



THE AFTER MARKET SHEET



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

HOW F2G Corsairs & SNAKES ARE RELATED



“TWO’S COMPANY & THREE IS A CROWD” A STORY ABOUT 3 P-39 AIRACOBRAS
Text & Photos by: Rodney J. Williams

In 1984 I viewed an advertisement in one of the model magazines about the “air-race society” in Cleveland, Ohio. I called Jim Butler and joined said organization. Jim was one of the “leaders” with the Society of Air Race Historians at the time. Some of us call this club “S.A.R.H.” Via the postal & telephone service companies Jim and I became good friends. Especially since we both were interested in those F2G Corsairs that G.A.C. (Goodyear) produced.

For several years Jim had tried to find the real Bureau number for the F2G Corsair racer #57. I asked Jim if he knew who owned the racer as I had seen photos of it in one of my models magazines. Appeared it was in parts and looked ready for the scrap yard. Jim related to me that Harry Doan of Daytona Beach, Florida owned it.

On March 29, 1987 I called Harry Doan who still owned the red and white racer. I acquired the correct Bu. No. of (88458) for said aircraft. Harry said that he was going to rebuild the airplane. I then called Cook Cleland who lived in Pensacola, FL and he verified the number. I still retain my recorded telephone conversation with these gentlemen, including my phone conversation with Walter Soplata who owned Cook’s F2G racer number 74.

Jim put me onto Ron Eminger who lived in the Cleveland, Ohio area. Ron was a member *continues sheet 4 thru 8*

TIME SENSITIVE NOTICE

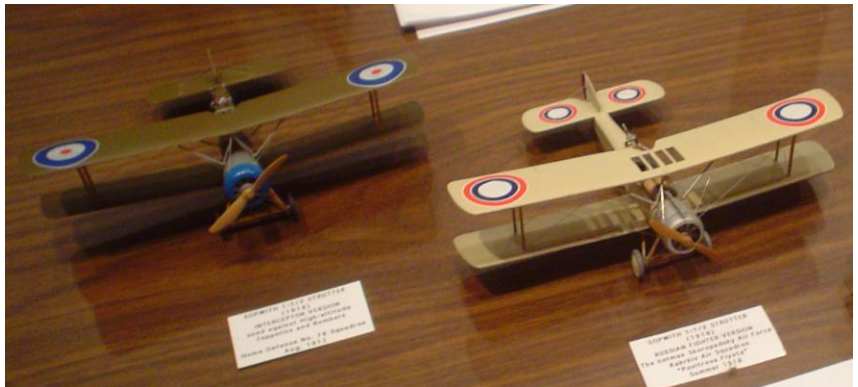
HEY ATTENTION ONE & ALL MARK YOUR CALENDARS NOW

DATE of S.V.S.M.'s MEET IN AUGUST 2013 FALLS ON FOURTH FRIDAY

That's correct, you read it right. Please thank Eric McClure in getting us that, too
We'll of course remind you again in August OSS & TAMS issues, and at July Meeting.

Well, Seeing As How I May Now Have Your Attention, Might As Well Tell You:

SVSM EDITOR' s CONTEST THEME AUGUST 2013 “*The Guns Of August*”



This potential entrant was so excited, he lost his head! Two more “summer soldiers”, this time taking wing

How this club contest came about will be explained elsewhere in this issue. There's just enough space to put a couple of exemplars of potential entrants, and give a general outline of the rest. Firstly, ANY World War One (years 1914 to 1918) subject is eligible. Can't get too much more straightforward than that, and plenty out there.

If you're not at all fancier of “The Great War” in your modelling, or you'd like a shot at taking the Editor's \$\$ from an additional gallery, consider holding a gun to his head. In the scale sense of course. Any Artillery pieces from ancient Siege Mortars to the latest model Self Propelled Guns are eligible here. If you've got an American Civil War naval gun, medieval Bombard, Railway Gun, bring it on, may come home with the money, honey.

Only one absolute constant regardless path taken: ALL ENTRIES MUST BE FINISHED to be eligible to win.

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

“Answering: Please Please Why Are We Meeting 4th Friday In August and What's Up With The Guns ? ”

Some of you may actually recall that in our nearly five decades of meeting on the 3rd Friday of any given month, that we have had (gasp!) to reschedule to another Friday or even a Saturday. How rude, someone might muse or even more rudely exclaim, why that's almost unconscionable. I always schedule my cat's shampoo, dog's manicure and the sequestering of all my children to the dungeon for weekend on the Fourth Friday ! Why ! Who can I sue? What will I do ? Oh foioe pooh. Of course I exaggerate and misrepresent here, for dramatic effect (no ! NOT for word count! Really !) Why the President would surely back me up here, NEVER has any member of our community been so careless as to utter this sort of crabby whining. Please though, if anyone ever were to do so, I'd be for one, forced to point out: How utterly rude and thoughtless they were being. For it's only because *SOMEONE ELSE* puts out the effort, takes time out of their life to make sure that the club we all belong to has someplace to meet at all. The seldom heralded cornerstone soul who does this, works bloody well to pretty much insure we always have the 3rd Friday no matter the headaches to themselves. Well, remember that when you consider they could've just as well taken this tack. Hey, pound sand, we can't have that date this time, I'll tell the E Board, go work on my own stuff for the next month. Instead, being the quietly heroic and good soul they are, they negotiated to be sure we got the best possible compromise. The following Friday, same place and time otherwise. Not the timing suggested by another, namely the Saturday afternoon week prior or day after normal or the fourth one. Yes, those were my own idiot if well meant offerings. Thankfully our great friend who's been booking us for quite a spell now, Sir Eric, had enough time and sensibly chose to push getting us the Fourth Friday. Which he on the 2nd Friday had only just gotten confirmed, so he was able to notify me at the Free Hornets meeting just before we began the auction. I got the notice posted on Hornets web calendar, but of course my plans were to have the notice big and bold in the July TAMS (this) before 3rd Wednesday... Ya One slight change and recalculation led to another and we are here I'm finishing with editorials night before July meeting.

Leads into one recalculation to finish this essay. Making August meeting wasn't originally in Editor's plan due where 3rd Friday fell juxtaposed with Loveland IPMS Nats. Now, confirmed on new meeting date, plans changed felt this an impetus to sponsor an apropos club contest. *“The Guns Of August”* came to mind in musing, and fits in so many ways. The 1962 published history of World War One's onset bearing that title was why it came to me. Finding out in researching that this book was JFK's passion to proselytize after reading, and he credited a lot to it in his decision processes during the 1962 Cuban Missile Crisis, just pushed me further to go with this instinct for a “silly little club contest”. After all, that Crisis did resonate with me and many of my peer group then as now. I'd recently revisited it in 50th! Anniversary only months ago as a theme item for an annual contest special award. The 50th anniversary of year this book got the Pulitzer Prize in General Non fiction is this year, so rings solid to have August 2013 be recorded at least our club heralding this resonant writing. As my theme this month seems to have exploded into “coincidences, parallels, remembrances with 5-0 in there somewhere” in abundance, likely doomed anyways to be stuck with it. Blame it on my favorite new whipping demon ... Cthulhu rules. Anyways, that's the twisted narrative to explain why all of a sudden there's a club contest for August. So there, enjoy.

“Why Even Have These Damned Themes Anyways Why Not Just Leave Meeting Night Well Enough Alone ? ”

While this Editor was in midst of a “simple one page supplement TAMS article for news in OSS”, as namely some “real” history to expand on “model history just made” (the winners of a club “theme” contest) it prompted this whole Ed. thread.

Modeling and writing. Two intensely personal activities, with commonalities that often benefit one by taking a social tack. One in that aspect of organizing and plotting an approach to your work, even when not “doing it seriously just some fun” Another is that almost unconscious at times effort to have a little research or “history” done to go into with your work. In either activity. staying inspired or managing to gain skills to make the “slog work” bearable so you can get to “the fun parts” often is an end in itself. Having one or more “others” who share this passion or these pastimes are a great way to build this “toolbox” and means to results. Additionally, you keep at that sometimes difficult to maintain social aspect, you find another reward too. Now and then, some pretty cool things you'd otherwise not perhaps had a chance to pass your way come about due this. Researching the current material to update myself on history behind those particular models this time out brought home again : You only think you know what you know. For me, that came out in form of happily learning a lot of details that I'd never known, or missed in the time first encountered or ignored somehow in previous returns to the well. For others, I know it came out in form of “hey I never knew any of that, kinda cool, what or who or how did anyone get the idea to do this theme anyways?” As I said, June has now had been a pretty consistent delivery of someone else's theme idea for a club contest (not the known misanthrope modeler the Editor's) which delights him in the turnout. Proving that a hands on and personal driven activity (modelling) can often be spurred to otherwise unexplored areas or unexpected ones, by dint of “being social”. Ever consider what the hell a “writer's workshop” is? It's often like a combo “club meet”, “build fest”, “Nationals Contest” for writers. Notoriously “antisocial” sorts. Yet in both, wiser “old timers” (often not so old, just swifter to catch on what's real important and what's not, just real), know: You don't have to do anything much, only show up. Rest of it rewards according to your participation. I point out only as our “themes” are just someone having fun. Maybe way to focus a point, inspire another or themselves, win a bet, test an idea. No sweat, no entry required. Continue – *mickb*

RODNEY ROLLS CORSAIR TALE INTO STORY OF P-39 AIRACOBRA TRIO in QUARTER SCALE (from page 1)

of SARH, and IPMS/USA. Ron was an avid F2G buff and “scratch-built” several F2G racers in 1:24 scale. Ron came out to the 1986 IPMS/USA National Convention -Sacramento, California, with his “scratch-built” F2G racer #74 in 1:24th scale. The model took a “FIRST PLACE” award. We had a great time together.

I met up with Ron again at the 1987 IPMS/USA National Convention- Washington D.C. I took my newly built 1:32 scale F2G #57 Corsair to the convention and to my surprise I came home with the first place award in that category. The kit was converted from the Revell F4U-1A to the F2G-1D. The following year I sold the model for a large sum of money.

After the show was over in Washington DC, I came back to Akron for a family visit. My brother took me up to Ron’s home. The next day Ron, Jim and I went out to Walter Soplata’s home and airplane museum. WOW!! WAS WALTER’S PLACE SOMETHING TO VISIT.

From 1985 until recent crash of the newly restored F2G #74 Corsair by Robert “Bob” Odegaard on September 7, 2012 I’ve collected a great deal of factual data on the F2G’s that were produced at G.A.C. Hopefully I’ll get around to entering all of this data including dozens of photos that I have taken and collected over the past 27 plus years.

No! I am not a Corsair “EXPERT,” so please do not attach that word when you are speaking about me. I tell people that I know a lot about the F2G Corsair.

“THE SOCIETY OF AIR RACE HISTORIANS” have a web site full of racing memorabilia @ www.airrace.com. I joined said organization in 1984 with an annual fee of \$20 that has never increased. We publish a “bi-monthly” newsletter entitled “GOLDEN PYLONS.” For you racing fans like Mike Meek, go take a look-see. Please go to our SARH club’s web site for history on these two racing P-39 Airacobras. I got a few photos of the real airplanes from SARH’s website for this story.

“CONSTRUCTION”

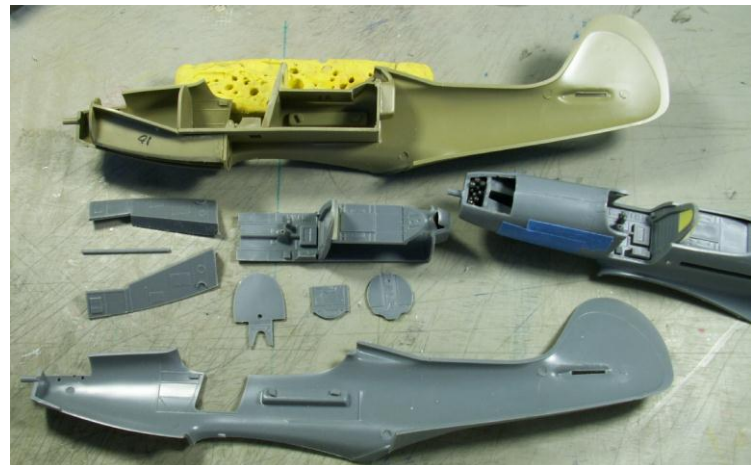


Accurate Miniatures produce a 1:48th scale kit as a P-400/P-39 Airacobra aircraft. Kit included decals for both COBRA-I and COBRA-II so I bought two kits, made my red and yellow air racers.

The 3rd 1:48th scale kit was produced by Eduard as a P-39Q Airacobra. The kit decals gave modeler the choice of a French, Russian or an American fighter.

I chose latter as it was a “bare metal” configuration, and I’m darn good at producing bare metal models. Besides, I liked the art work they made for the decal of “DAISY MAE.”

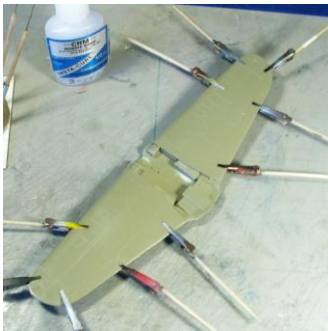
I built all three of these models at the same time. I got impression that one of the manufacturers copied the other company’s injection molds, as the parts were 97% identical. The “art-drawings” for building are identical but they are laid out differently on their instruction booklets.



I glued in 1/16" diameter "B-B"s on both front side sections of each of the fuselages, then tape the model (s) together with all the parts that go on the model. I then set the model on my table and if the model falls on its tail I have to add more lead weight .

I did not take very many "in-progress" building photos like I do today, so you will have to let the images tell the story and fill in any blanks with some imagination.

For airplanes, most times I start working on the cockpit and clean up all the flashing that is on the plastic parts. I "dry fit" the parts into their proper places so to make sure that they fit before they are glued in. It is necessary to paint some parts before they are glued into their locations.



I use four kinds of glue. My main glue is SUPER THIN – SUPER-GLUE. My second important glue is GAP-FILLING - SUPER GLUE. Number three glue is called ELMER'S GLUE-ALL , which is ordinary white glue. My fourth and final glue is FUTURE FLOOR WAX. I call the stuff "FFW." It is used on vinyl and other types of kitchen/bath floors. This floor wax is made by the JOHNSON COMPANY here in the States. Recently the company changed the name of the product with a new label on the plastic bottle. Just look for PLEDGE with Floor Care-Tile & Vinyl Floor FINISH and in smaller words; "with FUTURE shine" on the label.

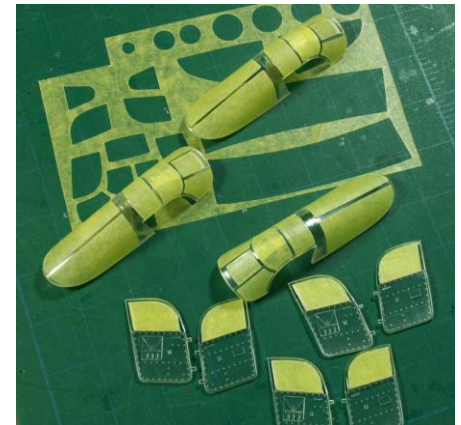


FLASH UPDATE - MARCH 7, 2013. I just bought a new bottle of Pledge and they took the name "Future" off the label.

When dry, "PLEDGE" becomes an excellent glue, (bar none). Especially on your clear plastic parts like the windscreen, canopy and as in the case of these P-39s, models that have clear window doors.

On some models you have to glue canopies to their frames, thus you have to sand them from 400 wet/dry grit down to 2000 grit sandpaper with plenty of clean water. Every time you change the grit you have to change your water, (bar none).

You must polish the plastic with a plastic polishing cream. Next, you have to dip your clear parts into PLEDGE and make sure there is no lint/dust or air bubbles that may adhere to the parts.

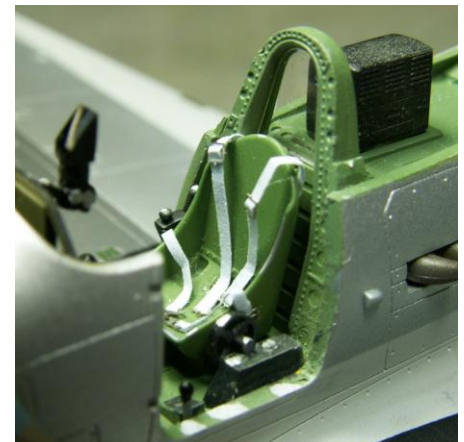


Once dry, if you find imperfections on your clear parts you MUST fix it. You can remove the dried floor polish with Denatured Alcohol (DA). Once removed, you may have to re-sand part, then polish it again and re-dip it. I have used BLUE-MAGIC metal polishing cream since 1985 to accomplish this polishing process on my parts, which makes my clear parts look like real glass on my models.

Some finished cockpit parts will be installed on what I call "Final Assembly."

The model(s) have been assembled, all the flaws have been fixed. Including the replacing of missing panel lines, access doors and the like. At times I choose to install the control stick and seat(s) as next to my last final assembly duty. I do it this way so when I'm ready to paint the outside of the model, I can close up the cockpit by using masking tape and/or soft foam cut to fit the area to be closed up.

These P-39 kits came with nice instrument panels, however they did not add recessed and/or raised instrument dials. I just painted the round blank dial areas white.



WALDRON MODELS makes photo reduced instrument dials, which I have by the dozens. All I had to do was to punch them out with my Waldron Punch Set, then push in, position the dials correctly in their proper locale



As mentioned, I choose the OOB rules so I could not add any manufactured parts like Waldron dials.

However when I got ready to install those three seats on final assembly, they sure looked odd without seat belts and harness straps. So I broke aforesaid rule, added my "hand crafted" belts and strap's with metal buckles by Waldron.

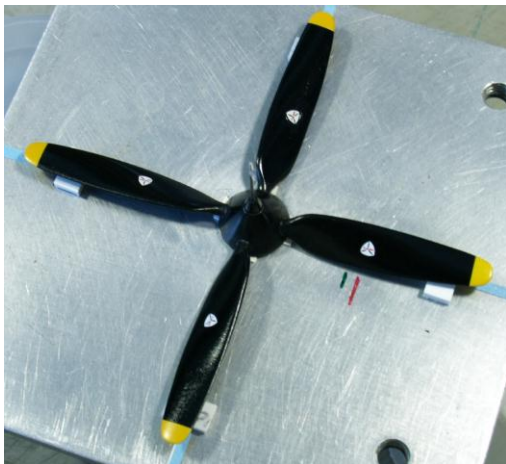
With the Waldron buckles, the models are not OOB anymore.



AS I LOOK BACK TODAY I SHOULD HAVE USED THE DIALS.

It would be easy to take off the doors, make a "foam jig" to put the models in "nose" down. Then add the dials, especially since recessed areas are painted white which will make the dials look really great.

One of my "in progress" building photos shows the "Express Mask" by "Eduard" which I applied to the clear parts for "Daisy Mae". I just made a couple of extra sets for the "Cobra" models. An earlier photo shows some lead weight in the open nose section of one of the P-39s.



Here is my "prop alignment jig" which I made back in 1985. I cannot stress the word "alignment" enough as it "makes and/or breaks" the end result for the model, (prop, wings, tail plane, canopy, gears, doors, bombs, rockets and decals).

I cut around each letter and number, including cutting on the inside of numbers like 4, 8, 9, ZERO, letters like A, B, D, G, O, P, Q etc. I use a new #11 blade for this operation. CAUTION IS A MUST. After you soak decal in water for a few minutes, you take care and gently remove all excess clear decal carrier film. More caution is used in transporting the decal to its proper location and aligning it RIGHT.

Enjoy, let the photos tell the story. Feedback would be most welcome!



ACCURATE MINATURES 1/48 Scale P-39 Model by: Rodney Williams August 14, 2007



Rodney J. Williams
Dolores, CO/USA
Email: fox7077@gmail.com

P.S. For your enjoyment

I have now 64 model stories
posted on the website called
“LARGE SCALE PLANES”

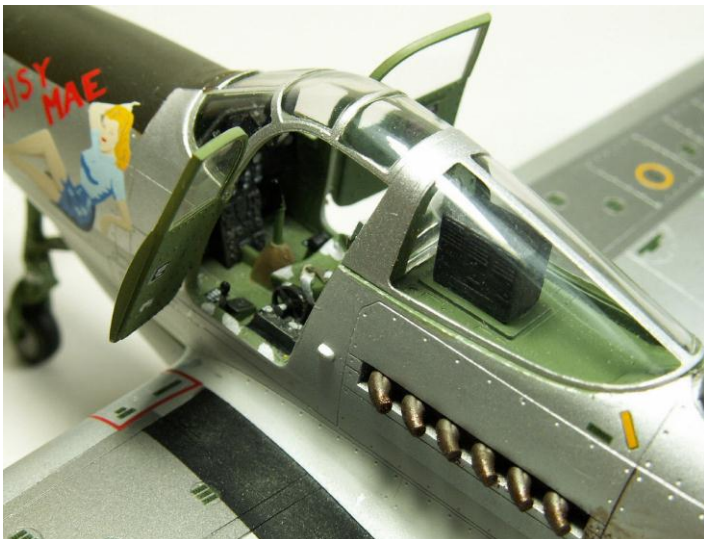
www.largescaleplanes.com



To view my stories please access the above web site then click on “Articles” then click on “Model Builds” and scroll on down until you see the title of “21st Century Zero”. Then click on my name that is below the title. 64 model stories should be displayed.



I started posting my “in-depth” stories on the F2G-1D Corsair racer #57 and #74 in December, 2011 and ended sometime in late spring and/or early summer of 2012 on LSP (Large Scale Planes).



I have several F2G racing models displayed on the ARC (Aircraft Resource Center) website with some historical narration. Their address is: www.arcair.com. Click on



Where We FINISH Off with Rodney and His Sneaky Plugs for Corsair Racer Stories plus More Pics of P-39s (on 8)

Gallery then click on the propeller category. Scroll down to you find the word Corsair and/or F2G Racing Corsairs. I have Walter Soplata's airplane junkyard on the "Junkyard" site.



- RJW fini

I have other models on www.helmo.gr, which is over in Greece.

THE END



Like James Bond, Rodney J Williams WILL RETURN...



Next time up though, it will be "the bomb" in a first time for him.

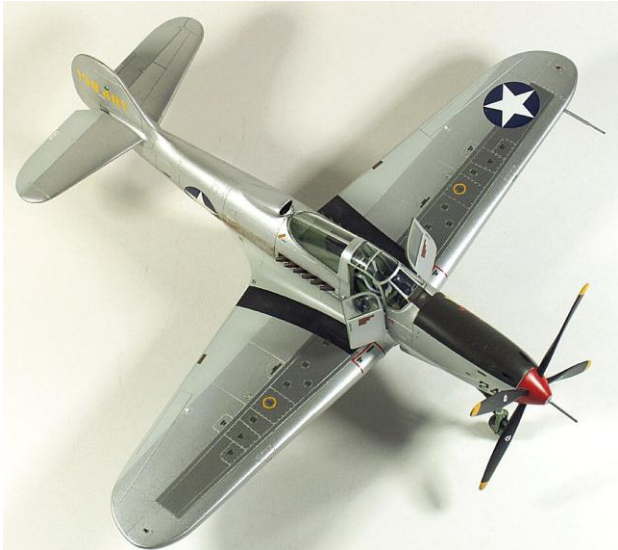


VALUE: \$2,700.00

ACCURATE MINATURES 1/48 Scale P-39 Model by: Rodney Williams August 14, 2007



Where EDITOR Again Reminds Everyone He's A Fan of Bell A/C With Still More of Rodney P-39 shots (done by 9)



EDUARD'S 1/48 Scale P-39 Model by: Rodney Williams August 14, 2007



UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 07-19-13

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 23 2013

IPMS/ Silicon Valley Scale Modelers monthly meeting. Theme: "THE GUNS OF AUGUST" See Editorial

Saturday, September 7 2013

Reno High Rollers host #14, theme "Civil Wars" Desert Heights Elementary, 13948 Mt Bismark, Stead, NV

Sunday, September 29 2013

IPMS/ Fremont Hornets host "Tri City IX", Contest Theme is "Soldier of Orange" (They're going Dutch!)

Friday, October 18 2013

IPMS/ Silicon Valley Scale Modelers monthly meeting. Member's Contest Theme is "Odd Job"

Saturday, November 2 2013

Antelope Valley Group host their 17th Desert Classic ! Theme "Day At The Zoo" in Lancaster CA

Friday, November 15 2013

IPMS/ Silicon Valley Scale Modelers monthly meeting. Editor's Contest Theme is "MOAB 2"

Saturday, December 7 2013

IPMS/ Silver Wings host their annual Winter Classic "SilverCon" Theme is "Days of Infamy"

Friday, December 20 2013

IPMS/Silicon Valley Scale Modelers monthly meeting, "Gift Madness" is theme. Locale TBA

Friday, January 17 2014

IPMS/ Silicon Valley Scale Modelers monthly meeting. Member's Contest Theme is "NADA"

Saturday, February 01 2014

NNL West 2014 host their Show, theme TBA Santa Clara Convention Center, Hall A Santa Clara CA

Saturday, February 15 2014

Hobby Expo 2014 in Petaluma. Theme TBA same dream team same locale

Saturday, April 5 2014

IPMS/ Silicon Valley Scale Modelers host their first SV Classic Contest & Show, theme is "1964"

Saturday, April 12 2014

IPMS/Seattle host their Spring Classic, theme TBA. Renton Community Center, Renton, WA

GREAT BREAK FOR EDITOR! REAL "UNKNOWN HISTORY" REVEALED

Happy To Meet The Man Who Named One of My Favorite Attack Aircraft !

In 1983 when committed as an official member of San Jose Scale Modelers which evolved into today's SVSM, I couldn't have imagined the odd brushes with history to come about as result. Least of all of one being 30 years later I'd meet the person who named one of my personal favorite "living history aircraft" (those which came to exist within my own lifetime). Nor could have I fathomed it would be a club member, with another's theme for a club contest I'd prompted, all serendipitously serving as perfect backdrop for the whole reveal ! Who is this, eh?

Herewith the clues: what he builds these days:

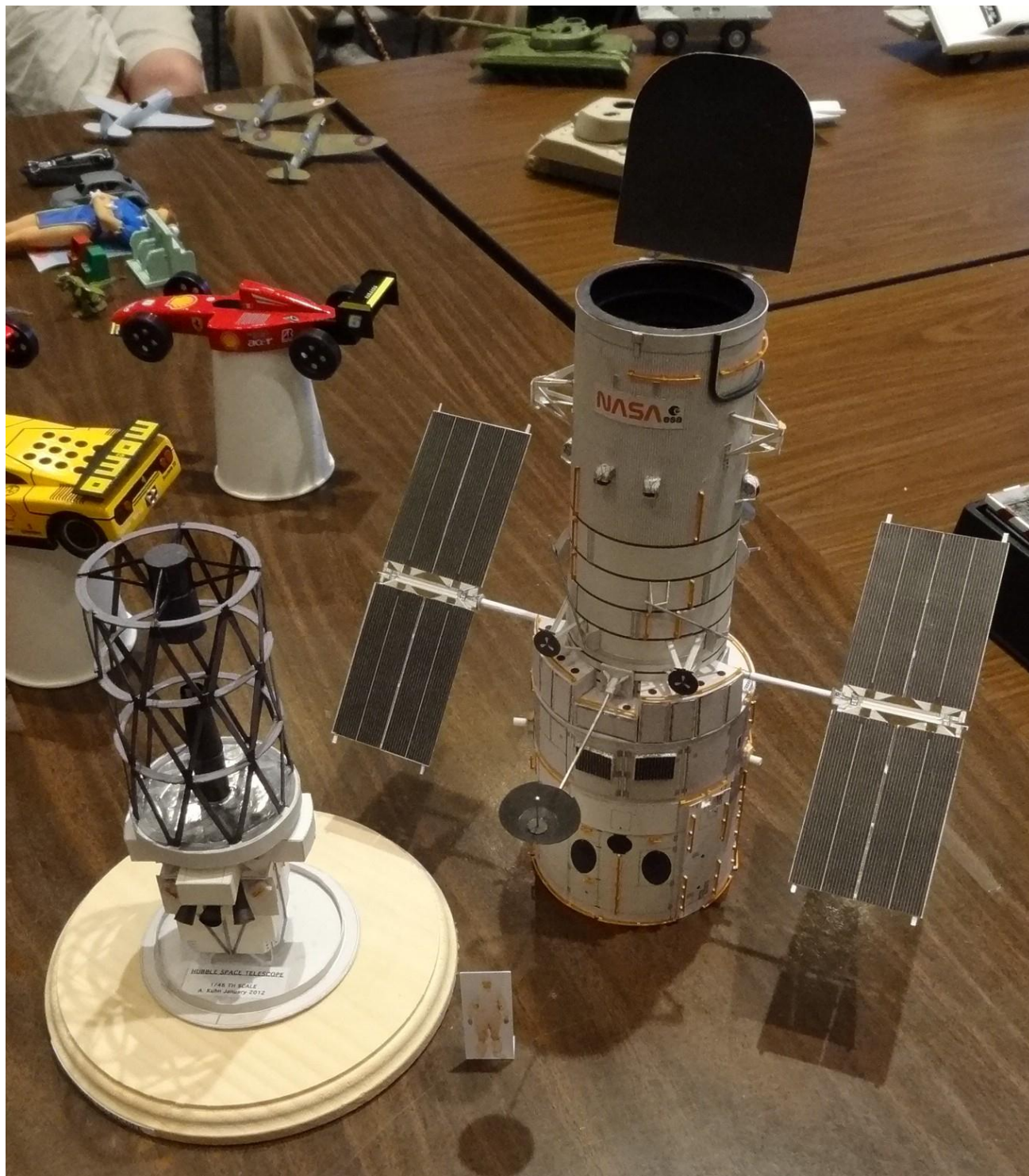


Okay, there's a definite trend somewhere here, enjoys intricate frameworks in impossibly small working scales?

No...there's a penchant for mastering reality from utterly unexpected sources, with a relationship shown in the documents supplied for comparison of inspiration prototype to exquisite scale original rendering. Railroad scale modeling, likely been at this model hobby a while...appears to favor very early vintage air subjects. Wait, look

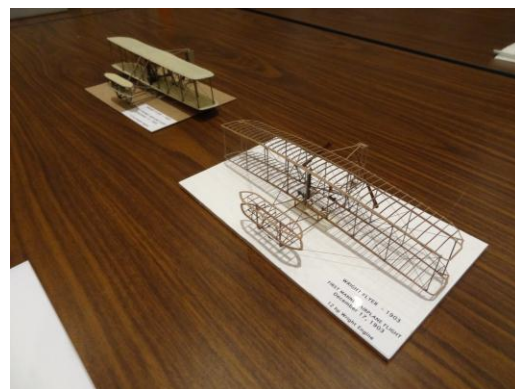


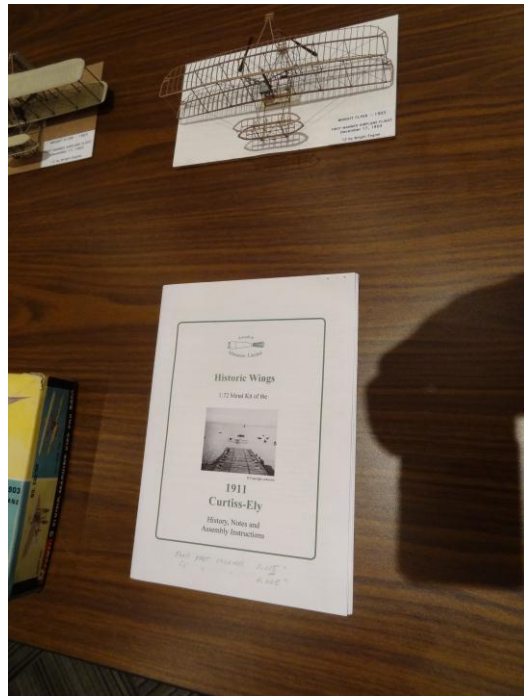
here confound it, he's got this Hubble Space Telescope scale model in 1/48 scale and it's made from PAPER ! The fiend ! Where oh where will his gifted scale madness take him next? Oh here we go, clearly a true Psycho.



Look here, the House of Norman Bates & Mother of same, swiftly rendered from recent Polar Lights kit by the same as yet unnamed SVSM modeler.

Progenitor of these two terrific scale Wright Flyers which are separated by decades in kit vintage. One undaunted in any fashion, simply goes on ahead to create what pleases him. Fearless and humble too.





Alright, my apology now in playing with y' all a bit here.

This article is finally getting in format as the SECOND of an occasional series I started in the OSS (Original Styrene Sheet) named "MY FM"

Meet Your Fellow Modeler, an informal effort which I'd set out doing without telling the featured folk and keeping with that concept here too.

The gentleman who handily brought forth all these works \you see, and also the Namer Of the Great Attack Bird of Bethpage, the A2F-1...(A-6)

Before he takes off with Hubble in hand, tired of my taking so damned long, allow me to introduce our SVSM's own Alfred "Al" Kuhn, who has been a very good support system to the Editor over the now many months since becoming a Member In Good Standing. Not just in the appreciated feedback about the writings but more in how he's always showing up with these intriguing subjects. His latest surprise at the June meeting, I nearly missed !

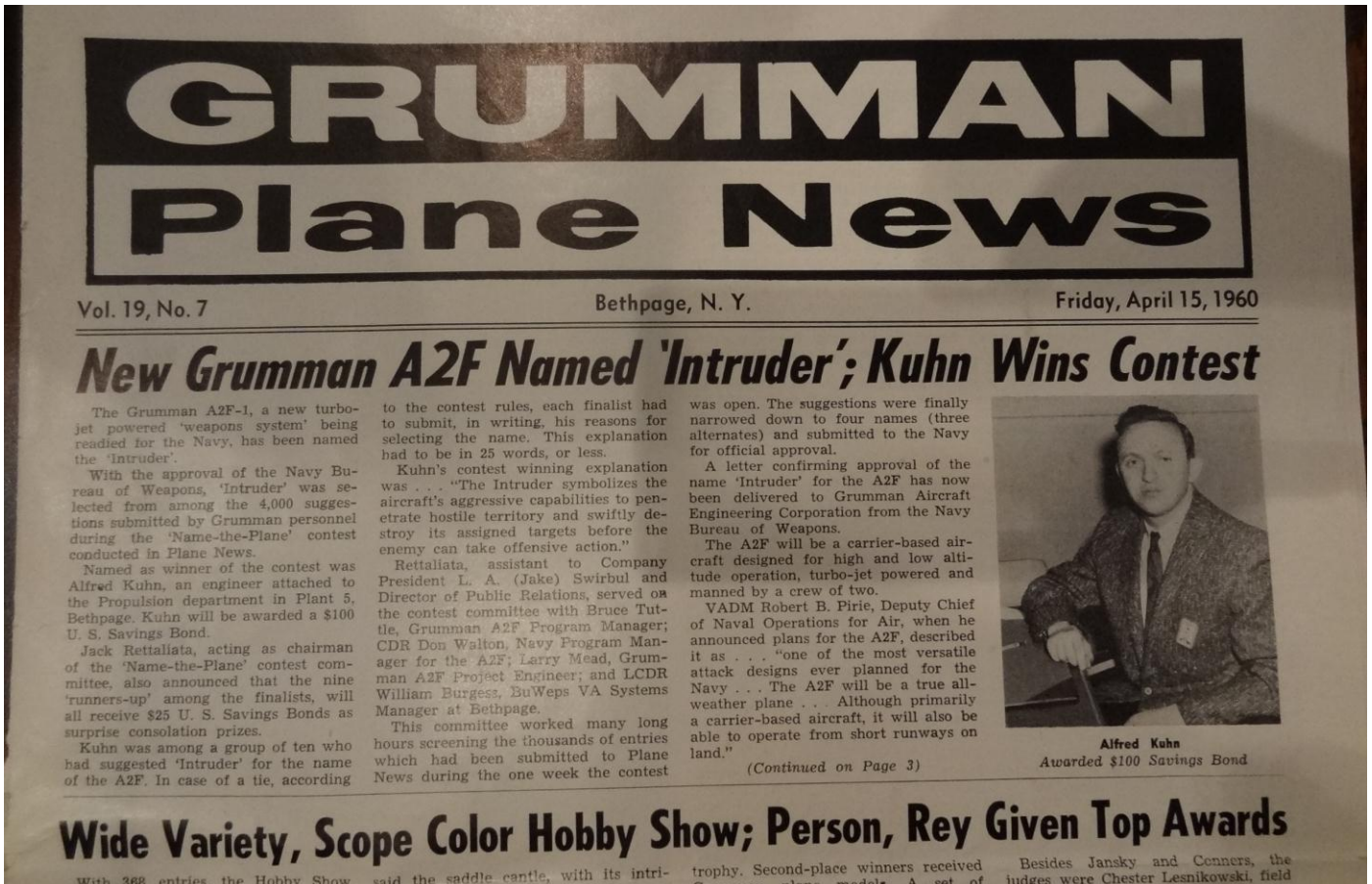




See left side of picture I took at June meet, there's that scale Bates homestead by Al. Serendipitously flanked by aircraft of another's which ties in toto. Opposite flank see, two large format news sheets Al displayed, likely he'd spoke about them during model talk. But my attention skills, utterly vacant.

Until he'd shared them directly with me at end of the meeting, I'd no clue what a grand example of "unknown history", I'd almost missed. Thanks !

Here's a closer look (see anyone we know?) :



That's right, you read it correctly. Your fellow modeler Alfred Kuhn "back in the day" took home top honors in a "1 to 1 scale model contest of sorts". He won out for his skill with 25 words or less (clearly this Editor not any contender) to explain why out of 10 finalists who chose "Intruder" as the name for their employer's latest product for USN, his was the best submission. "The Intruder symbolizes the aircraft's aggressive capabilities to penetrate hostile territory and swiftly destroy its assigned targets before the enemy can take offensive action" A word to spare, even. Article also pointed out Al had been with Grumman just 15 months, quite fine first year eh?

So again my thanks to this diverse and talented membership in this hobby community. Providing another means to illustrate with an excellent set of fortuitous coincidences why being part of the "social modelling culture" is so rewarding in surprising and personal ways. I'm far from only one to know it...

Thanks to Al Kuhn for having brought in all these varied scale model examples in varied media to share his enjoyment and talent with us. Made it possible for me to get all these pictures over the time so I could spring this fun little surprise now.

In closing, another look at one of my new favorite aircraft thanks to Al's build:

-mick fini



SVSM MEMBER' s CONTEST THEME OCTOBER 2013

“ ODD JOB ”

Odd Job for October (odd scale kits = not necessarily just “fit box scale”, so you know)

Basic premise: Build ANY subject you like, however we’re restricting certain classes of each likely type to go with contest’s spirit, namely stay away from “normal” and commonly accepted scales for each. Works out best in “negation first” rules stating:

AIRCRAFT : NO on 1/24, 1/32, 1/48, 1/72, 1/144 scales entry. Seriously

ARMOR: NO on 1/35, 1/48, 1/72, 1/285 scales entry. Again, seriously.

AUTOMOTIVE: NO on 1/24, 1/25, 1/32 scales entry. Really.

SHIPS (Nautical) : NO on 1/350, 1/700 entry. Not so hard there now was it?

SHIPS (Space/Fant) : No Restrictions per se, just try to find something Odd to enter

FIGURES : NO on 54mm scales entry. May be expanded if overrun with potential.

NOW what’s that leave for those not particularly versed in model scale history trivia?

GOOD QUESTION and here’s a suggestion of commonly accepted answers for each.

AIRCRAFT : YES on 1/18, 1/35, 1/50, 1/75, 1/87, 1/96, 1/100, 1/200, 1/288. See?

ARMOR: YES on 1/18, 1/32, 1/40, 1/76, 1/87, 1/96, 1/100. Not a limit just known ones

AUTOMOTIVE: YES on 1/20, 1/35, 1/76, 1/87. Not a limit just again some ideas.

SHIPS (Nautical) : YES on 1/48, 1/72, 1/96, 1/400, 1/600, 1/1200 for examples.

FIGURES : YES on other than 54mm scales entry. 1/72, 1/48, 1/40 for now OK

AND OF COURSE, the original raison d’etre, ANY FIT THE BOX, like the ever popular 1/118 scale (PBM Mariner !) 1/136 (P6M Seamaster!) 1/571 (TITANIC) . NOW the only other solid rule is: *ALL ENTRIES MUST BE FINISHED* to be eligible for prize monies. Enter unfinished if you like, only there’s no money honey.

SVSM EDITOR' s CONTEST THEME NOVEMBER 2013

“ M O A B 2 ”

MOAB 2 for November , our last meeting of 2013 with models on the table to talk over. A simple and basic premise: Build ANY subject you like, ANY scale you like. Out Of The Box. Yeah. Here’s the rub. When and where we (me) say “out of the box build”... means just that. So? What’s so “difficult” or “new” about that. Works out best explaining in “negation first” rules statement form:

AIRCRAFT : NO on standard “allowance” for “paper or tape seat belts” or other silly compromises ala IPMS USA. If your kit didn’t have seat belts, or the “control stick you always wanted” or gun barrel of the right diameter or pitots of same, tough luck. Same answer on “substitution of decal markings”. If you can’t prove they came in the kit you chose, don’t bother to enter your model here we won’t pay. RESCRIBING is allowed in most MINIMAL application. If you think it’s clever to “sand everything, so of course, needs to be rescribed to restore detail ”, be my guest. Then plan to enter model in USA Nats or someone else’s OOB rules contest. You’ve outsmarted yourself by being too bright for me. No, using the instructions to make paper belts, altho clever, won’t pass.

ARMOR: NO substitute tracks, decals, aftermarket bits, just like aircraft on rescribe too

AUTOMOTIVE: NO substitutions or aftermarket or wiring etc. Just what was in box.

SHIPS (maritime) : NO substitutions or aftermarket, etc Just what was in box.

SHIPS (Space/Fant) : NO substitutions or aftermarket, etc Just what was in box.

FIGURES : NO substitutions or aftermarket, etc Just what was in box.

I’m sponsoring this little “clubtest” which is “ MOTHERF#\$@ \$! Out A Box Build ”. Nowadays one should be able to find a fine kit to build literally straight out of the box (or bag) it came in, and show you are a credible skilled modeler willing to compete without any “tiny gives” . We’ll see. Awards this go: \$20, \$15 and \$10 (1/2/3) since I am among those who will put their money where their mouth is. Give it a shot, hey?

and NOW, In A Look Ahead to NEXT YEAR (being our Gold Ann'y):

I Get By With A Little Help From My Friends (when planning for Club Contests)

Splendid example being: "*Something*"/"*You Can't Do That*"/"*Tell Me Why*" **Theme** for MARCH 2014 meet

Which was born , thus can simply be referenced to, as "BEATLES SONG THEME CLUB CONTEST" Okay ?

We're just having some fun here, but this is indeed, a SERIOUS OFFERING of COMPETITION. Here's how:
FINISH an entry (or three) that qualifies within the following Strict Guidelines and bring to 2014 March SVSM:

ANY INSECT KITS (*as long as they're Beetles !*)

ANY VW Beetle kit (*one guess why*)

Yellow Submarine/ Sgt Pepper's Lonely Hearts Club Band

(ANY Primarily Yellow or Submersible subject, or both)

Back in the USSR

(all Soviet subjects)

Drive My Car / Long and Winding Road

(any car)

Blackbird (*gee... guess*)

(limited to Lockheed subjects U-2/A-11/F-12/M-12/SR-71/D-21)

I am the Walrus

(Supermarine subjects)

Norwegian Wood

(any Nordic subject)

Carry That Weight

(cargo mission vehicle of ANY type)

Happiness Is A Warm Gun

(any artillery piece)

Hello Little Girl

(any female anime figure)

Hey Bulldog

(any M41 tank or Bristol Aircraft)

Searchin' / Looking Glass

(any model of NEACP or an AWACS/Standoff radar picket or similar mission craft)

Matchbox

(any kit from the aforementioned) (yes, seriously, look this song title up in Beatles listings)

When I'm Sixty Four

(ANY 1964 subject)

Young Blood / What's the New Mary Jane

(for ANY NEW SUBJECT (NEVER BEFORE KITTED) IN LAST 24 MONTHS)

Yer Blues / For You Blue/Blue Jay Way

(any PRIMARILY Blue Subject)

Act Naturally / Maxwell's Silver Hammer

(any primarily NAT METAL plus MILITARY MISSION subjects)

You Won't See Me / You've Got to Hide Your Love Away

(Stealth tech subjects)

A Hard Day's Night/Good Night/Mr Moonlight /Tell Me What You See

(Night Fighters or Night Attack a/c)

Hey Jude

(WW2 Japanese a/c Yokosuka D4Y "Judy")

Free Bird

(freedom fighters air or land)

Revolver

(Primarily white and black subjects)

Revealing HISTORY of REAL Prototypes for Winners of "UNKNOWN"



INTRIGUING PARALLELS and ODD COINCIDES FOUND IN RESEARCHING THESE TWO CRAFT !

By Mick Burton

Modeling and writing. This whole thought thread started here, led to editorials so I could resume this little aftermarket article. Another of those "parallels and coincides" you might say, that illustrates how a just "barely there" idea can end up with deep roots and routes. Kept on percolating with new little threads...

Researched anew to refresh on these aircraft. Whose back story in case of MiG-15 was basically as much part of my childhood knowledge base as hide 'n seek. The "Yank" Yak-23, I learnt of as many did as story was declassified, in the 1990s, thus became

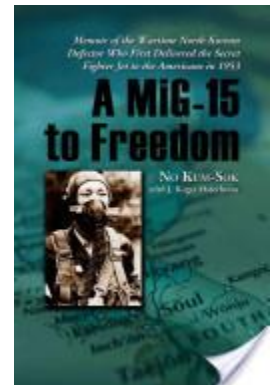
intrigued. So yes go on to study, collect, satisfy, seek anew. There it rests ""solid"" as another odd fact memory. Unless something (like a club contest theme on such a topic as this) prompts one to revisit "what you know or think you know". The "Unknown History" theme for June "clubtest" proved to be one of those "relearnings" as I came here to flesh out the barely there which ended up revealing much more than I had initially "known" ...

Again a nice case of serendipitous "anniversary" coincidence in the case of the real "Yankee" Yak-23 (Flora). Since June 1953 (60 years prior to the "clubtest") was the beginning of its tale in real life, when a Romanian Air Force pilot, Mihail Dijakonu, flew into Yugoslavia seeking political asylum. References seem to agree he ended up in the USA with a new name, and no one the wiser to his fate since. Along the way to that passage, Mihail's Soviet supplied Yak-23 was stripped of markings and tested by Yugoslavia for 9 plus hours in 21 flights total.

All this undertook before Mihail's silver Yak being offered to the USA, covertly of course, in October 1953. An offer we made fast work of, it seems. Reportedly the "Flora" was the first Soviet jet tested on US soil (at Wright Patterson AFB) evaluating in 8 flights, all in the following month of November 1953. A handy loan of an F-86E Sabre serial, "buzz number" FU-599 plus USAF markings assisted effort. So did the cover story of "it's an X-5" when curious Sabre pilots and others happened to notice this odd duck. Before the month was out, Yak-23 was stripped bare again, crated and returned to home shores , with her tale to remain a secret to most until 1994.

(these 3 photos are from Wikipedia sources)

Not so the story for the "Yank" MiG-15 which was on the way from North Korea to WPAFB even then. Among the weird cool new things I found in "re-educating" self on this particular plane (besides the eerie parallel timing) was that the same USAF pilot Capt "Tom" Collins had first flown this MiG-15 at Kadena AFB, Okinawa. Only weeks before he'd be test flying in "Yankee Yak". That MiG-15 made it to the US soil in 1954 and saw a lot of evaluation flying over several years. Now part of USAF Museum collection. Displayed restored in the scheme it was flown to Kimpo, South Korea in 1953 by defector NKPAF pilot No Kum-Sok. Who I now have learned correctly, NEVER knew about the \$100,000 US reward in offer of "Operation Moolah". He wrote a book in 1996 about all this and subsequent turns of his life. One pilot and one plane, never heard from again or not until 4 decades later. Another pilot, another plane, same plan (he defects) same year nearly same time frame. Both aircraft end up being tested at same airfield in some cases by same folks! Only the second one becomes a legend instead. Again only now thanks to this "silly little hobby and club contest" did I end up learning all sorts of interesting things anew, and truer up to date story inside a legend



Weirder still, it wasn't first or last time a Yak vs MiG equivalence contest worked out in bureau MiG's favor. Look this all up, I'll bet it fires up some modelling or new reading history routes for you, too! -mick fini



“The Horror, the Horror...” or aka May We ReVisit June SVSM 2013 Meeting ?
The Editor indulges with the eve of first anniversary of TAMS approaching (sensing a theme here?)



Actually the shot here isn't intended to convey that my camera clicked just as I too fell under the “sleep spell” apparently being cast by President Bill. Sets irreverent tone well for this photo essay of meet, as seems my goal.



Due I'm under thrall of an “unfinished” demon spawn of Yog-Sothoth. Yes? Who, when he's not busy menacing the cosmos, seems to lust for a snack of an innocent resin XF-90!



Perhaps “Sarge” Frank, here having fun with my camera using Ron as a straight man. He zeroed in this madness of mine.





No, it was caused by Secretary Chris's speeding the June minutes on to me so appreciatedly quick. Gave me a means



to get OSS for July out in what to me was perfect shape. Having a luxury of time and publishable material on hand, indeed, is a maddening treat.



Akin to new member Don Burrell's experience with his exquisite motorcycle, above. As Chris recorded, Don's 3 week forecast for Tamiya kit evolved into 9 months project. His discovery of Top Studio aftermarket set being culprit.

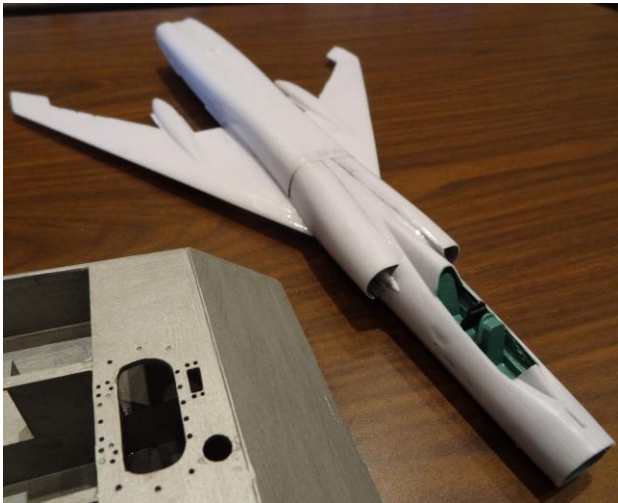
I simply couldn't publish just one shot of the several I took. Hell, work to pick one shot to format large in the OSS. Ah, TAMS to my rescue I thought

Which is how this all expands into more pages and less time, all too familiar syndrome, eh?

Above a better look at Chris's latest treasure box edition, his F11F Tiger upgrades masters for Hasegawa kit. While below, another look at Ron Wergin's Katori, Peter Wong's King George V. We see 3 Navies, 3 lovelies.



Meanwhile, another look at Cliff K's modelling madness seemed warranted, not because he suggested that his Gun Tractor would be flattening me. No, the actual threat was he'd make me pronounce out loud the name of it all. Voroshi oh NEVER MIND ☺ . 320mm Gun will come in handy soon.



The "Fiddler" is not Cliff's secret identity as a superhero villain, it's the code name ident for the A-model madness above, driving him crazy. I've the trainer edition of same, understand fun he's having. Meanwhile, some young folks are actually building and enjoying their models. Proof is above. Bonus, Mark Balderrama continues his putting pencil to paper, a drawing of the Taylor AeroCar featured next to his fleet of work this month, demonstrating his keen eye, skilled details.



Here's a closer look at the 1/350 SeaHawk that Mark had shown, since in photo above it's mite harder to spot, being parked under his XP-77.

Chris also recorded Mark's recent success with masking a project, here is a look at that logged subject, a 1/72 A-7 which I didn't show in OSS for July minutes pics.

Encouraging that Mark builds so many types and scales of models.

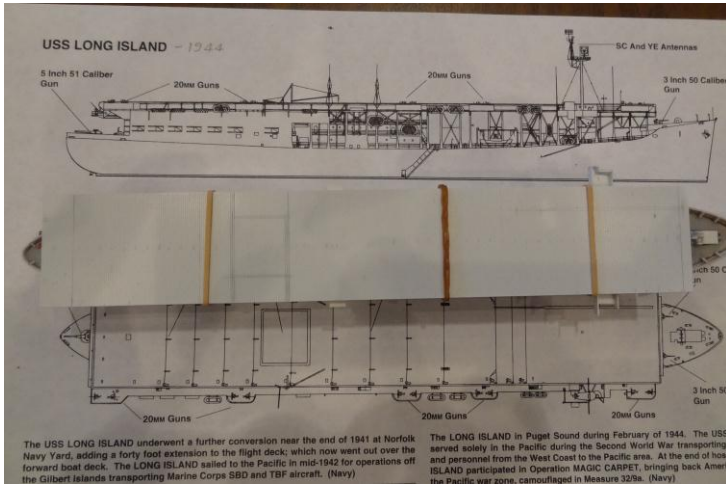
He's incorporated two I know of into "credit work"

for school projects, combining his research, writing and modelling skill sets to deliver. Go you Mark (of Evil) (kidding on last part ☺)





We close out this indulgent little photo essay much as we opened it. Left, we see that “Stupendous Evil” has its eye on bigger resin kit prey since having snacked upon Frank Babbitt’s XF-90. John Heck’s sweet finish work on NewWare’s Atlas Centaur just made “SE” all the more gluttonous! Luckily, John Carr is nearby to keep a watchful eye out.



Look from “On High” says Bert McD has all ship shape on his Long Island

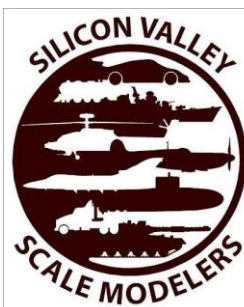


One last look at Don B’s “3 into 9” 2 wheel wunderkind, and my thanks to you all for making SVSM Summer start off splendidly. -mick

+++++
IMPORTANT BREAKING NEWS ANNOUNCEMENT IN SUPPORT OF REGION NINE FRIENDS

Those wishing to donate models or related items for the Tri Cities 9 Raffle I will be accepting items at both the Silicon Valley & Hornet meets in July, August & Sept. PLEASE CHECK THAT ALL ITEMS AS BEING UNSTARTED AND COMPLETE.

Thank you -Mike Woolson



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