions.

I have been to both more than once, my friend knows them well even if not directly in re: UK. Yet like many "on boards", we see, agree on these points: The USA show seems as virtually ALL about the competition and the vendors for 4 day run.

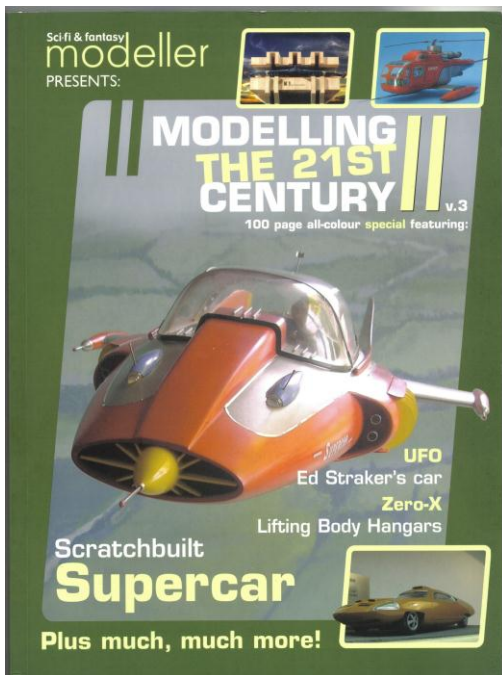
While the UK show (a larger venue by the way) is a 2 day event which comes off as all about the displays, clubs, all these PEOPLE, while still having a very tough competition underway. Wherein, lies the rub as my friend and others point out. In UK competition, the high number of competitors and winners who "open up" their works is striking, in contrast with USA.

The most often cited reason supposed for this? In doing extra mileage of opening up panels, etc, the USA entrants are just offering more chance for the Judges to find a "basics" flaw, thus take their entry out of contention. Thus "lesser risk" (and in view of more than a few, lesser mastery) build models are USA norm. Altho my friend was on me about "lack of an Out of the Box category" as thusly ignoring needs of the novice or lesser experienced/skills entry modeler, he pointed out all very same philosophical divisions and underpinnings found in these comments on operation of USA vs UK "big shows". What he decried well which I had no argument with: the seeming gambit attitude that provides only a certain elite set of the entire IPMS means to "victory", showing a face of "inclusion" yet blowing off any concerns of those who don't subscribe.

Irony for me, the very category "Out of the Box" (not missing, just hard to find) an exemplar of what he was decrying ! While created with good intentions for best of reasons, as a local and US Nats Judge I've seen far too much "gaming" over the years in OOB alone. Due my first hand take, no longer in agreement with my friend's immediate view of its purpose. He wasn't wrong, just not aware of how it evolved in the passing of time. His concept that there should be far more effort to outreach to novice modellers, more emphasis on skill sharing and building, more expression of true mastery of the craft (he made a very reasonable argument on craft vs art which I also didn't agree with, but easily can see his point, am happy to say I know others share the same) by "risking more" in their work? All I can answer, YES, all true, when MORE PEOPLE SPEAK up and ACT on that. Or otherwise, he can expect nothing to change, and that's any/all people for you. I am guilty of it as any, without question. To attract/retain modelers, remember the IPMS needs people, not other way round. -mick

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MODELLING THE 21ST CENTURY //volume 3

Presented by Sci-Fi & Fantasy Modeller

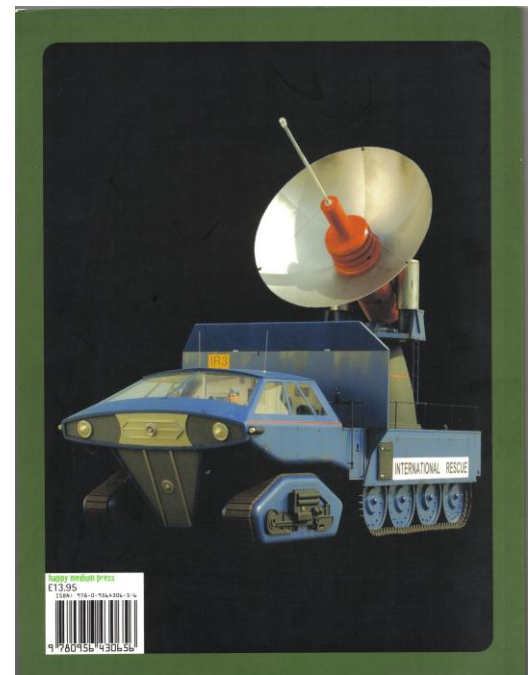
Published by Happy Medium Press Copyright 2010

Edited by Andy Pearson & Michael Reccia w/various authors & modelmakers

ISBN:978-0-9564306-5-6

Approx 39.95 US Retail

Reviewed by Mick Burton (and I purchased retail...)



The frontispiece opens with “this book is respectfully dedicated to the memory of Ron Bezouwen”
 I point this out now because it painfully underscores what prompted me to get this into print right now, no more “fiddling about”, WRITE IT AND GO ! I’d reviewed volume 1 of this series for the IPMS USA Journal a ways back. Now eerily, it too shadows where this volume blares out, as cover of V.1 proud with “Thunderbird 2” as V.3 has “SuperCar” here. The publishers would be infinitely gracious if they do reprints, to *rededicate* this volume to Messr Ron B *and* to Gerry Anderson. Whence I saw this in the available catalog items online, months ago, immediately it became “a G Anderson Tribute Issue” in my jaded mind. The “Studio Size Scratchbuilt SuperCar” by David McDermott is ten pages of great modeling and subtitled as “a trip down memory lane ...at speed”. Indeed. Mike Mercury and SuperCar were my youthful intro to Gerry & Sylvia Anderson, SuperMarionation, very powerful influence too. This book is a marvelous compendium of basically completed expressions of this same effect on these contributing master modellers, all but one of the NINE chapters are models from an Anderson series: SuperCar, StingRay, Captain Scarlet and the “live marionettes” show (my take) UFO . Why would one want this book, since it’s in English (as opposed to American), many of the products likely aren’t easily found here (oh yea, you leave the Earth when you leave continental USA...right) and what other excuses one wants to come up with. Well for one, the WRITING is brilliant, irreverent as hell (the Ron whom book is dedicated to has two chapters, his first on the Thunderbirds Xmitter Truck (back cover on top of this article) has a half page of hilarious segue into deep murderous musings worthy of any true crime show or Law & Order script, yet is totally tied into the Thunderbirds franchise. You simply have to read it to get the full effect, trust me very worthwhile. I’ll let folks who come to the meetings read my copy to aid their comprehension for free, as long as they warn me ahead to bring it. Lead off chapter shows how an English modeler tracks down the source kit (as he said, an OLD Hawk kit of USA of Convair 880 airliner, revived by Glencoe briefly, not exactly prime easy for him to get) from serious rewatching of show as adult, for a brilliant diorama setpiece where he constructs an airport from the show Thunderbirds too. Photos and writing almost make it seem I could do it with enough will, for here he shows the way! Next chapter “Ghost of the Sea Sub” the author/modeler again says yes he could “write this up as if I the modeler swam naked thru a sea of gasoline and razor blades” to “dramatic effect”. But he emphasizes what is actually a hell of a scratch project, how it is almost all in the WILL to simply get on with the project you desire that makes it all happen, that’s the magic. Ward Shrake deserves an award to me for how he put this article together, alone, much less what lovely work his model (of a guest star model from Stingray series) turns to be. Okay, maybe this is a thin review. But if you’re at all fan of Gerry Anderson’s work, or great writing on models, GET THIS, damn y’all!

Making Off With The UnWrapped Finds of Innocents continued from sheet 1

President Joe was one of our early “ Big Openers”, as you see there was no dismay at his unwrapping this 1/48 scale 4 engine bomb bay ! Even lovely wife Michele is expressing an awesome look of approval, see her by flag.



Not long after, this guy stole it from Joe .

While Jim Priete was twice his Gracious self that night... meantime, Laramie encourages newbie Doug



P.A.'s “German Car w/ dead cat” gift wrapping caught Chris Z's fancy as you see. CZ became

a “prime opener” of table items as night went on. ☺



Catching Us at Our Best and Worst Perhaps continued from sheet 3

In his self employment as our Prime IPO (Initial Package Opener) , Chris Z offered us live demos of creative ways to be sure only the most intrepid souls would be undaunted in plans to “thieve” from his treasury of unwrapped gifts. One of these means I could actually publish, is shown in gory glory here:

Looks like Prez Joe and Sec’y Chris were somewhat wary , being so near door where Messr CZ worked these magicks.



Laramie W struck an “Imperial” pose when I asked for a recording of his unveiling the wicked Shuttle Tydirium.

By now, I believe we’d had 6 different Sci – Fi genre packages in play.

Also, a record or nearly so, 6 total “Honoring Admiral Bert” (ship) gifts were unwrapped.

Missed ya, Haze Grey McDowell. We made sure those vessels did sail about the room !



Mick's Rendering of December 2012 Meeting (No Maquette Noir Classic, but it works for editorial needs)



Joe is wicked joy incarnate here, having recently stole as you see, Savoia's "Porco Rosso". Nearby Ray from D & J had one of those ships, also scored rare Model 75 IJA armor kit by Tamiya in 1/35. Think I caught here a sly glance upon all, by Frank Babbitt

On left, a Second Chance from P.A. (marvelous wrapping !)

On right, Messr CZ finished our 2012 with unveiling of Gannet by Trumpeter, thank you Chris.



Great meet.

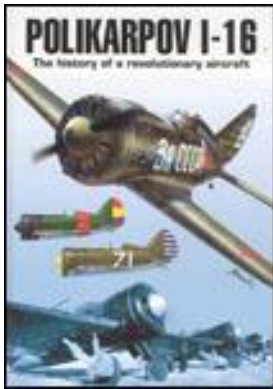
See y'all. – mick

P.S.

Bless You Michele

For this Picture & Joe !





Polikarpov I-16
The History of a Revolutionary Aircraft

Collective Researched by Patrick Laureau, Juan Arraez Cerda, Stephane Soulard
and Gilbert Duranthie

Edited by J Kytka
ISBN-10: 8023884212
ISBN-13: 978-8023884210

Price: approx. \$75 if you can find it **REVIEWED BY** *Kent M. McClure*

While it's not a new book as such, I've finally read it. To give you an idea of the book's vintage, I acquired it as a new publication at Anaheim when we had the Nationals out there back in 2007.

That should give you some indication as to:

1) how slow I read 2) how many things I have on my plate, or 3) a combination of both.
So what did I get?

The book is an 8.375" x 11.875" hardback publication consisting of 192 pages, broken into 15 chapters and 6 appendices. The last appendix is the color profiles representing the I-16 in Soviet colors, Finnish, Nationalist Chinese, Republican Spanish, Nationalist Spanish, postwar Spanish, and one example each of Japanese, Rumanian and captured German markings. The book is heavily illustrated with photographs and has line drawings illustrating the different versions of the I-16 as well as technical sketches.

The book goes into the detailed history of the I-16, as well as, the aircraft's fighting and production record. Not only was the I-16 produced in Russia, it was also built/assembled in both Spain and China, something which I did not know of previously. Also, while I am used to detailed aircraft histories in books covering specific units, the authors continued this thought process throughout the book where possible.

The book also showed how that no good deed goes unpunished in Soviet Russia. Whereas, Nikolain Polikarpov was an innovative and loyal man, he was not a Party member and was arrested by the authorities on trumped up charges and condemned to death. Later, his death sentence was commuted to 10 years of hard labor, where he was still expected to design airplanes. The book also serves to illustrate that the Soviet aviation industry was not immune from political favoritism and in-fighting.

While the majority of the book covers the I-16 in Spain, China and the Soviet Union, there is a chapter each dedicated to the I-16 in service with the Finns, Rumanians and Germans.

One of the more interesting chapters dealt with the Vakhmistrov Circus and the Zveno. This was the attempt to use TB-3 bombers as a "mothership" for I-16s mounted under the wings of the huge bombers. Consisting of 3 aircraft in its ultimate form – the Tupelov TB-3 mothership and 2 I-16s, mounted below the wings– the idea was to provide extended range for the dive bombing I-16s thanks to the bomber. The program began in 1931 with a Tupelov TB-1 mothership and 2 wing-mounted Tupelov I-4 fighters, and culminated in 1942 with the operational use of the Zveno-SPB – the TB-3/I-16 combination. It is believed that this combination flew 30 combat missions.

The read of this book was rather well-paced with the occasional typo/bad grammar that is to be expected when multiple authors exist. But it does not detract from the overall quality of the book, which I would rate high. Would I spend that money again if I had the opportunity? I would say an unequivocal yes I would Oh, and I would add that one of the appendices is a short chapter on the restoration of an I-16 by a group of Australians. That, in itself, was quite an interesting read.

CHRIS BUCHOLTZ'S SECRETARIAL SURMISE OF NOVEMBER'S SVSM MOMENTS



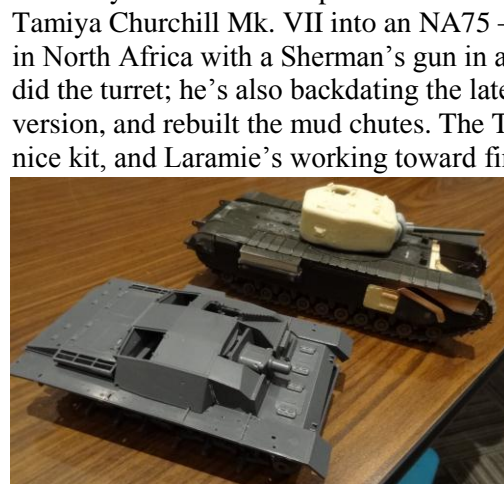
Aka The Official Minutes (like Sands Through The Hourglass, These are the Days of Our...)

At the November meeting, Steve Travis said that we've received almost \$5000 in donations from Mr. Chetkowski in New Jersey. Some of the kits have been contributed to raffles around Region 9, and the rest are being put to use to support our veterans' hospital model drive.

Speaking of donations, the Santa Rosa club via Chris Zanella donated some kits for the Kickoff Classic as well.

Joe Fleming asked for ideas for revamping displays on the USS *Hornet*, for proper display cases and presentations. He'll have more news for us in the coming months about this growing relationship with the ship.

In model talk... Mike Burton is working pig-headedly on a model from Stan Muniz' collection: a Meteor Mk. VIII from Merlin. He's abusing himself in tribute to Stan, who is laughing somewhere. Jack Clark built Revell's 1:40 2 1/2 ton truck, plus a crew of figures. His 1940 Ford sedan came out very well; it looks much better than its AMT origins would suggest. It wears a really nice coat of tan paint. Laramie Wright is backdating an old



Tamiya Churchill Mk. VII into an NA75 – that's an upgunned vehicle built in North Africa with a Sherman's gun in a cut-down turret. K&K Castings did the turret; he's also backdating the late-Mk. VII features to the earlier version, and rebuilt the mud chutes. The Tamiya StuG III Ausf C is a very nice kit, and Laramie's working toward finishing it. Frank Babbit's A-Model Yak-28 in 1:72 is being aided by a good book, and he's fighting through the bad fit and staggered wing positions. The engines needed a lot of work, and he added K1 ejection seats and deepened the cockpit. Mike Schwarze built the old Lindberg Me 262 years ago, but his Jurassic Park Raptor and

Dilophosaurus date from just the 1990s. Mike has the Corythosaurus from Tamiya all painted up and nearing completion. He also scored a Vulcan shuttle at a flea market and he's rebuilding it. Steve Travis said he was going to build a 1932 Ford from the box – so he did, except for the gear shift knob and the gas cap! His rod "Dusty" done with various shades of dust paints. Steve said he was so pleased with how it came out he may start building them all out of the box! Chris Bucholtz has a P-47D almost finished, but he's been stricken by AMS

and is waiting for photoetched parts to arrive so he can complete his Tamiya 1:72 Thunderbolt. He has his Hasegawa 1:72 A-1 Skyraider preshaded and ready for its gull gray paint scheme, and he's made progress on his conversion of the IBG Chevrolet of Canada C15A into a three-ton C60L truck. His next big challenge, he says is to bring the Monogram 1:72 Snap-Tite B-26 up to competitive standards; he plans to convert it to a B-26A and finish it in Battle of Midway markings.



The Hasegawa Panther F from Ron Wergin has some plastic mesh on the engine deck – Ron says it was tough to cut the circular pieces precisely! As is the case with many of his armor pieces in 1:72, it's crewed by a figure from Prieser. Shervin Shembayati successfully completed the Airfix Buccaneer thanks to lots of elbow grease. The kit is from Airfix's lean period; this particular version has new parts added to Airfix's old, barely-fits-in-the-box kit, with a new cockpit, ECM pod, and laser designator pod. Shervin painted it in Humbrol desert pink. Jim

Priete won best X-plane at the AVG show in Lancaster with his Mach II X-3 Stiletto (ironic, since the X-3 couldn't even get to Mach I). Jim replaced the landing gear and wheels, built out the intake trunks, and sanded the canopy out, but the masks for the two sides of the canopy were applied unevenly!



Roy Sutherland's Dragon Meteor is still giving him fits, with the mass balance on the starboard stabilizers breaking off, and his roundels on the fuselage being in a slightly wrong place. Despite friends' advice, he's gone and soaked off the roundels, followed up with applications of Scotch magic tape to remove them. They're now reapplied in the right place. He's hoping to have it done by the Sacramento show. Andy Harris is building the Frog Gannett, which he discovered fits better if you press very hard. He's also working on Airfix's 1:72 P-61 Black Widow and a 1:72 Tiger I mid-production kit from Tamiya, which he built under stressful conditions on the road but which

has yielded a terrific result. Barry Bauer brought in an oiled-bronze C-130 in 1:72, painted with Krylon spray cans – it will go into the Coast Guard Exhibit at the California Air Museum to commemorate a Hercules lost in a collision. It's built from the Italeri kit. Barry, as a museum curator, can attest that "museum quality" is perhaps not always a compliment. Mike Meek has Hasegawa's S2F built with conversion parts from Lone Star Models, which fit surprisingly well. He was trying to finish it for the tanker contest, but came up just a shade short. Joe Fleming is building for a Hollywood subjects theme; he's doing an Occidental T-6 as a Hollywood Zero. Joe left the wingtips square, but added a rear deck over back seat. He built up a Zero canopy to Texan size with multiple passes in a vacuform machine. Joe's also doing a Tamiya 1:48 P-47 Thunderbolt as that of 354th FG ace Ken Dahlberg. Inspired by John Carr's demo of EZ Line, Joe also is planning to try out a Wingnuts Wings 1:32 biplane – namely, an SE.5. Chris Zanella used the Woodland Scenics outhouse set to build a set of voting



booths! A cow draped with a Confederate flag and voting sign completes his panorama of American democracy. Gabriel Lee's working on the Dragon 1:700 LCS-2 *Independence*, but he's converting into a next-generation Coast Guard vessel.

Mark Schynert is building Monogram's F-82 Twin Mustang; he's trying to deal with the incorrect exhausts by swapping in exhausts from two Academy P-39s.

Angering Mark considerably is the Valom Bristol Buckingham. It has nice detail and everything is right from part to part, but the engineering is really aggravating. He's also building a Spitfire Mk XX prototype from a variety of sources – an Aeroclub fuselage, Airfix Spitfire V wings, and other bits and pieces. Mark



is using Testors Metallizer sealer as an experiment over Mr. Color paint. Bill Ferrante started his MiG-23 in 1998 – it's Academy's kit, which is fairly bad. The paint is finally dry so he can proceed!

Cliff Kranz made his dad's 1930 Ford, with 1932 Ford rear wheels and removed fender and running board. He says it was a hot rod before people were building hot rods! Three coats of Pactra leaf green gave it a nice gloss coat.

And the model of the month goes to... Mike Schwarze and his "Fish Tank" diorama! It's an aquarium with an armored fighting vehicle inside... crewed by a scratch-built "Commander Cod!"



In our Tanksgiving contest...

Cliff Kranz entered some of his German prototype tanks, namely the E100 from Dragon, the Maus backdated to prototype with a resin mock-up turret, and the E100 Bergepanzer, featuring the winch and other gear from the Italeri Bergepanther,

Mike Meek completed Esoteric's challenging vacuformed AF-1 Guardian as an air tanker with decals from the Siga kit from about 10 years ago.

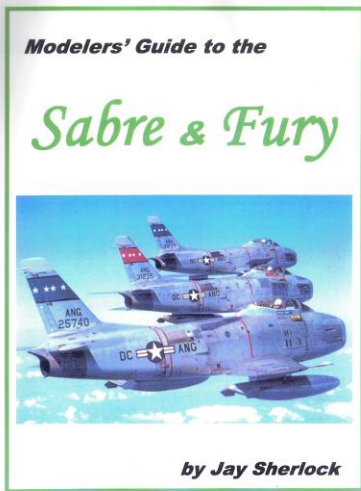
Steve Travis built three belly tankers from the racing days on the Bonneville Salt Flats; two of them were clearly from the 75-gallon tank used by the P-51 and the larger tank used by the P-38 Lightning.



Laramie Wright's tanks included Dragon's 1:35 M4A2 Red Army 76mm, to which he added tie downs. Laramie's Tamiya Cromwell was one of the nicest kits he's ever built, and he added stowage and tie-downs to improve Dragon's Sherman Firefly Vc. And the winners were...

In third place, with an Estes model rocket nose cone modified into a belly tank racer, was Steve Travis. "The Yellow Bomber" was the third of Steve's belly racer trifecta. In second place, with his M4A1 Sherman, was Laramie Wright. Laramie's Sherman was depicted as it appeared at Anzio; he used the CMV Turret with Tanks Workshop upper hull and running gear and Tamiya tracks. And in first place, with his Tamiya Char B1 bis, was Laramie again. He says the Char B is a very nice kit.





Modeler's Guide to the Sabre & Fury

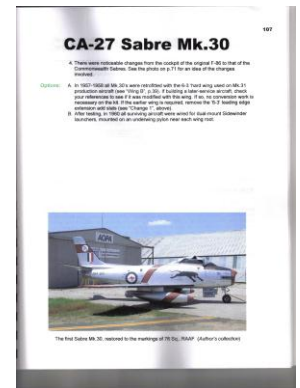
By Jay Sherlock

ISBN-13: 978-0-9851154-0-1

SOFTBOUND (PLASTIC)

Price: approx. \$26.95

You can find it at
www.aeroresearchCDs.com/bookshelf.htm



REVIEWED BY Mick Burton


As it turns out, this book is dedicated to “the late Bob Love, for his illuminating discussion on flying and fighting the Sabre”. It shouldn’t surprise me, for it was thanks to this club and author of this book, that I was privileged to meet this gentleman. Extra treat since that was the night he spoke to us at San Jose Scale Modelers about his work with Northrop on the “N-102 Fang” with rare video materials.

I was later to be part of those whom he showed more of his personal gun camera films from Korean War, where Robert Love definitely was an expert on the 1/1 NA Sabre. Jay Sherlock is an ace author in his own right. His Modeler’s Guide on an aircraft he and Bob shared an affection for, provides you every evidence of how and why. Tho long having several well known, well loved “modeler oriented or focused” volumes (which concentrate on a single type or family of an aircraft), I ‘d had no real idea what I had been missing out on ! Until I bought this book at the IPMS Reno “Lucky 13” show, along with Jay’s earlier one on Douglas A-1 Skyraider. (another great value, a review for another time)

As he succinctly states, the focus is on MODELLING the military operated variants of all the Sabres in the family, using existing kits in 4 most common scales 1/144, 1/72, 1/48 and of course 1/32. Even with my many years, various enthusiasms pursuing mainstream plus “obsessed fan” source refs, I felt humbled reading Jay’s work here. So much detail in just 150 pages. Razor sharp focused, almost scary how well organized, and strikes me as no word wasted. Jay’s format model employed with excellence, he provides a side view line drawing for each variant discussed in blackline on white, with red number (for changes) callout, or green letter (optional) . While Jay clearly mission states that one-offs such as testbeds or civil op versions aren’t covered, taking in the sheer number of detailed attentions for dash numbers of major models alone will give you the true value of this single volume for a reference.

There’s full and equal respect for CL-13 Marks 1 through 6, CA-26, CA-27 Mk 30, 31, 32. US Navy Fury gets no less, and even the XFJ-2 vs XFJ-2B receive singular attention. Then unknown to me until his book: existence of the IF-86D (rare Yugoslav AF local conversion of F-86D-50) plus scrap view of RF-86A vs RF-86F, all of them PhotoRecce Sabres. Not really well served in one place til now! Along with his 5 pages of CLEAR CONCISE USEFUL TO ALL SABRE MODELLERS data on yes, those infamous “swept wings”. That section alone is damned near worth the price of this book by itself.

It’s my hope that I have at least here enticed you to go to Jay’s AeroResearch website. You’ll find there he’s got a lovely 3 page sample which ought to be all you’ll need to finally put this into your library. No true Sabre fan should deny themselves this reference. – fini *mickb*



EDITOR
 SILICON VALLEY SCALE MODELERS
 P.O. BOX 361644
 MILPITAS CA 95036
 Email : dens25403@mypacks.net