



# THE AFTER MARKET SHEET



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

## “ METEORIC RUN THROUGH OF RACER 29 “



LINDBERG'S 1:32 SCALE LAIRD-TURNER METEOR RACER #29 PILOT: ROSCOE TURNER-1938-1939 & 1940  
Text & Photos by: Rodney J. Williams

Late last year I bought this 1:32 scale Lindberg plastic model kit. Over the last couple of decades I have built some old-time racers so I thought that I would add this one to my collection. Reviewing the kit parts and the seven (7) steps in the foldout instruction sheet seemed A-OK.

We start this story by showing a few photos of the real airplane and one of the model that is sitting on a simulated grass & gravel base. I got the idea to use some of my model grass that I bought at “D&J” hobby shop in Campbell, California back in 1985. The grass is made by a European company by the name of “NOCH”. It’s is called “Streugras.” It could be a German company but I have no idea. After all these *continues sheet 4 thru 8*

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

***“ Postscript & HUD for a Recent Topic on Our Friends Far North”***

Some of you may recall that the Editor had to miss (again) a trip to the Seattle IPMS Spring Show. As well in recent time, having them be fine exemplars of how consistently successful a single day “model contest & show” can be. Employing in some ways almost “heretical” tools to do so. Yet never without the true hard work and long running effort every month by a team that knows how to host a great party. I’ve been gently updated by a good friend, club member who was feted by the Seattle folks this time, that they now award *ribbons*. These where “paper” awards for 1/2/3 in categories ref’d in my rants. See what you miss when you are too tied down to make a couple of years out of town? This factual update just underscores theme of multiple editorials which referred those awards makeup in the dissemination: “Knowing” folks would advise near any new Contest Director to stay away from either paper or ribbons for such awards, given perception of not being “good enough” for a “big show” or any ambitions for building one. Yes? Again, those among 700 plus entries up in Seattle 2013 show who took home ribbons as 1/2/3 category winners didn’t likely to give any care to this “wisdom”. Nor should they. I note this now for insure “current” information kept up, so mine and others main points aren’t lost due to “technicality”. That’s the Postscript. EMPHATIC Heads Up Dissemination on this topic is: Having reliable information, all now has been posted on my calendar for Fremont Hornets website and SVSM Styrene Sheet. Being news of how Saturday, APRIL 12, 2014 Seattle IPMS has their **Spring Show booked**. Splendidly prepared again, ready to offer a chance for all of us to vy for some ribbons, be part of their marvelous one day turnout numbers. My hats off to them ! Since our own new SVC 2014 show is a week before, there’s least a faint hope in hell for me to make plans to finally return to share in all that mad model fun. Thanks Chris, for the update!

***“What’s It All Mean, Anyways ? Club Med or Club Fed or Club Dead with or without Aforesaid ”***

While this Editor speaks in convolutions by default, essentially the thrust is back to the basics for human dynamics in the Club. Having just enjoyed sharing eval of what this equation means with a new member, prompted this whole Ed. thread.

Club Fed is my short hand term here for the National Organization of IPMS USA, as a membership aggregate/option. Club Med is my shorthand for the Local Chapter unit chartered to aforesaid Nat’l Org, as a membership aggregate/option. Got it? The next part is like the perennial flowering foment on contests. When subject is “the Club”, namely the necessity or value of becoming a member of either or both, who benefits. A fertile and fervent field to harvest editorial fodder or offal, yes !

“By Modelers, For Modelers” is the official motto (or “theme” if you wish) of the IPMS/USA National Organization. The actual perception of how that translates can be wildly disparate if you’re ambitious enough to get a large enough surveying.

But it’s a true, honest assessment of mission and factual makeup of the organization. One with 50 year anniversary for the “home land office” on horizon to provide solid history of data to mine and argue within. Rational folk won’t differ on it all being pretty clearly around for awhile yet. And a Club it is, albeit one with one yearly “meeting” attended by a hardy few.

Now my home chapter, SVSM, has never actually had an “official motto” to my knowledge. Those generous, mischievous folk I met when a “newbie”, for the most part 30+ years later aren’t around much to ask. SVSM too has a 50 year history to data mine, healthy signs of staying around a good while also. “Fed” motto fits us fine for what our character has been as the local “Club Med”. Either way, perfect expression for what we “Club Med” share in common with “Fed”. Most of all, in we better keep it close to the heart when discussing “club matters/futures”. We need membership, not the other way around.

Club Med has a distinct advantage on this score level in my book. Speaking from experience as an officer of many sorts as well as being an active member of up to three Club Meds at a time. I’ve been a Club Fed member for a good while, first in 1986 attending my first IPMS Nats in Sacramento, CA. Returned to “Fed” in 1995, been steady to date. Yet !’ve been a “Club Med” member thru this chapter since 1983. As I said, this all came about discussing the merits and balance of both, with a new SVSMer. In our parley, Club Med won out in choice where to spend one’s dollars. We charge 11 dollars more a year than “Fed”, it’s true. Both offer basically for your money: vote rights on the club you’re a member, on their matters, a number of publications in year of membership, and pride of ownership share in a community. But any Club Med gives you more immediate tangible benefits if interested in community angle, in way Club Fed simply cannot, unless you go to IPMS Nationals often enough to build those ties. As “your local club” usually offer a monthly gathering at minimum, in our case also TWO newsletters sent out each monthly over member year. So, the Club Fed has to compete for your dollar with our offering. Conversely for some, local chapters aren’t worth it and Fed is. Luckily, enough do both for us all to go on – *mickb*

**EDITOR’S TABLE OF CONTENTS JUNE 2013 AFTERMARKET**

- 1) BEGIN RJW ARTICLE ON ROSCOE TURNER METEOR # 29 RACER
- 2) EDITORIAL / TABLE OF CONTENTS JUNE 2013 TAMS
- 3) 2013 CLUB CONTEST CALENDAR BEYOND JULY
- 4) CONTINUE RJW ARTICLE ON METEOR #29 until sheet 8
- 9) COLORFUL UPDATES ON UPCOMING REGION NINE SUMMER EVENTS CALENDAR
- 12) MINUTES COVERAGE OF MAY MEETING BY CHRIS (thru sheet 16)

## 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'être, 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?

these years the grass is still nice and green.



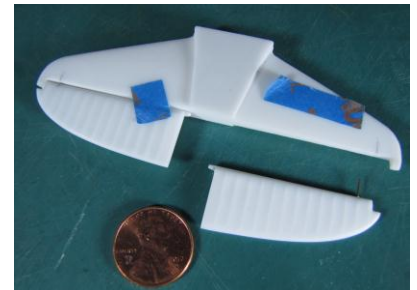
*(as these 3 pictures supplied by RJW w/o sourcing; presume S.A.R.H. - Ed.)*



### “CONSTRUCTION”

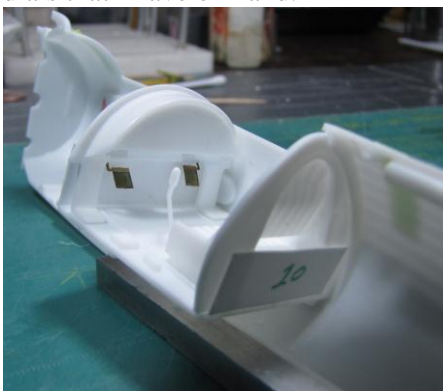


I began by cleaning up the 3 parts that make up the tail plane. The two elevators are separated and the modeler has the option to glue them in any position on the stabilizer.



The cockpit items were cleaned up and glued together. The pilot's seat was molded into the back of the cockpit tub. Furthermore the seat did not look like the seat that I found on the web.

Lindberg did not include any foot pedals in the kit so I found some in my “spare-parts” box. I did not like the kits instrument decals so I put in some Waldron dials that I have on hand.



I spruced up the cockpit a bit more by adding some seat belts, buckles, harness straps and a few boxes here and there. The cockpit looks better to me but it is in “no-way” an accurate rendition of the real plane. The cockpit tub was “dry-fit” into its' location on the right half of the fuselage then I fit the left half of the fuselage to the right half.

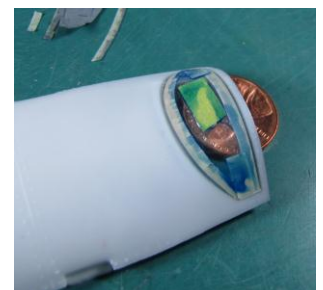
The fit was ok so I took everything apart and then painted the cockpit parts. The cockpit tub was now glued into the right side of the

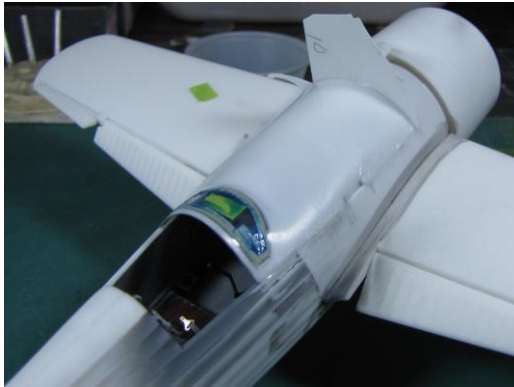
fuselage then I glued on the left fuselage section to the right side.

The top elongated fuselage section was not wide enough back where the windscreen and canopy fits to the fuselage. I could spread it to fit but the clear-ridged canopy and windscreen parts may crack and/or break apart.



I carefully cut the canopy section off of the elongated part just aft of the windscreen. The clear windscreen part was glued into its' position and was masked over for the painting process of the interior of the cockpit. This section of the model was now glued to the top of the model. I had to add some styrene card stock to the front area.





I inspected the 8 parts that make up the wing and cleaned up all the flashing then dry fit it all together. The modeler has the option to glue the ailerons and flaps in the “flight” position and/or off set the ailerons and drop the flaps. I choose the latter and as I am gluing the wings together I make darn sure that my flaps and ailerons are in perfect alignment.

At last, the model is assembled, so I cover up the finished cockpit and “dust-on” some of Tamiya’s X-18 black paint. Once again the model is checked for flaws. I find some tiny pinholes that the super glue did not fill up completely including some fine sanding streaks. When you paint with any bare metal aluminum paint it shows up the tiniest sanding marks, which have to be eliminated. I use 3M’s

400, 600, 800, 1000, 1200, 1500 and 2000 grit wet/dry sandpaper, plenty of clean water to solve the problem.



I repaint the model with Tamiya’s X-18 semi-gloss black paint. I let it dry for a few days and then checked for flaws.

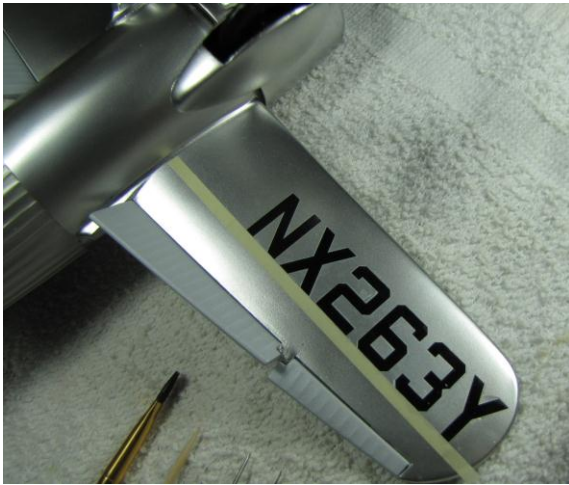
Once I am satisfied, I can now add my aluminum paints.

The prop was painted with Alclad “Polished Aluminum” and Tamiya semi-gloss black.

I added the “Hamilton-Standard” prop logos on the front blades, then sealed them on with Future. The back of the prop was coated with some of Microscale’s “dull-coat” which takes the shine off of the paint.



Somewhere along the line I cleaned up and installed the clear plastic canopy window. It was masked off and then I painted the frame. I rested the model in a small bowl of water, which will dissolve Microscale's liquid mask that I put on the painted tires.



I cut close to each decal, which has become a hard job for me over the past year or so with my "shaky-hands." I've developed "Essential-Tremor" in both hands, so says the doctor. The decals are put into clean water for a minute or so, then they are laid on my workbench. I blot some of the water off of each decal then carefully remove the "carrier-film." Look real close at my one photo and you will see the carrier film in my tweezers that I took out of the number "9."



After each decal is in its right location, it is left to dry for a minute or so. I then blot off the rest of the water, make sure that there is no carrier film under the decal and/or is left on the model. Later, I'll brush on some clean water with a clean soft brush, that rids any decal glue or setting solution remains.



Then the area is blotted semi-dry, is left to air dry. A dry soft brush is gently wiped across decals to remove any left over lint from my toilet tissue, etc.

Since I used to go to the races up at the Cleveland, Ohio airport, (1946-1949), I knew that there was green grass all around where they parked the planes.

My base was made by cutting a piece of 1/4" thick white foam core board. I glued an extra piece of board on the bottom so that I could get my fingers under the board for

mobility. I applied thinned down Elmer's white glue onto the board and sprinkled on my green grass and my gravel. I painted some dried local desert plants and glued them into tiny holes that I made in the foam. I added a couple of dead bushes in the gravel area.

I glued on the canopy in the open position and used some white glue to attach the prop.

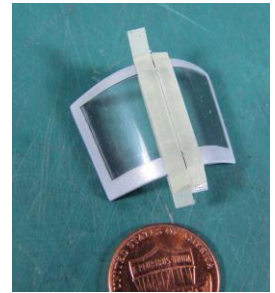
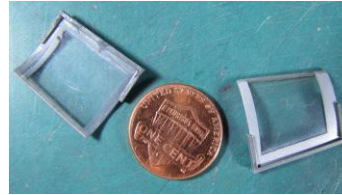
Lindberg made some mistakes on making this model. The photos of the real airplane show that the kit's engine is molded wrong and the cockpit is really bad.

Then I "screwed up" as well by not seeking out more photos of the plane on the web. During the month of March, 2013, I found out the canopy is a two-section arrangement, and is divided at the top. Each side window is rolled down into the cockpit with a hand crank, which is attached to a "U" type frame. The windscreen has a divider bar in its center line.

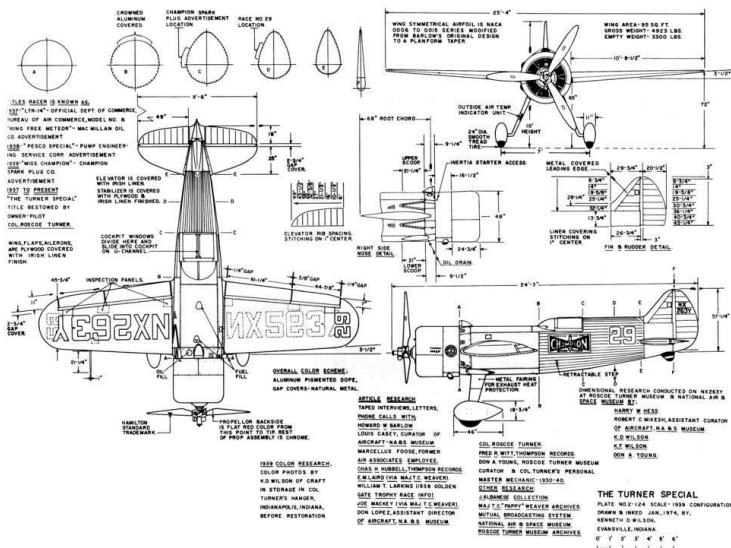


For a couple of years now I have gotten on my computer, open up Google, then click on "IMAGES" and type in what I am looking for in the "Search-Bar", then click on "ENTER." Presto, up comes several related photos, including many unrelated items for some reason.

Now that I know that the kit's canopy and windscreen is 100% wrong, I "FIXED IT."



The additional photos show what I found on the web, especially the art drawings and three interior views of the cockpit.



Where We *FINISH* Off with Rodney and His #29 Racer

(oh great we're on 8)

Here is a color photo of the aircraft at the Smithsonian.



You can access our "Society of Air Race Historians" web site at: ([www.airrace.com](http://www.airrace.com)) and find out more information concerning this aircraft. I have been a member since 1984.

Enjoy, Rodney  
Dolores, CO/USA



- RJW fini



**TAKE A BREAK! CATCH UP DETAILS ON TWO REGION NINE UPCOMING**  
(FINALLY I HAVE SOMETHING CONCRETE TO FLESH OUT THE TALE OF OUR NEXT R-9 CONTEST)  
**Hats off to Dragon Lady Team for a Creative and Topical Theme**

**COMING UP JUST BEFORE THE IPMS USA NATS:**

# IPMS Dragon Lady

## 2013 Summer Classic

Saturday July 20<sup>th</sup>, 2013

### **"GET ER' DONE!!"**



"Finishing up those old projects that have been sitting around for too long...."  
Hosted by IPMS Dragon Lady, Yuba City

Located at **First United Methodist Church**  
3101 Colusa Hwy, Yuba City, CA  
**9AM – 4PM** (Details on Reverse)

#### Model Contest

Over 40 Regular Categories plus  
Special theme awards including:  
Mildred Terbush Award – Best of Show  
Dick Martin Award – Best 1/72<sup>nd</sup> Aircraft  
Donald Terbush Award – Best US Air Force  
Aircraft

#### Model Rocketry

The young and young at heart can build, fly, and take home a model rocket (minimal charge).

#### Jump House

A jump house will be set up all day for the Kids. Parents must supervise their own children.

#### Make & Take

Let the kids build a model with the help of some of our experienced builders, then they can take their model home with them! And the best part – IT IS FREE!

#### Movie Theater

Need a break from looking at all the great models on display? Have a seat and watch one of the fine movies or documentaries to be shown throughout the day in our Theater. Titles and start times will be posted at the show.

#### Concessions

Take a break to enjoy a delicious BBQ Lunch, Snacks, and Drinks from the concessions area.

#### Special Information About This Year's Theme:

Every model that is built has some sort of story to go with it. And all too often a model gets started at some point in the past but never gets finished for some random reason or for several reasons. Sometimes models don't get finished for reasons that are humorous, tragic, disappointing, frustrating, annoying, problematic, etc. Specific examples that are often heard include, "the project got damaged and I couldn't keep going", "Moved across the country and just didn't get back too it", "Wife had a baby and....", "Messed up the paint job and well..." This year we encourage you to pull out some of those old projects and get them done even if it doesn't turn out to be quite what you had originally planned. But we also invite you to tell the story behind the model and display that story with the models in a special category. The category will be judged by popular vote and separate awards will be given for both model projects and stories submitted with the models.

## Information And Vendor Sign Up

Bill Terbush  
Hillcrest Hobbies  
551 N. Palora Ave.  
Yuba City, CA 95991  
(530) 674-8194  
[hillcrest\\_hobbies@yahoo.com](mailto:hillcrest_hobbies@yahoo.com)  
<http://www.myspace.com/vipmsdragonlady>

## Schedule of Events

0800 - 0900 Vendor Set-Up  
0900 - 1200 Registration  
1000 - 1130 Rocket Building and Launches  
1230 - 1300 First Raffle  
1300 - 1430 Judges Meeting and Judging  
1300 - 1430 Make and Take Table Open  
1500 - 1530 Second Raffle  
1530 - Drawing for Large Screen TV  
1530 - 1600 Awards and Recognition

## Entries

(must be received no later than 12 Noon)

Adults: \$5 first entry, \$2 each additional entry (up to five additional models), \$1 each for all remaining entries

Or \$7 for each collection, \$2 each additional entry (up to five additional models), \$1 each for all remaining entries

Junior (Ages 11-17) - \$1 each entry

Kids (Ages 10 & Under) - Free entry  
All Kids entries will receive recognition trophies

## Vendors

Tables - \$35 each, 2 or more \$30 each

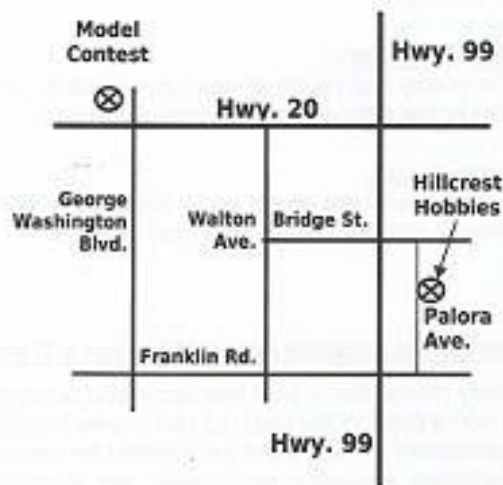
## Raffle

Tickets are 1 for \$1, 6 for \$5, or 30 for \$20

Every year the raffle includes between \$2000 and \$3000 retail value of merchandise!!

## Directions

Take Hwy 99 North, or South, into Yuba City  
Turn West on Colusa Hwy (Hwy 20) Travel approximately 2 miles then turn right at the George Washington Blvd Light. The Show will be held at the First United Methodist Church, 3101 Colusa Hwy & George Washington.



AND SHORTLY AFTER THE IPMS USA NATS WE HAVE ...

**14TH ANNUAL  
MODEL CONTEST**

THEME:  
**CIVIL WARS**

Contest themed to feature  
civil wars throughout history

**LOCAL EVENTS  
VENDOR TABLES  
2 BIG RAFFLES**

Date: Saturday - September 7th, 2013  
Location: Desert Heights Elementary School  
13948 Mt. Bismark - Reno, Nevada  
9:00AM - 4:00PM

Entry Fee: Free to All Non-Entrants  
\$5.00 for First Model  
\$1.00 for Each Additional Model

Vendor Tables: \$20.00 (register early)  
Make checks payable to IPMS Reno

Chapter Contact:  
Douglas Summers  
1045 Lasso Way - Fernley, Nevada 89408  
(775) 835-0140 - ghpltd@att.net

Visit us at [www.renohighrollers.com](http://www.renohighrollers.com)

**WELL WORTH VISITING THEIR WEBSITE ALWAYS  
VERY WORTHWHILE TO CHECK INTO SOONER THAN LATER  
FOR THERE IS AN IMPRESSIVELY EXTENSIVE AND LARGE FILE OF  
HISTORICAL REFERENCES DIRECTLY IN SUPPORT OF THIS THEME**

*Wouldn't be surprised to find out News Teams and Grad Students  
were dropping in to get at this data collection.*

## May We Unwind Investigating Minute Details of May SVSM 2013 Meeting ?!

*Thanks from Editor Mick to Sec'y Chris, fastest turn yet for minutes management delivery momentum*

At the May meeting... we received word from Chris Zanella that the bid IPMS/Santa Rosa was assembling for the 2015 IPMS/USA Nationals is being suspended. No details were given, and it is likely the 2015 bid will go to that other noted west coast town, Kansas City.



The SV Classic, our slightly renamed contest, has a date and a venue for 2014. Mark your calendars for April 5, 2014 at Napredak Hall, the former venue for the contest. This year's theme is "1964," based on the fact that that was the year of SVSM's founding (as San Jose Scale Modelers), marking the 50<sup>th</sup> anniversary of the club.

In model talk... Cliff Kranz had a project building Coast Guard subjects based at San Francisco Airport, and his Revell 1:48 Sikorsky S-55 was part of that. Cliff built it stock except for the addition of some antennas and some changes to the serial numbers to

correctly portray an SFO-based bird. Cliff's 1:25 Bergepanther was built way back in 1968, starting with a

Tamiya Panther and converting it with an English set of



conversion parts and a lot of scratch-building. He built it while in the Army, and in lieu of proper thinners he borrowed some gasoline from a truck's tank! Many years later, Cliff built a 1:35 Bergepanther, starting with an Italeri Panther and outfitting it with Fruimodel tracks.



Don Burrell built his early SBD-5 from the Hasegawa kit as a gift for the pilot (who was nice enough to let Don

bring it to the meeting!). He altered the front canopy, wing slots and some other details to depict the early dash-5, and he added the pneumatic tail wheel in place of the solid tail wheel to make the plane correct for a land-based Dauntless.



Patrick Finan's Pegasus 1:35 V-2 represented his first attempt at a camouflage paint scheme. His base includes a description of the model in Braille.

Ron Wergin had no disasters befall him during the construction of his Fw 190A in 1:72, built from the Revell kit, thus he had no involved yarns to spin at the meeting!





Shervin Shembayati has Dragon's 1:72 MiG-17

on its gear and finished; he found it to be an irredeemable tail-sitter, so he held it down with a little bit of Blu-Tack on the nose gear! The colors came courtesy of Gunze and Tamiya acrylics.



Laramie Wright is having fun with Tamiya's 1:48 A6M5c "Zero;" he says that, for an old kit, it's still quite good. He picked up Tamiya's 1:48 N1K1 "Rex" after seeing John Heck's build of the model, and he finds it goes together well and has decent detail.

The Tamiya parade continued with an A6M2-N "Rufe" floatplane which is assembled and awaits its paint.



Laramie's T-34/76 from Kursk is also from a Tamiya kit; Laramie repositioned the front idler to correct for the motorization in the kit, and re-did the mesh on the engine deck. His T-34/85 depicts the vehicle operated by the rebel minister of defense during the Hungarian uprising on 1956; he added markings and aftermarket tracks. Laramie says the Skif T-64 is simpler than a Trumpeter or Zvesda kit, although he happily stole some Trumpeter tracks for his model.

Kent McClure picked up some 1:300 F9F Panthers and F2H Banshees – these aren't for a new carrier kit but for a wargame. Kent is also busy cleaning up a somewhat rough knockoff of a figure from the Japanese series "Giant Robo;" cleaning her up is hampered a bit by the hard resin used.



Chris Bucholtz has a Tamiya 1:72 P-47D bubbletop ready for paint, converted to a P-47D-30 with the use of a Quickboost conversion. He's making quick work of a Tamiya P-51D, which will become a Tuskegee Airmen plane, and he's also building masters for an upcoming set for detailing the F11F-1 Tiger.

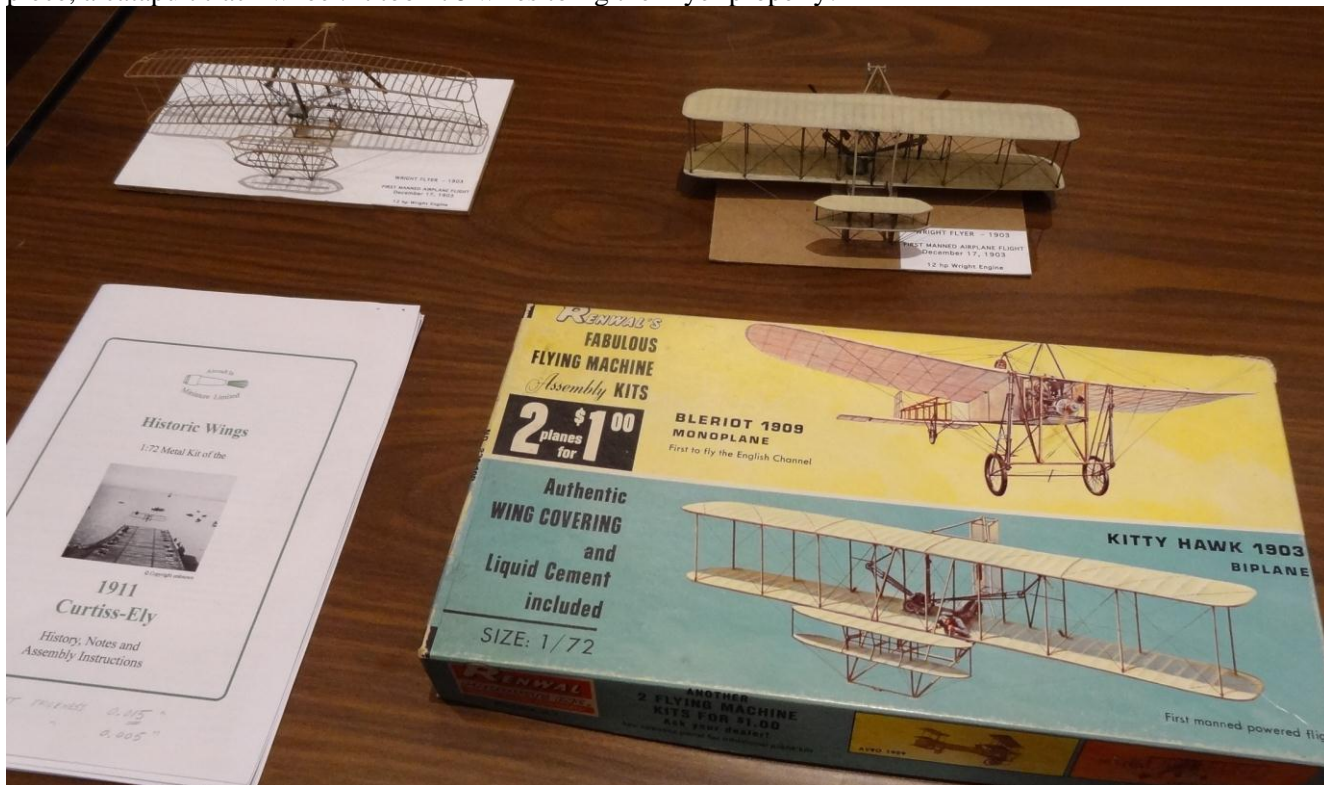


Eric Lenk's sons needed a display for their science fair – what better opportunity could there be to break out an original issue of Pyro's human eye kit?

Eric built it out of the box and painted it with his airbrush with his sons; the model survived the attentions of a few hundred elementary schoolers!



Al Kuhn had a pair of 1:72 Wright Flyers on the table – the first the old Renwal kit, the second the much newer Aircraft In Miniature Limited photoetched kit. The AIM kit had a few metal parts, and Al added on plastic piece, a catapult track wheel. It took 78 wires to rig the Flyer properly!



Ben Pada has a lock on the USAAF Pacific subjects; his P-40 was built from the Hasegawa kit. Ben shot it with Gunze and Tamiya acrylics to get the Solomon Islands scheme.

His Macchi C.200 came from the Italeri kit; he said the plastic is soft, and the detail is hit or miss, but he struggled through because he really liked the camouflage pattern. As a bonus, the Cartograph-printed decals were a dream to apply.



And the model of the month goes to... Patrick Finan's T-34/76 Model 1943, which he built from the Tamiya kit. Patrick weathered the model and applied decals with a bit of help; the tank he depicted was sponsored by the people of Moscow. –fini Chris B



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