



THE AFTER MARKET SHEET



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

“ MUSTANG RACER NUMBER TWO “



Sterling Example of Sticking to the Basics When Recreating Accuracy In Miniature, Including in Titling
Photos/text: Rodney J Williams (Historical Shot of Mustang #2 courtesy of SARH via RJW)

A company by the name of “Accurate Miniatures” makes some very nice plastic models so I bought their 1:48 scale WW-II P-51 kit several months ago. There were several design changes of the P-51 during the four years of that war. My kit displays the early version so named P-51A. Back in January of this year I was surfing our “Society” web site (“ The Society of Air Race Historians,” S.A.R.H.; www.airrace.com) *continues sheet 4 thru 7*

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

“ Just So You Know They Weren't Kidding On Their Numbers ”

Editor had some fun recounting the annual Seattle IPMS Show and Contest's features if you recall, in our May OSS (the Original Styrene Sheet) Editorial. © One being of course their forecast which I said wasn't a puffery promotional item as so often we run into these days, of expecting 500-700 models for their one day event. Happy to report as posted on famous International modelling website, final numbers, directly from a member I know is integral to this success. Congratulations!

“There were 705 entries, around 800 models total including group builds/collections/display only tables - a lot of pictures to download.”

That's pretty damned impressive out West especially. So as I said before, there's a lot more going on than “fancy awards” or other “standard wisdom” that Seattle gets right on, to obtain such impressive traffic for their Spring Show. Truly it would be a road trip or airline mileage well spent for all those who think they “know” how to put a show on, to go experience this one day show first hand themselves. If nothing else, food for thought and arguments with me or others like me...leading to

“ Continuing on theme of last month: Building, Know What You're Building, Building (on) What You Know, or Build It, And They Will Come. AVG (South), Seattle (North) and SVSM (Central) In An Events Imbroglio ”

Definition of IMBROGLIO

- 1: a confused mass
- 2 a : an intricate or complicated situation (as in a drama or novel)
- b : an acutely painful or embarrassing misunderstanding
- c : a violently confused or bitterly complicated altercation

First things first. Despite the incredibly chained and possibly taken at ending as “war correspondence” title of this editorial, NO disputes or conflicts or schisms are involved in the 3 region clubs used as discussion pivots. Actually, if you read what was following, you may have gotten the point it's 1) or 2a) definitions which the three named have knowledge in common, It is that fact, that they ALL HAVE BEEN THERE DONE THAT ON THESE COMMON GROUNDS for a good number of years that made for the title framing. Plus my direct familiarity in various ways with them all in both the tough and their tender times. I have been in meetings before and after for all three clubs events. Contributed at points where go / no go for a concept or idea or concrete action was basically immediate in play. Have witnessed birth, passage and death of countless ideas, show business with them too, along with those more directly involved or affected. Reasons why my editorials do tend to harp or repeat on themes. Or concepts having to do with institutional memory banking, doing events as business and as parties more than casual or too narrowly focused “hobby” (read not to be taken too seriously) “cons”. Know in depth, be mindful of asking why others did or do what they do, LISTEN and don't just take a recent year or two of data for guidance (or worse, dismiss deep data versus gut feel of “knowing old hands” for “getting it right”, ask the Baseball “old gurus” how well that war came out...) Last year and this one, I've been at the AVG club meeting in April, as a guest plus also a current Contest Director for SVSM/Hornet clubs. Factors which made it very fun to be able to join in discussion both times when subject of their Desert Classic Model Show & Competition came up re: plans and concerns. They know us, we know them well enough. Last year as TriCity Eight Contest Director I shared a lot of items on it so they'd be aware of how many common concerns we all had, so benefit from the head to head dialoguing. That past was extra useful to us both, finding as now AVG had upcoming difficulties that completely mirrored items that we three (Jim, Mike and me) especially, had lots of material to feedback to them in assistance. Felt quite at home dealing with issues of “members whose large donations of cash” were “artificially masking” true costs of the event, and now that those monies weren't coming in, boom, what to do? Two: Don't take the easiest to surmise routes, nor discount ideas like “paper awards”. Well, until next time – mickb

EDITOR' s TABLE OF CONTENTS MAY 2013 AFTERMARKET

- 1) BEGIN RJW ARTICLE ON MUSTANG # 2 RACER (sense a theme this month? May Day! May Day!)
- 2) EDITORIAL / TABLE OF CONTENTS MAY 2013 TAMS
- 3) CLUB CONTEST CALENDAR BEYOND JULY
- 4) CONTINUE RJW ARTICLE ON MUSTANG #2 until sheet 7
- 8) BOOK REVIEW on FLYING WITHOUT WINGS read by Mick Burton
- 9) EVENTS CALENDAR FROM MAY MEET DATE ONWARDS
- 10) BONUS COVERAGE Birthday contest (thru 12)
- 13) COVERAGE OF TRIP TO AVG Meeting after Plane Crazy Days April (thru 15)
- 16) MINUTES COVERAGE OF APRIL MEETING BY CHRIS (thru 22)
- 22) BONUS PICTURES OF APRIL MEETING just because there was room to do it

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

“ MOAB 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?

RODNEY SURFS THE WEB AND OUT COME IS A RACER (carrying on from page 1)

and ran across a few photos of a P-51A that was in a racing color scheme. The caption stated that a man by the name of “James Hannon” was pilot of this Mustang with a race number of “2” including a registration number of “NX39502.”

Other data stated that it flew in the “Tinnerman Race” @ the annual 1949 Cleveland, Ohio/USA National Air Races. The races were usually held during America’s “Labor Day” event, which is first week-end in September. At times, the races were held a few days before the first of September and/or a day or two later as they always wanted the races to begin on a Friday and end on a Sunday. LABOR DAY-2013 begins on a Sunday, so you see what I mean. Most people will have to go to work on Monday so they will miss any 3 day air show.

When I spotted this Mustang racer’s photo on SARH web site, I got the idea to make my WW-II fighter into a racer. But first off, I had to know if I had water-slide decals to fit said model, especially those “SOHIO & KENDALL” logos. I have built several post-war racers over the past 15 years so I looked in my “spare decal box.” I lucked out, as I’ve some hard to find “SOHIO & KENDALL” logos in 1:48 scale. Next comes “looking for the right size” of numbers, letters for the number Two (2) and the “NX39502.” I found I had black, white and grey decals, however the color side view photo of #2 showed what I think was a light blue color for #2.

Here’s where a modeler has to make a hard choice: Do I pay out \$\$\$ and get those blue decals made or go for the grey decals that I have on hand (??) I choose the latter.

“CONSTRUCTION”

I took over 200 “In Progress” building photos, however there isn’t room here in our “Golden Pylons” newsletter to show all of them. (nor here in TAMS...ed.)

The kit cockpit was my first choice of construction and the job went along just fine starting with removing of any mold marks or flashing.

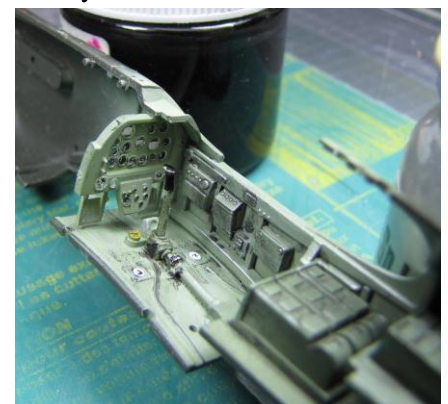
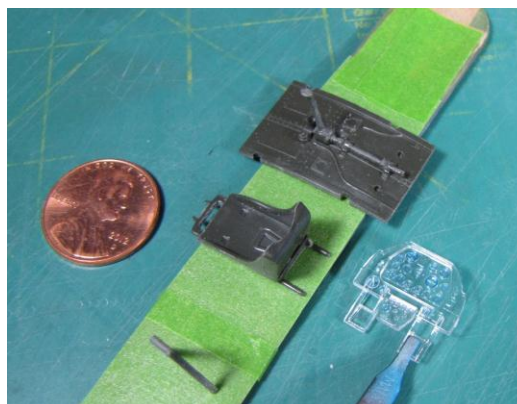
Flashing is classified as: extra plastic that is attached to the parts where the two piece mold fits together.

Mold marks are described as: There are round metal push-rod type of cylinders here and there in the molds. When they are activated, they hit the new, warm, plastic parts and more-or-less kick them out of the mold.

Some mold marks are very slight while others are real heavy. If for example they show up in the cockpit and/or in the exposed areas of the wheel wells, *YOU* have to eliminate them. By filling the holes with glue and sanding them smooth. At other times, you just sand the area until the mold marks are not visible any more.

The instrument panel is clear plastic so this means that I can put in my “Waldron” instrument dials and make it look real, compared to the ones in my P-39 racers in article that was posted in the last issue of (SARH Newsletter) Golden Pylons.

(Rodney’s Racy P-39 stuff coming to Styrene Sheet or TAMS near you, very soon ... be patient. Ed.)



With a small pointed brush we can apply a liquid mask solution into the recessed dial area and after it dries we/you/me can paint the panel. A day or two later the panel is left to soak in some clean water which helps dissolve the liquid mask. You can now put in the pre-punched out Waldron dials into their proper location. I use Future floor wax to seal the dials and add additional wax over the dials. After it dries, it looks like there is real glass over the dials, just like in the real aircraft. The finished cockpit is “dry fit” into proper location on one side of the fuselage and then I dry fit the other fuselage half to mate up to the other side. I double check everything to make sure that the cockpit is level and that the sides of the fuselage mate up correctly. If nothing is wrong, I then glue in the cockpit “tub” as we call it in “modeling jargon.” The sides are now aligned and taped together. We/you/me now make sure that everything is in its proper location and fits to perfection, etc. If so, we now glue the fuselage together. We can glue on wings, tail plane now. (FYI : Tail plane is the stabilizer/elevator combination)

Or we can sand the fuselage seams, and re-scribe any missing panel lines without tail plane and wings giving us a “moving around the model” problem while working on fuselage. I’ve worked on models both ways, but over the years I have learned to finish fuselage first, especially on larger models.

The wings and tail plane are attached, sanded and any missing panel lines have been re-scribed into the plastic.

When you are attaching wings, tail plane, you must remember the word “ALIGNMENT.” You have to make sure that your alignment is correct...bar none. When your model is setting on its tires, you can measure the distance from the table to the wing tip and the same goes for your tail plane.

EXAMPLE: One wing has a measurement of 1”/25mm while other wing has a measurement of 1-1/16”/27mm. Something is wrong. So, at times you have to cut through the super glue on one of the wings. Then, put a spacer in the opening and/or cut off some wing material, then “tack” the wing back together. The measuring process is re-done to see if the wings mate up for the same distance. After time you get good at this !

This Mustang measures as follows:

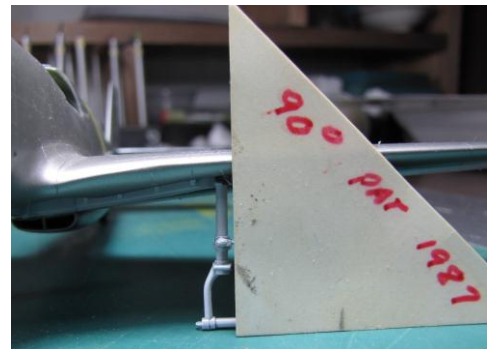
Left wing @ aluminum-blue paint line: 1-3/8” – 35mm.
Right wing @ “ “ “ “ : 1-3/8+” – 35+mm.

Not bad at all and I rate the alignment at a 9.5 on a scale of 1 to 10. Remember: Nothing is perfect. A few other things that can contribute to wing misalignment:

1. Wing tip plastic was sanded more on one wing than on the other one.
2. One gear strut is shorter that the other one.
3. A gear strut socket is deeper on one side of the wing than on the other side.
4. One tire is larger in diameter that the other one.

The tail plane may be of thicker plastic on one side compared to other side, or you just got it glued on wrong. My tail plane is out of alignment by 1/64”/1mm.

I’ve given my models a “wash” using thinned down black paint, which will show up any flaws in the plastic after model has been sanded with 400 and 600 wet/dry 3M sandpaper. My sandpaper is left in water 24/7, keeps it pliable for sanding. I change water often during sanding process. If there are no flaws to fix, then I get the model



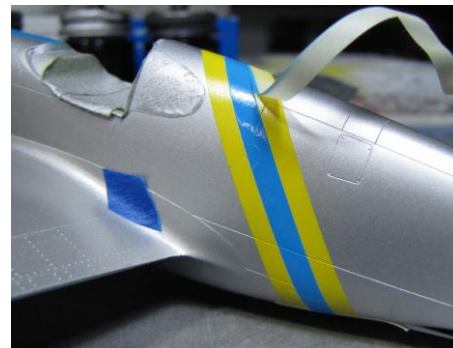
ready for painting by cleaning the plastic with “Denatured Alcohol” and use clean hands from here on.

Let’s back up: I’m making a “BM” model, (bare metal) so I need to continue sanding the model with 800, 1000, 1200, 1500 and 2000 grit 3M paper. The aluminum paint will show up the tiniest imperfection in the plastic so it’s time consuming to get a model ready for a “BM” finish.

“PAINTING-DECALING & FINAL ASSEMBLY”

I used Tamiya X-32 “Titanium Silver” for model’s base coat. The rudder was over-coated with Tamiya XF-53 Neutral Grey. The prop, wing tips and top of the front section of fuselage painted with Tamiya X-14 Sky Blue.

The fuselage yellow, blue bands were applied. I mask off area, sprayed on some X-2 Gloss White, (there’s drying time) and then added the X-8 Gloss Yellow. After it’s good and dry, I mask over the yellow area again then spray on thin to medium coat of X-2 Gloss White. With more drying time necessary I do other things like work on another model.



With thumb and/or my index finger I press it gently on the white paint to see if it leaves a light impression. “No impression” so I add the X-14 Gloss Sky Blue paint. The blue paint is checked for “quality”. If it meets my high standards of model building, the masking tape is removed very carefully. Many times, if tape is left on the model too long it, will leave its imprint on the previous layer of paint

The wheel wells, including gear struts, tire rims and inside of the doors were painted with Tamiya X-2 Gloss White and X-11 Chrome Silver. The tires were painted with XF-1 Flat Black Tamiya paint. I painted some exhaust smoke aft of the exhaust stacks, but with these shaky hands I did not accomplish a good quality



job. I intend to sand the smoke off of the model and just leave it bare metal.



The model was sanded here and there with 2000 grit wet sandpaper to get rid of some minor overspray. The model was washed very carefully with clean water using a 1” wide soft brush. After everything was dry I inspected it for quality and once I was satisfied I clear coated the model with Johnsons Future Floor Wax. After several day of drying time I now started to apply the pre-cut decals onto the model. Here is where I got the “cart ahead of the horse” (Old American Expression).

The Microscale decal sheet #72-0411 that I selected for use, is at least 25 years old. From experience I knew that I should “test” the decals by soaking a spare decal in water then applying it to some plastic to see if it would start to break apart while moving it around. If this happens “we” modelers know that we must coat the decals with Future Floor Wax and/or Microscale’s “liquid decal film,” which will restore the flexibility of old decals, preventing them from breaking apart.



I sidestepped this application and “yes”, my decals started to break apart. I had to tape a second set of decals onto thin cardboard then spray on the “Future”. After the Future dried I had to cut around all these decals. Double duty for me! To say the least I was upset with myself.



It's time for "Final Assembly" which includes the following items as shown in one of the photos. Attach both exhaust stacks with Elmer's white glue. Gear strut alignment is achieved with the use of my home made 90 degree angle card stock that I made a couple of decades ago. The canopy was a one-piece item and I cut it apart so that I could have an open type of cockpit.

The windscreen was attached with ordinary thinned-down Elmer's white glue then put into alignment and left to dry for a day or so. It's time to attach the top center section of the canopy to its' forward and aft position's using white glue. More drying time then I attached the two side windows with "thin" super glue with my home made super glue tools.



I attached the finished propeller and my handcrafted pitot tube. The next day I took a good long look at the model and despite the minor problem with my tail plane alignment I gave the model a #8 on my scale of 1 to 10.

I did not keep record of my hours of labor but it's safe to say that I spent over 125 hours working on this little "gem."

I was informed that around 15 photos would be ok for a story so I had some fun selecting these items out of over 200 digital images. However I have 21 images for display. (and I used 18 for this ! Editor)

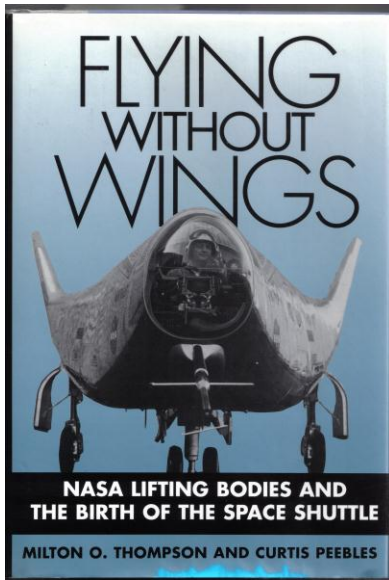
In the next issue I'll bring you my latest racer which is.....oh! it's a secret! Enjoy, Rodney



P.S. In the near future I will sand off the exhaust smoke and if necessary I'll gently spray on some more aluminum-like paint.



1:48 Scale Accurate Miniatures P-51A Mustang Racer #2"
Model & photo by: Rodney J. Williams
© March17, 2013: Value: \$2,100.00



FLYING WITHOUT WINGS NASA Lifting Bodies and the Birth of the Space Shuttle

Milton O. Thompson and Curtis Peebles

Smithsonian Institution Press, ca 1999

ISBN:1-56098-832-0

Price: approx. \$129 NEW if you can find it (**was \$30 when in print !**)
Used:\$8-100 in Amazon.com listings

REVIEWED BY *Mick Burton*

With still no idea why this book happens to search out at this price, I am happy to give it a thumbs up review. Note also I found my copy on a used book shelf, not one run by imbeciles either. Affordable volumes aren't impossible to find, is my point. (I have search data saved, FYI.)

Interesting authorship here. Milton Thompson is the Northrop HL-10 pilot centered in the cover photo and his co-author Curtis Peebles never actually met as such. As fate would have it though, Peebles was on Edwards AFB grounds doing other research when Dr Jim Young came out of his office to let all the folk present that Milt Thompson had just succumbed to a heart attack at age 67. Weirder still, that was same day he was to be honored at dinner with award of his second NASA Distinguished Service Medal and Exceptional Engineering Achievement Medal from same. He'd already begun the process leading to their paths again crossing so that Thompson's legacy was deservedly to see light of day. Thanks for this should go to another talented writer/historian of note, Dr Richard P. Hallion, who gave Mr Peebles a glowing recommendation when consulted after several years of doldrums followed by no results in a hard year of searching for someone who could (excuse me) close out this stillborn important book! All the details are covered in the preface, which reader should not skip. Milton Thompson's gift for giving a great story while making sure with old school engineering precision to have all important details and linkages realized, shines through every page. Curtis Peebles gives two excellent chapters himself with no doubt, but as he makes clear what you're reading is Pilot/Engineer/Champion Thompson's voice of history made, in the making. Made excruciatingly clear and wonderfully so, is how literally a very few good men bucked the system, "common sense", even direct threats to their careers to see through what proved to be creative genius, about to be discarded without fair trial. On the cheap no less, another fine bit of capturing what can be done well with more investment in human capital as opposed to green \$\$.

X-20 DynaSoar, which cemented Thompson's certainty on lifting bodies being the final answer, while entire story of the Rogallo "parasail" which took him entirely away from this for an interesting while.

Tale of the wooden bathtub known as M2F-1 which began here at Ames (manned wind tunnel tests, a process fraught with as much peril as "normal" test flying of any vehicle) the storied '61 Pontiac which was its "propulsion". Later on, another car, a '54 Ford driven by pilot Bruce Gentry, serves as point to a recurrent theme of Thompson's, how a small team of truly committed folks can achieve results that a much bigger and better funded organization will fail repeatedly at. Humorous true tale, also excellently supportive of Milt Thompson's forecast that dynamics like Lockheed Skunk Works have nothing at all to fear in challenges to their awesome reputations for outsize performance in achievement for the many years ahead. Which he uses as a framework to the rich personal history of the M2F-1, M2F-2, HL-10, X24A & B, SV-5J, M2F-3 programs which Thompson intimately part of, though not all as a pilot. Milt directly credits Paul Bikle of NASA for having much to do with successes of the many programs, book is full of detailed and hard currency facts to support his findings. Flying Without Wings covers day to day operations in vivid living detail yet very sparingly written (quite a feat in my appreciative reading) and also keeps reader contextually framed with all the ongoing history in the making in big picture. Go find this and read. You'll be very glad you did, perhaps end up wishing to do these as models! - *mick*

UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 05-17-13

Friday, May 17 2013

IPMS/ Silicon Valley Scale Modelers monthly meeting. Editor's Contest Theme is " May Day, May Day ? "

Saturday, June 15 2013

North Olympic Peninsula Modelers Society Contest, Bldg 204, Fort Worden State Park, Fort Worden WA

Friday, June 21 2013

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

Friday, July 19 2013

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

Wednesday thru Saturday, August 14-17 2013

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

Friday, August 16 2013

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

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", held at their home locale 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

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 "Look To The Future" Best Guess so far on what the Zanella Monster Con Clan has planned...thematically

Belaboring Belated Birthdays A Bit More



OK, OK, I see here how left side of the meeting is so not thrilled at my More Belated Birthday bit.

Too bad. That's what happens if Editor is majority stockholder of a club contest, and also able to find a way to use up more material. As I continue to wonder how we got by on just 10 pages for so long...

Of course I know why and how, I was Newsletter Guy before RW, WF, DS, CB, JH, JB had shot at it don't forget, plus one who started this TAMS (so now enjoy much)

Feel free to input your favorite oh so rude sound effect now here...

One express purpose of TAMS was and is to allow additional material or expand on material first input in the OSS (Original Styrene Sheet, The AfterMarket Sheet, in case you weren't getting what the initialisms are...)

Since the Club Contests often offer potential to play some more when writing aftermaths, here we go again. The OSS had the overview and the results of "Belated Birthdays". But now...you get the rest of the story in a way.

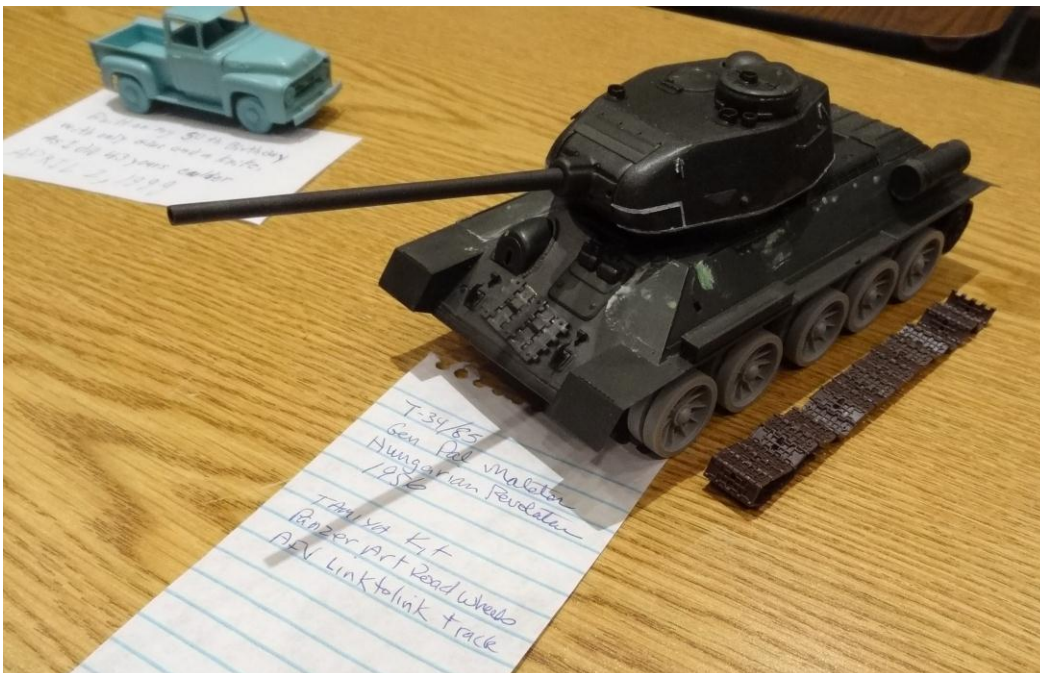


Instigating On Advice of Evil Deities A Means Now To Make Club Contest Coverage Explode (fiendishly at sheet 11)

Our field of contestants included as you saw in the picture priorly, a U-2D as well as an F-86D, F-86F, 50's PU and unfinished but worthy effort T-34/85. Since the U-2 didn't get any real coverage, and the others only a bit, a revisit seemed in order. Out of the Box, 1956 year built, 56-6722 Lockheed U-2 in Edwards AFB testing schema



I used the Airfix original release year edition of kit, which included only the early single and two seat options. If you're an old timer like me, you know you had to get the "lesser quality" MPC (American release only) kit for the "extra bits" back in the day, for most options making Dragon Ladies. Many years later when re-released, the extra parts were furnished by Heller in the Airfix boxings and everyone, everything was set right with world. 40 years later, Scott Battistoni the master mold maker is just now coming out with great resin parts for these kits ! Good things come to those who wait, maybe before my dirt nap I'll be satisfied what color damn CIA birds are.



Now here we have a vehicle which takes me time traveling to even before I bought those U-2s. Laramie Wright crafted this, in sight of February original club contest which I had heard. I still quite wish to be seeing this complete. As I too know that a very small number of people actually get a true idea how much the 1956 Hungarian Revolution impacted

Inciting Political Rancor Reminding The Sleeping How Others Are Awake So They May Rest So Easy (sheet 12)

all of our lives today and along the way. I read of it in James Michener's "The Bridge at Andau" when I was like 12. Read that several times over years since, and of course expanded studies to get fuller idea over time.

Came home to roost most deeply probably the most when I read interviews with a hero of mine, Andy Grove. That Andrew Grove, of Intel. He is known for his motto "only the paranoid survive". Guess where that comes from. A 12 year old Andy Grove who escaped Hungary after that tragedy of 1956 came to pass and making the point how basically innocent and yes, stupid even, Americans born here are about world and its workings. He's not the only Hungarian-American who doesn't see the year 1956 as merely that. Laramie and I share that birth year, and every year I learn more of how that part of "the '50s" has proven to be some kind of historical pivot.

So his model of the T-34/85 that is part of the "obscure" or "just a sideshow, Suez Crisis was the BIG deal" bit of this moment in history has extra gravitas to me and he. I'd like to do one of my own. So get'er done, LW !



Now, yes in the OSS I cleared up how this Luftwaffe Sabre of "Richtofen" came to be entered by mistake on my part. However, here's a better angle of it since I happen to think it's a damned pretty scheme, especially in the matte version and hey, it's a Sabre. ☺

This color scheme served as you see it but also in gloss finish on same craft.

Lastly, another look at my Sabre Dog which saved me 10 bucks by winning. Considering inflated price of this kit, it's an incentive to look for another at the price point of my award. – mickb

"All hell broke loose when we showed up"...really?

A Look Back at another Road Trip "Going The Distance" w/AVG

Text/Photos by Mick Burton

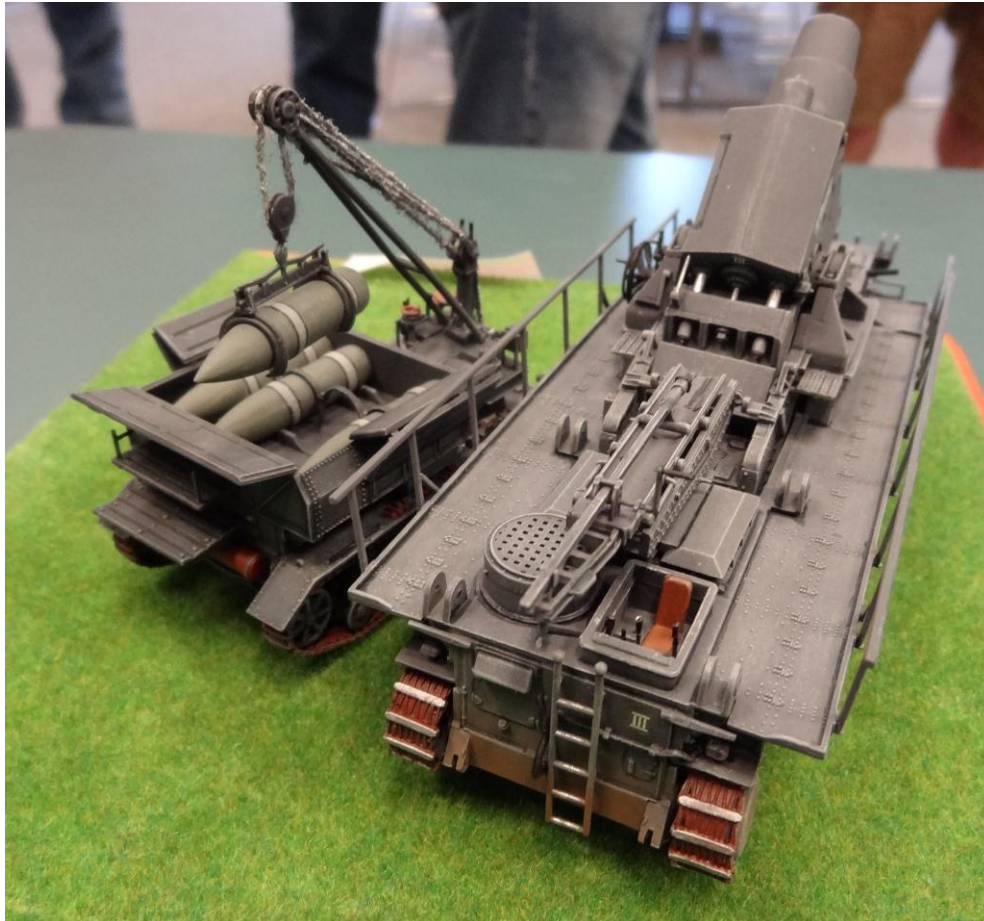


While Dave Newman may be in appearance furious at our arrival, and below left you may mistakenly get the idea they're casting enchantments on the models to drive "outside spirits" away, merely the mayhem photo editings can promote. Mike Meek, Jim Priete and myself all made landfall at the Kern County Library Community Room in midafternoon, finding Antelope Valley Group IPMS well underway with Model Talk part of their regular meeting. On left, you too can see what they were on about. While technically there was a Demon present, it was in scale, a mite unfinished as yet, no threat in present time frame. If



you get The Buzz, the news of Fremont Hornets, some of this material may seem very familiar. Not same shots but similar framing in writeup. I point out to SVSM readers a common thread beyond that of being "social modelers", that AVG, Free Hornets are

sharing that is not obvious. Perhaps, one that SVSM likely won't be matching in. Namely, Antelope Valley has a "buildfest" organic to their meetings. As Fremont has been growing ever since their current President Louis O put the executive order to "make it so" in place months ago. Pretty successful for AVG it seems, getting all that in a meeting afternoon (it's a hard model to emulate, Saturdays in Bay Area nearly impossible to book space at for such a purpose, and if you do, cost \$\$\$ often)



Here you see, AVG calls out the big guns, perhaps warranted when dealing with "Northerners" who'd just moseyed in. "Thor" is name of this, surely Norse God of Thunder would be proud of the delivery here start to finish. Nothing but a guess on scale, 1/72 is my estimate.

I didn't know at the time what the club contest they had underway was. "Get her off your Workbench" I have since learned was theme, thanks to recently published AVG news on their website.

Plenty of models got off the benches for this gig, a few I show here. Rusted out masterpiece won the award for contest, kudos. My favorite in end even with my enjoying "Thor"



was Dave Newman's F8U-1 in 1/48 in part for a not obvious connection

Not favored from fact Crusader by (to me) an expatriate Alum of both SVSM & Hornets. No, it's because would fit right in with June's club contest theme "Unknown History"



Should Dave choose to come up here that night for it, he'd fit right in. If you gentle reader don't already know, David is also the sole proprietor and grand wizard of what else for name, Muroc Models aftermarket kits/decals.

The Hasegawa F-8 you see here has undergone much Newmanization to be backdated fiendishly accurately to a proper F-8A. Which is no small work, in reconstruct hardware items alone. Mr Newman also had to of course be getting the proper decals for his bird, since he was after a very specific aircraft. In all cases, he succeeded as you see, and yes he offers the conversion parts thru his Muroc Models business, though I am not clear on the decals.

In any case, I looked up the data. As David pointed out to all at the meeting, everyone basically knows of John Glenn's flight in a recce Crusader, but who knew about this one which flew a month earlier ? Unknown History!

So here you go, I'm in with Dave, this is an unkind cut for the original flyers and plane, clearly they flew faster and further than Glenn, but who goes into record books... Here for your own amusement, the bare facts of it:

VX-3 also wrote Crusader history on June 6, 1957, when Capt. Dosé and LCdr. Miller flew a distance of 2200 miles from USS Bon Homme Richard off the west coast to USS Saratoga on the east coast in a record 3 hours and 28 minutes

On 16 July 1957, Major [John H. Glenn, JR](#), USMC, completed the first supersonic transcontinental flight in a F8U-1P, flying from NAS Los Alamitos, California to Floyd Bennett Field, New York in 3 hours, 23 minutes and 8.3 seconds



Well, as in all things awards, I am very sure there's more to the story which made sure John Glenn and "Project Bullet" got this recorded such. Still nice work on the Crusader, another great reason to be glad to have been at meet.

With these extra shots of my favored selections on their tables, I'll close the visit to AVG in April article. Encouraging to encounter so much modeling at a meeting in mid afternoon, and thanks for having us as guests. Seeya soon.

Catching Wind Up On The Fool Idea We Had an April SVSM 2013 Meeting, YES!

Thanks from Editor Mick to Sec'y Chris, at batting 1.000 for minutes management momentum last two



At the April meeting, we had good news about the recent Kickoff Classic. There were 94 modelers entered, and 330 entries, which are not all-time highs, but of the entrants a full third are new to our event! That bodes well for our future. Dave Anderson said he and wife Christine had over 20 kids building models with their parents, and Frank Beltran expressed his thanks to those who donated for the raffle. Speaking of donations, Steve and Anita Travis sold \$732 worth of donated models to help fund our VA Hospital program, and Pete Schyvers generously contributed nine more boxes of models to this effort!



By Jove , Readers Have Evidence Now We Had An April Meeting, No Fooling, here's the Minutes ! (yes, sheet 17)

Steve also got to witness the impact of our efforts for the VA Hospital. He did a build session with some visually-impaired vets this month – yes, modeling is for people who don't see well, too! – and says he has new appreciation for snap-together builders! One of the modelers from that session, Patrick Finan was there with his guide dog; any time you think our club and our hobby is a trivial thing, think about the work Steve and Anita are doing – and have been doing for 14 years! – and the impact it has on people like Patrick.

D&J Hobby has moved to its new location on Prospect Avenue in San Jose, and the word from the store is that builders are welcome. If you need a place to work that's away from the house – and you don't mind answering a question or two from the other customers – the store is open for your use. Call Ray at D&J for more information.



In model talk... Cliff Kranz made the most of his ICM Bergepanther; when he found out all the recovery gear was missing, he bought a second one and found a new address to write for parts. That led to a pair of Panther "funnies." Cliff is also working on a rather funny-looking Soviet armor piece, the T-34 from ICM. This monster had five turrets and 11 crewmen; Cliff has his nicely painted already.

Patrick Finan's first model in 35 years is the Tamiya T-34/76 1943. He got a little help with the small bits, but the tank's together and awaits its tracks.

Shervin Shembayati says Dragon's 1:72 MiG-17 looks good in the box but fits very poorly. He's painted it and had the decals on representing the fictional Col. Tomb. Shervin jokes that the real name of the company should be Dragon On and On.



Mark Schynert got a good deal on AZ Models'

Ki-78, which he says was similar to the Me 209 but 70mph slower! It's a simple kit and needed a bit of extra detail in the cockpit; Mark's building it as a hypothetical post-war racer! Also still in progress is Mark's Valom Buckmaster; this kit provides the modeler with alignment problems with the nacelles which are very frustrating.



Gabriel Lee has two finished fictitious spacecraft , namely the TIE Interceptor from Fine Molds and his Stargate: SG-1 F-302, both in 1:72. His next fictitious flying machine will be the Testors F-14 in “Top Gun” markings; he has the cockpit together, and says he wants to build it before the decals go bad!



Mike Woolson says Tamiya’s Komatsu G-40 bulldozer has a few flaws, but none that can’t be overcome. After all, he overcame Matchbox’s Westland Wessex helicopter; he won it in the Kickoff Classic raffle. Made short work of it, building it as a “what if” Air America Wessex and dressing it up with rotors from a Revell SH-3. Jim Priete says his Williams Brothers Curtiss B-10 was a tough build. He borrowed the cowlings from a Revell Fw 200, and found the correct colors for the Dutch aircraft flying in defense of Java from a Dutch website. Now that it’s done, Jim says he doesn’t want to build another one!

Eric McClure wanted to do a new kit, so he selected the Hasegawa kit of the Aircraft from the Japanese film “Last Exile.” The most significant extra work he did was to rescribe the louvers so they would take a wash better.

John Carr’s latest figure is the Reheat vignette “the Diver’s Cat.” The cat figure had some short-shot or missing detail – like paws and an ear! – so John replaced them in epoxy. For the silver details on this 1:16 figure, John used printer’s ink.





My Word Cat's Away The Tanks Play

Randy Ray made very short work of AFV Club's 1:35 Flak 30 quad 20mm gun. He was going to build it out of the box but then made the mistake of looking at a book! Randy had an early issue of the kit, which came with turned aluminum barrels. He added just a little wiring to the battery box.

Dave Balderrama was hoping to get a connection for the "Belated

Birthday" contests by using a book from his year of birth about WWI to link to his Emhar Mk. IV tank. Alas, Dave barely got the tank started before the meeting rolled around.

Ben Pada was also late to a contest – namely, the Fremont Hornets' F-104 group build – but he has nevertheless finished his project, a Japanese Starfighter built from the Hasegawa kit using an Aires cockpit set. Ben's also at work on a Tamiya 1:48 Fw 190D-9, and he has a Tamiya Macchi 200 assembled in painted in a beautiful three-color camouflage scheme and awaiting final assembly. Ben's P-400 is the Hasegawa kit; it wears the British scheme, and Ben says Hasegawa's kit has the same fit issue as the Eduard kit!



Lily Liu is working on the 1:144 DML rail gun; she asked and got answers to questions about painting the rails and groundwork. (btw, Lily and her dad came to us thanks to Dave and Christine M&T Outreach at KOC #19 - Ed.)

Laramie Wright's 1:35 Dragon Ferdinand tank destroyer now boasts a turned aluminum barrel; he says the muzzle brake was supplied as a single, screw-on piece. Laramie's Kursk Panzer III Ausf M came from the Dragon kit; he used DML magic track for its running gear, and was dubious about the structural integrity of the photoetched side skirts until he added them to the frame, when they became perfectly rigid. Laramie's also building another Sherman for his collection, this one an M4A3 from Tamiya; he added styrene to block off the sponsons and used On the Mark photoetched parts to detail the machine, which depicts a vehicle from the 9th Armored Division in 1945.

Max Balderrama took two weekends to get his Hasegawa 1:72 Flak 38 88mm gun assembled and now he's ready to paint it.



Kinley Calvert has the body of Polar Lights' massive Constitution-class starship together, he says the model is very complex. Kit includes three styles of windows, for instance. Kinley has a light set and a photoetched set for this model; the bridge is done and detailed. Even though it's less than the size of a quarter, it looks like the TV show set!



Kinley's also completed his Moebius Viper Mk. II, despite a painting disaster; he stripped it and started again, and used the salt technique to weather the painting, plus the JT Graphics decals to finish the Viper in the less common blue scheme.



Mark Balderrama built his model of the Bachem Natter in 1:48 scale from a paper kit.



Chris Bucholtz has his Hasegawa 1:72 A-1J Skyraider assembled and painted, and he's just awaiting decals from Brengun , who includes them in its "toilet bomb" set. Chris's A-3 fuselage is together; the Hasegawa kit is a little over-engineered, which made the assembly of the belly a little tough, Chris said. Chris has the fuselage and interior of yet another Tamiya P-47D assembled, and he's completed the cockpit, rear shelf and ejection seat for the upcoming Obscureco detail set for the 1:72 Hasegawa F11F-1 Tiger.

Mike Burton combined the Pegasus 1:48 V-2 kit with the decals from the 2010 IPMS/USA Nationals to create an Operation Sandy rocket, the first missile fired from an aircraft carrier.



And the model of the month goes to...

Any More April Meeting Details?

YOU BETCHA!

(wow sheet 21)

Ron Wergin's Junkers EF.128, which survived a bath in spilled Tamiya ultra-thin glue, an accident caused when Ron CA-glued his foot to the floor, and vertical fins glued on up-side down to become a very nice model. Ron added a pilot from the Revell 1:72 Luftwaffe figures set and anchored the plane to a nice base, since it was a tail-sitter otherwise!

Our monthly contest, "Belated Birthdays," had a few entries. Mike Burton had a Heller 1:72 F-86F in Richtofen Jagdgeschwader markings from 1956. Also present from Mike's collection was an Airfix build of U-2 56-6722, which was ordered in fiscal year 1956. And the winners were: in third place, with his T-35/85 from Tamiya, was Laramie Wright. Laramie portrayed the tank of the rebel government's minister of defense in the Hungarian Uprising of 1956; he moved the idlers to the correct position, substituted HobbyEZ wheels and fit the tank with AFV tracks. In second place, with his 1:48 1956 Revell Chevrolet pickup, was Cliff Kranz. Cliff built reissue of this kit on his 50th birthday. And in first place, with his F-86D Sabre Dog, was Mike Burton. Mike built the Hasegawa kit as a plane operating in 1956, says the kit is fantastic (if a little expensive and hard to find now).



More looks at Kinley's, Mark's and Ben fine works here.



thanks again Chris, for these timely minutes. The Editor.

By Now, No One Is Still Reading So Safe For Editor to Slip In Some More Meeting Shots ... April, No Fool ! end at 22



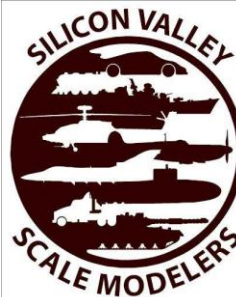
With a page to spare, one manages any little fancy.



Here's just more of the marvelous work all of our membership brought to bear at our April folly. Plus, don't forget that our annual SVSM Classic...like James Bond....WILL RETURN !



In the meantime, there's Yuba City looking to "Get 'er Done" in July, Colorado's Thin Air Nats beckon you in August, a Civil War Symposium of sort is Reno High Rollers 14th shot at another winning theme right at September opening. No end of game days there either, Fremont Hornets go Dutch at end of September and of course, Antelope Valley invites everyone to "A Day At The Zoo" November. More coming soon – fini mickb



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