



THE AFTER MARKET SHEET



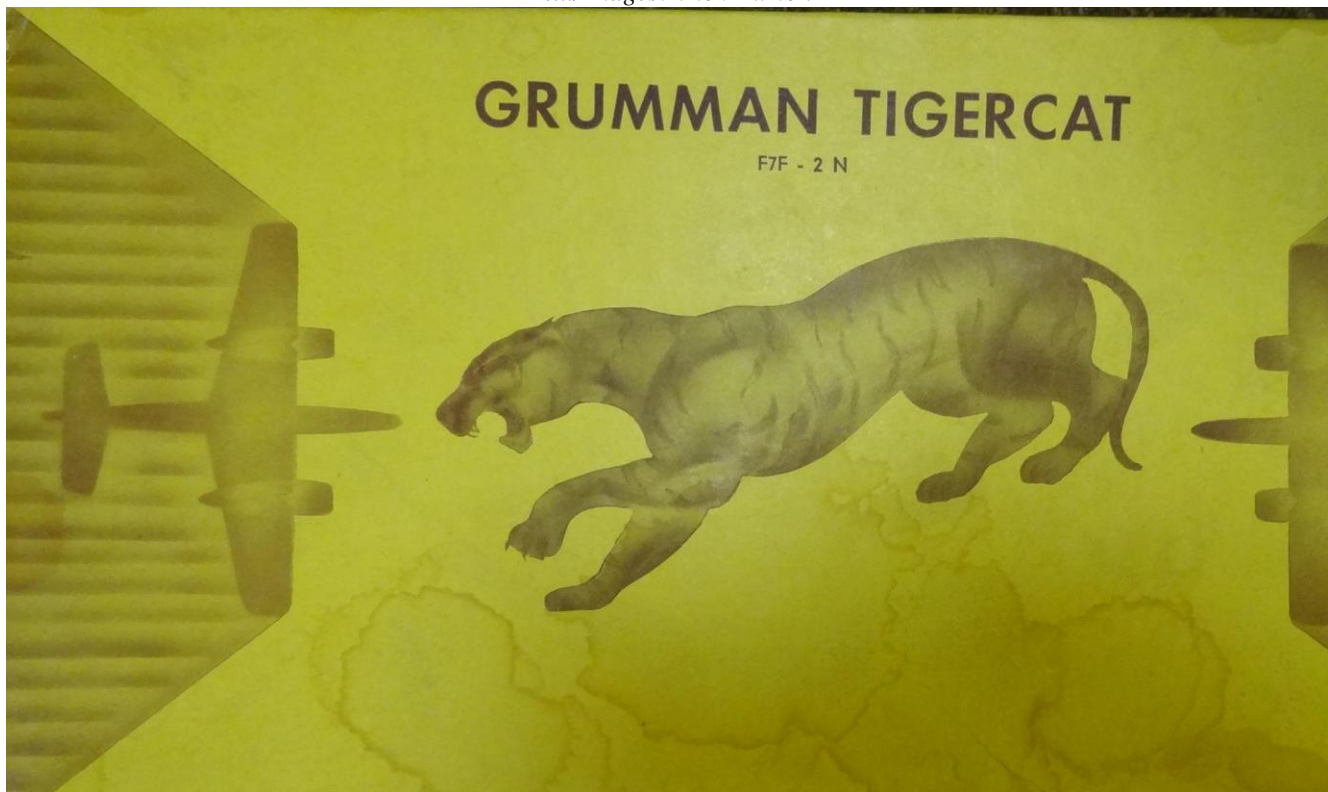
VOL. 50A, No. 8A WWW.SVSM.ORG AUGUST 2016

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

RENDERING A FIRST LOOK AT HAWK'S 1/48th TIGERCAT!



Text/Images: Mick Burton



“ O G “ MODELER DISCOVERS A HAWK CATALOG ITEM SURPRISE

*I don't have any "in-progress" building photos to present to you in this story. Just an OOB review for some fun
(Continued on page 3)*

" WE HAVE THE WESTERN REGION NATIONALS COMING THANK YOU PHOENIX "

The very exciting news that of FIVE BIDDERS for the 2018 and 2019 National IPMS Conventions to be awarded there were THREE WEST BIDDERS (Loveland CO, Phoenix AZ, Las Vegas NV, only NV had never hosted before) was only surpassed by NEWS that 2018 show is IN PHOENIX. FABULOUS, simply fabulous (says vet of 2004, 10) As part of this month's WAYBACK MACHINE, you may espy in the literature the notice (from 1982) about the '83 Nats being held in ...Phoenix (their first, the year I finally became an IPMS chapter member, then '86 joined up USA)

Although still not sufficiently publicized or widely communicated, NOWADAYS to get onboard and submit bidding for a USA Nationals is not the horror story it could become prior to 2008. YET ALMOST NO ONE SEEMS TO ...

While I am ecstatic about PHX getting it a 4th time, I would have been just as tickled had Colorado gotten it again as I had to cancel my lovely room in the main show hotel for the 2012 show there (their first hosting) and it was good one Las Vegas I had heard was working in past to go for this, and I dearly hope they rebid for 2020 and ahead, which now thanks to our President Ron Bell, who knows something of IPMS Nats himself (Columbus OH 1997 I know for sure) is a chance, Ron made "Executive Action" an active noun with directive to make Bids process extend 3, not 2 years out.

" WE HAVE CHANCE TO JOIN 21st CENTURY in our National Constitution, THANK YOU RON BELL "

No coincidence, I repeated my news from last month's editorial to get Ron Bell's name back in front of you, as he has not rested on his laurels at all since taking President IPMS USA Chair. He has "President's Message" squarely on the target for the just published JULY/AUGUST 2016 Journal, where he clearly outlines his effort to revamp, rewrite and clear our bylaws and Constitution to resemble something Millenials or other humans could read, understand, use ! He baldly states he takes this on knowing damned well (*my emphatic added to his "knowing", ed.*) even after he's all done, it will still require an effort by at least 15 percent of the membership in good standing to VOTE YES to make it happen.

Which, if some of you don't get it, he and I know damned well hasn't been exactly easy to predict will happen... Took us 19 years for ANY amendment to pass when submitted for a vote thanks to that "minor requirement" and as good efforts were made to make it "easier" to vote, the electorate seemed to find ways to "shampoo their cat" instead

So PLEASE I ask you to join the Club Fed in the next year, and PLAN TO VOTE THIS NEEDED CHANGE IN !

" HATS OFF to MVPA for their NATS in PLEASANTON, SORRY we MODEL CLUBS MISSED HERE "



I know from going to this event, that in at least one case (Canada) there was an event that saw 1/1 Armor, an RC club's Scale Armor, and AMPS club armor all together "showing the flag" well.

I guess it all depends on location...

. - mickb



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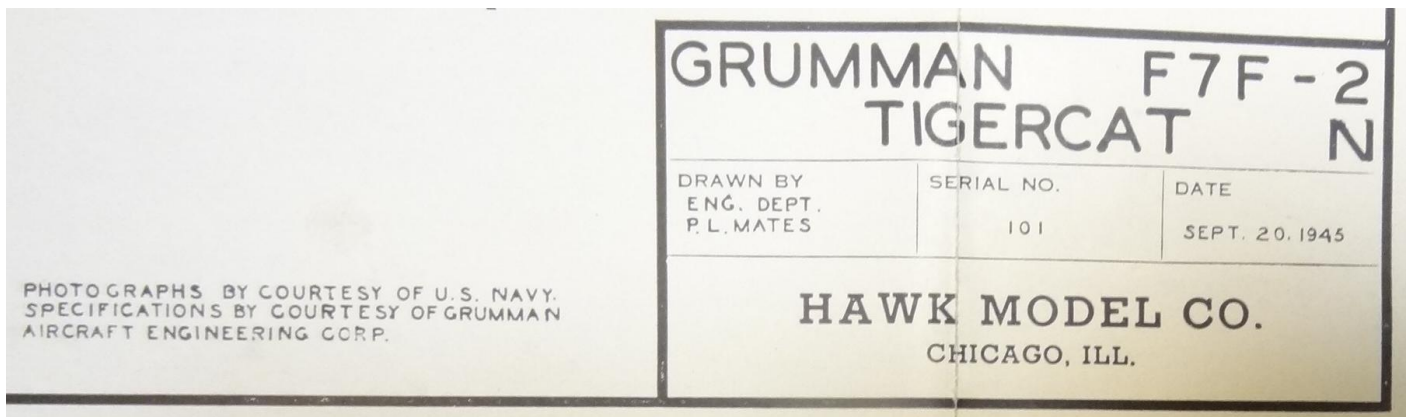
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Modelling Classic, A Prehistoric Kit from an Iconic, Treasured American Scale Model Company Name (from 1)

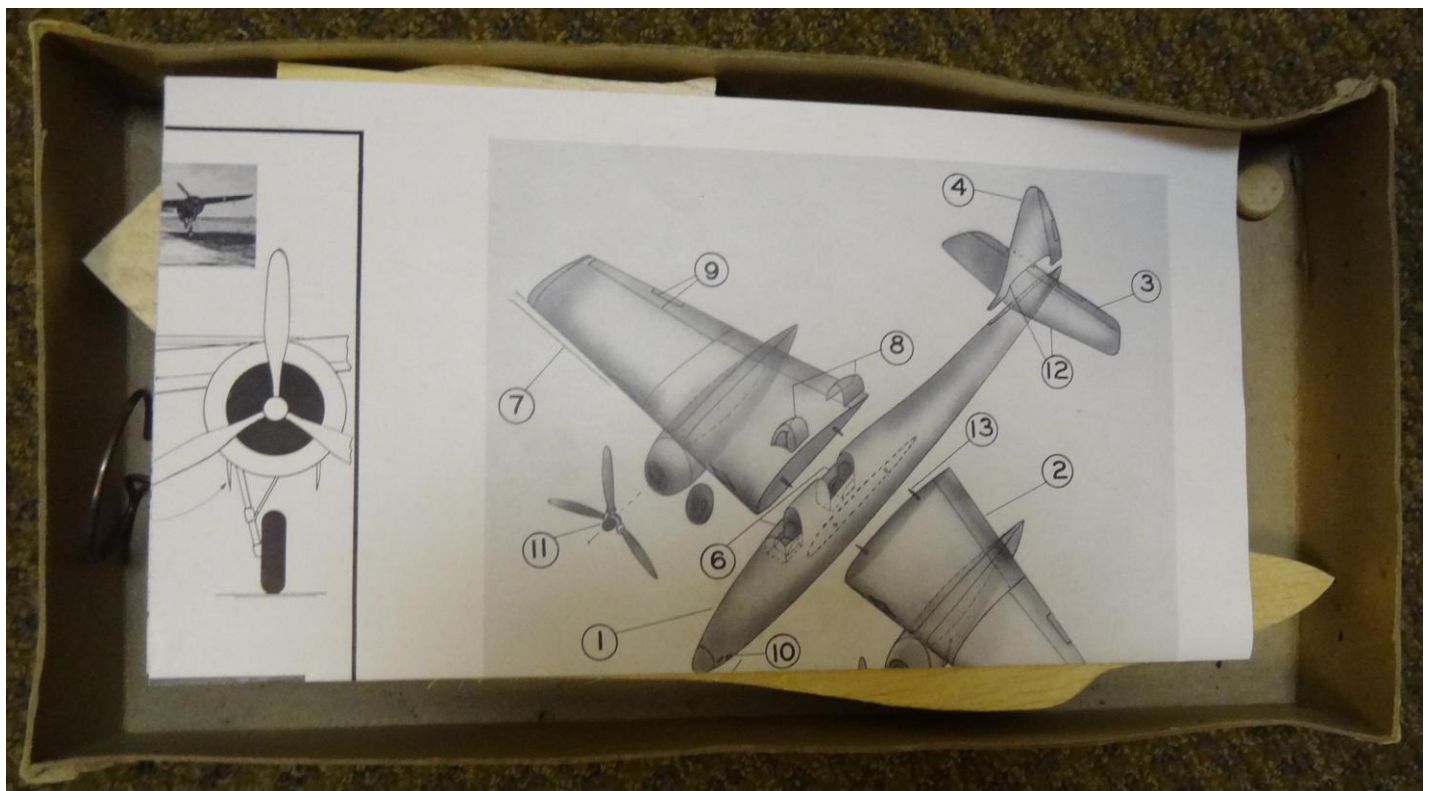
This is NOT a “Photo Shop Fake Out “ or similar “humorous faux history setup” here, Not so long ago, I ran across this hitherto unknown to me, Hawk Model Company 1/48th scale F7F-2N Grumman Tigercat model kit, a total shock!



Mind you, I grew up on “superior quality” HAWK Model kits. Never found one I didn’t like, tried out lots of them plus avidly sought out “collector item” kits for those I had fond memories of, as the years passed. Thought here I had fair knowledge of their “back catalog” and history. So finding kit like this, confirming it wasn’t some “one off” prototype, and also getting chance to purchase it for SEVEN DOLLARS, I simply could not pass this “prehistory” scale model.



OKAY. Now that I’ve dulled you with preamble, shown evidence to establish it’s same “HAWK Model Company” that I know several of you are enough familiar to also appreciate some my “amazement”, **here’s the deal:** (in the box)





For those of you who still shy from building any "Vac Form" model as it is "akin to witchcraft": Just conceive of how *this was what* your "average Joe scale modeler" was accustomed to **expecting** to deal with "out of the box"!

Major Component Parts for Construction of Tigercat

- FUSELAGE** — Cut out template body forms from sheet. Draw a center line down top and bottom surfaces of ready-cut fuselage. Place fuselage on direct side view of plan drawing and mark off the stations as indicated. Use knife to carve fuselage to conform with templates as indicated by the various stations along the fuselage. Sand paper to make final finished shape which will be ready for painting later. Leave shaping of cockpit until later. (See step 4.)
- WING** — Carve wing in same manner as fuselage using templates. Leave the dihedral angle until later (see step 7). It is important to carve both a left and right wing (bech this so you do not carve two right hand or two left hand wings). Motor nacelles are round in shape, and are cut and sanded on top to fit bottom curve of wings. Glue in place as indicated on plan.
- ELEVATOR** — The elevator is carved with rounded leading edge tapered to a knife edge in the rear. Do not attach to body until later (see step 12).
- RUDDER** — Carve to a streamline section (same as elevator). Be sure and leave a flat surface on rudder where it attaches to the fuselage; also notch rudder on bottom edge to fit over elevator. Do not attach to elevator until later (see step 12).
- LANDING GEAR** — All struts are made of 1/16 inch dowel or sticks. Leave them all extra long and pointed at the end. These are attached to their respective positions on nacelles or body. Sleeves and fittings on struts may be made by gluing small strips of paper around struts to give thickness. Use a straight pin to hold wheels on leaving the head to represent the hubcaps. Bind pin which runs along strut with thread and glue. Do not attach landing gear until later.
- COCKPITS** — Go back to finished fuselage and hollow out cockpit using a knife or gouge. Dig down to depth of about seat bottom. Spend a lot of time on this part of the plane. Be sure to make it smooth in appearance and when finished glue seats on floor.
- WING DIHEDRAL** — This is the angle of the wing which starts upward from the base to the tip as shown in direct front view of drawing (see step 13).
- GREENHOUSES** — The acetate formed greenhouse sections can be cut with a X-acto to fit the forms of the fuselage above the cockpit, and are then glued in position. Frame work to represent windows can be reproduced by gluing on thin strips of paper and placing them in their correct positions or this same effect can be accomplished by using a mechanical drawing inking pen and India ink.
- SCORE MARKS** — Movable parts on wings, elevator and rudder can be shown by making deep impressions with a pencil and ruler. Be sure they are deep enough to show up after painting.
- GUN TROUGHS** — These can be made with a sharp pointed knife.
- PROPELLERS** — The ready-made propellers are attached to plane with a straight pin.
- FINISHING ELEVATOR AND RUDDER** — GLUE the elevator on body, then glue notched rudder over the elevator.
- ASSEMBLING WING** — Wings are held on fuselage by the use of pointed dowel pins. Cover both end of wing and dowel pins with glue and press into fuselage as shown on sketch. While glue is still wet raise the wing tips upward until the proper dihedral angle has been obtained; then brace wing tips at this position with a block of wood and let dry.

PAINTING MODEL — Model can be painted in parts before assembling or painted assembled. For best results paint the model with one coat of shellac. Let dry good, then sand with Emu sandpaper. Repeat this process again to make a smooth job. Paint the model with good navy blue enamel. Let dry for at least 24 hours. Front of cowls and inside of cockpit can be painted black. Insignias are applied at least 24 hours after finished model has been painted. Be sure the stars are placed on the correct side of each wing. Read instructions on back of insignia transfer before applying.

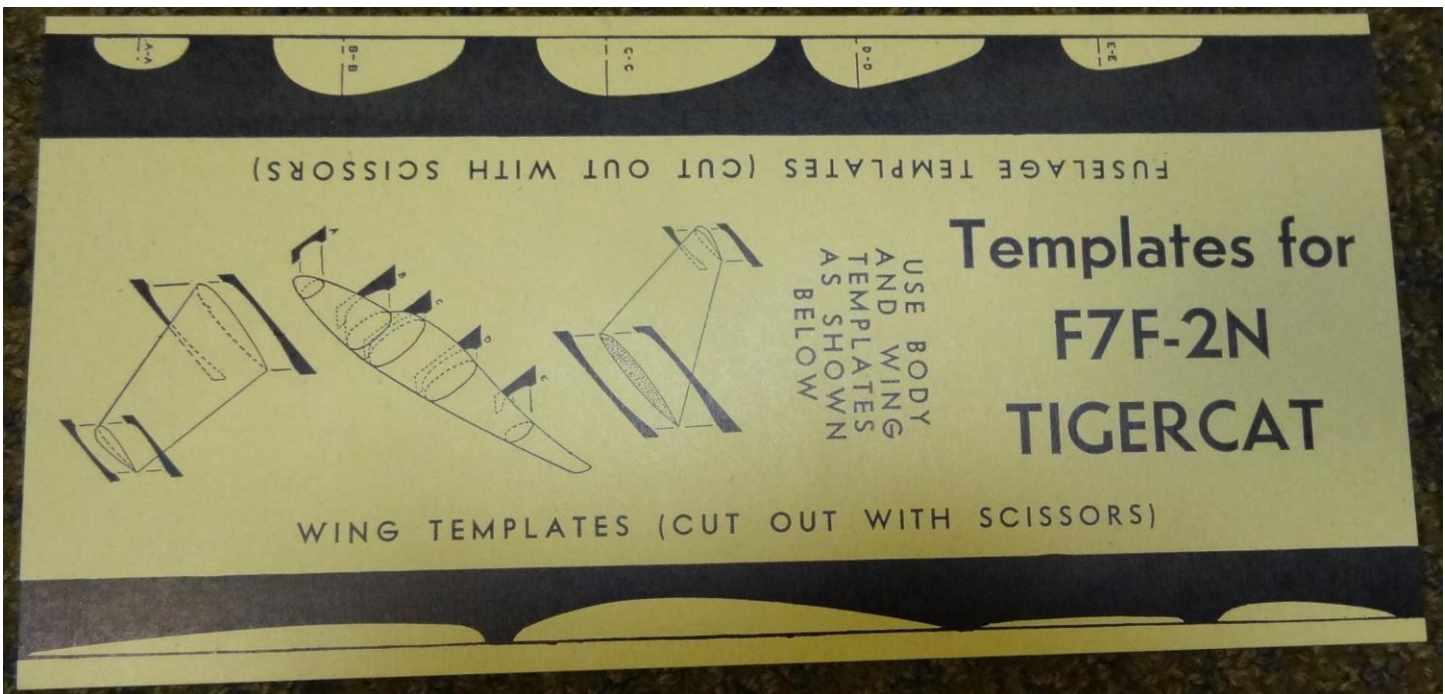
GRUMMAN F7F-2 TIGERCAT
 DRAWN BY: [Name] SERIAL NO: [Number] DATE: [Date]
 CHECKED BY: [Name] 101 SEP 25 1943
 HAWK MODEL CO. CHICAGO, ILL.

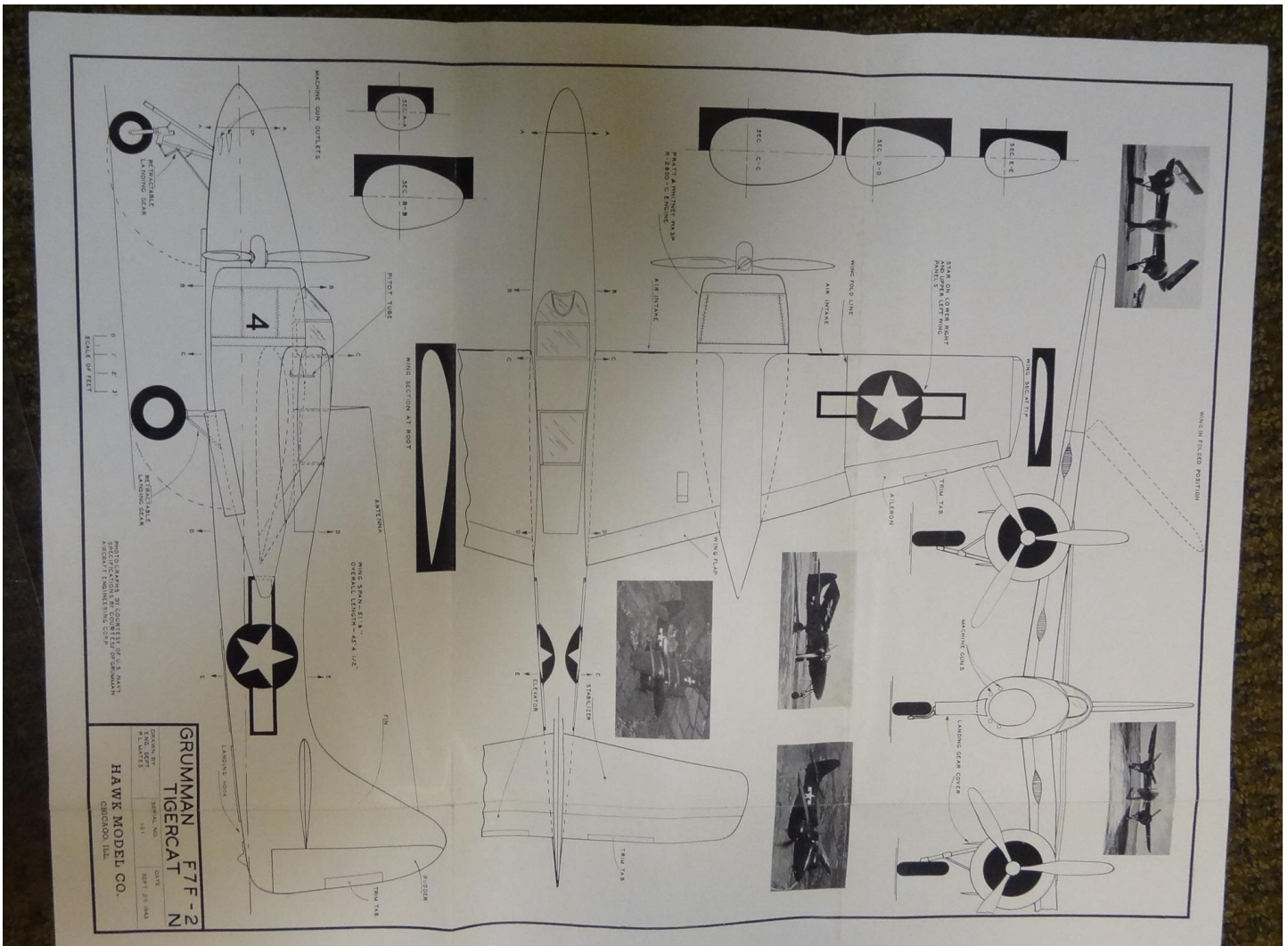
PHOTOGRAPHS BY COURTESY OF U.S. NAVY
 PREPARATIONS BY COURTNEY SPANAWAN
 PHOENIX ENGINEERING CORP.

SCALE OF FEET



While there are probably very few these days (more than 6 decades have passed since this kit came to be made) have a requisite skill set for tackling this sort of scale model, wasn't always the case. I have every faith as well, how many of you would develop "craft" fairly swiftly enough to achieve satisfactory to your own self results. Even likely get up to "competition levels", if you actually gave yourself an opportunity to "stretch". Here you can see that basically, much of the work has been begun for you. So, applying your own favorite tools to the material with these guides, making a



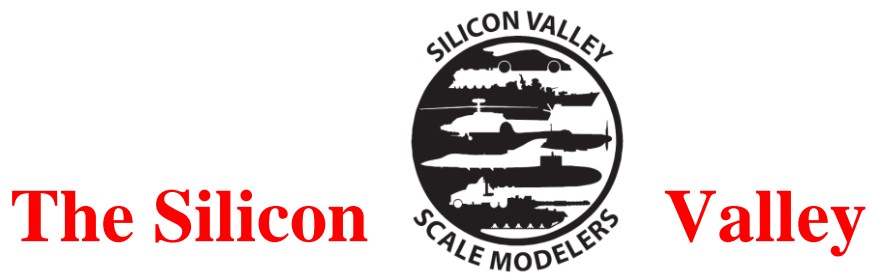


Grumman Tigercat "Night Fighter" not nearly as magical as it might be seeming to "the non modeler".

In case you're wondering, that odd wire curlicue is the model's display stand. You drill a hole in fuselage to mount, as you might imagine there's no clear way to "weight the nose". Besides, if you didn't gather before, landing gear is "you construct" from the dowels, so even if you overcame the clear likelihood of tail heaviness, structural vitality of the landing gear would not be a good long term bet.

Today's "average Joe" might also be in absolute horror, faced with choice given here for "detailed cockpits" or in gear bay, engines, decal markings.

Yet, here's where it all was once, at the "cutting edge" (literally) - *fini*



Scale Modelers

INVITE YOU, FRIENDS & COUNTRYMEN

TO OUR

2017 SV Classic Event

FUNDRAISER AUCTION

CURRENTLY SCHEDULED TO BE HELD ON

MEETING OF THIRD FRIDAY **SEPTEMBER 16 2016**

AT OUR USUAL MEETING LOCATION

Community Room, Milpitas PD, 1275 N Milpitas, Milpitas CA

Business begins promptly at 8 PM & everything must be concluded by 10 PM

ADD TO THE FUN !

**BRING AN UNSTARTED MODEL KIT (or two!)
THAT YOU WOULD BID MADLY FOR TO GET BACK, AS A DONATION**

Queries may be directed to our contact – DENS25403@mypacks.net please allow for 2-3 days response time

UPCOMING EVENTS CALENDAR AS OF 08-21-16

Saturday, August 27 2016

IPMS/ Fresno Scale Modelers host the R-9 REGIONAL 2016 , Fresno City College Cafeteria, Fresno CA

Friday, September 16 2016

IPMS/ SV Scale Modelers host their **SV Classic FUNDRAISER Auction**. Regular meeting place, details coming

Sunday, September 25 2016

IPMS/ Fremont Hornets host their TriCity Classic # 12 at the Milpitas Community Center, Milpitas CA. Theme is "Battle of Britain", for all things British/directly related. 50 categories, 20 Special Awards, see website for details.

Saturday, October 08 2016

IPMS/ Orange County host their **ORANGECON 2016** Theme is "**Remembering Pearl Harbor** "

Saturday, October 15 2016

IPMS Sonoma County host their show "**Hobby Expo 2016**". at old locale ! Lucchessi Center, Petaluma.

Friday, October 21 2016

IPMS/ Silicon Valley Scale Modelers monthly meeting. Club Contest Theme "**Frankenstein's Model** "

Saturday, November 05 2016

IPMS/ Antelope Valley Group host Desert Classic #20, AV College, Lancaster, CA SPECIAL AWARD Category "JURASSIC PLASTIC" Overall theme is "Vietnam War, 1946-1975"

Friday, November 11 2016

IPMS/ Fremont Hornets monthly meeting.

Saturday, November 12 2016

"**IRON BLOOD ORPHANS** " host **6th annual Gundam Model Competition** at the Fullerton Community Center, Fullerton, CA. See their website www.THOSEGUNDAMGUYS.ORG for additional info and updates

Friday, November 18 2016

IPMS/ SVSM meet. President and Editor's Club Contest Theme "**The End All and Be All Contest** " Set now as a specific trio "German, Sherman or Vermin" Check details listed at www.mickbmodeler.com

Friday, December 09 2016

IPMS/ Fremont Hornets monthly meeting.. President's Theme "**It's A Holiday Month Let's Play** "

Friday, January 20 2017

IPMS/ Silicon Valley Scale Modelers meeting. Editor's Club Contest Theme "**1917** "

Friday February 17 2017

IPMS/ Silicon Valley Scale Modelers meeting. Editor's Club Contest Theme "**Northrop's Notables** " See www.mickbmodeler.com

Friday, January 19 2018

IPMS/ Silicon Valley Scale Modelers meeting. Editor's Club Contest Theme "**1918** "

Near SILENCE – part 2

*Before we continue here is a warning. Throughout this project you can and will be exposed to some pretty dangerous energies. There is potential exposure to pressurized gas/oil, electricity. If you are not comfortable working around these potential forces then I highly encourage you to not continue with this project or find someone who is knowledgeable to help you. Nearly all of the work being done is with **NO POWER** (unplugged) and **un-charged** (meaning no pressure in the tank).*

I will do my best to give fair warning when the project is under power and has pressure in the tank. Finally I am not responsible for any harm or damage that may happen while doing this project.

*I have no control over the things that you do or **DO NOT** do That said, let's get started.*

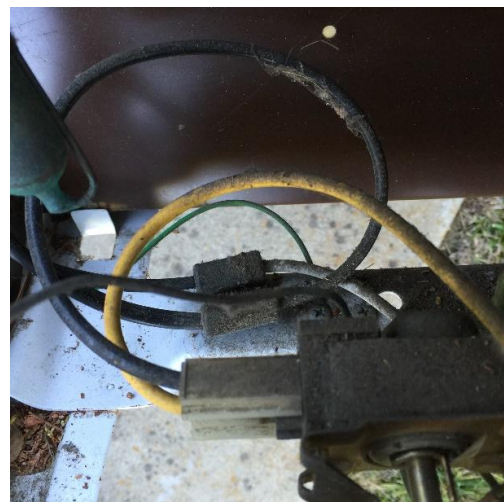
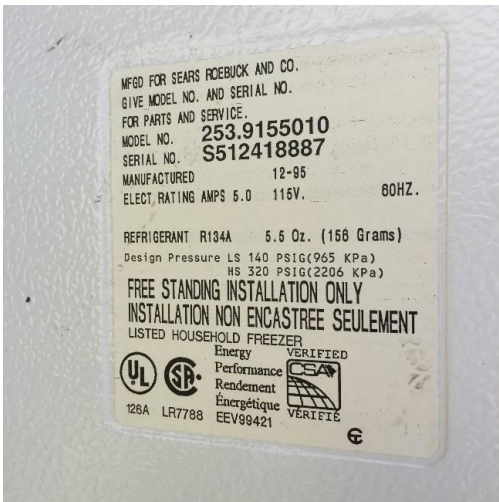
Previously I mentioned the price window for this project is approximately \$20-\$250. All this depends on if you have to purchase all or some of the parts. Obviously if you have donor parts on hand, then this can conceivably be a free build just by repurposing parts.

In my case, I do not have the parts on hand so I had to buy the parts. The major components were purchased through Ebay. The connections, pressure regulator and moisture traps were picked up locally at a hardware store. Assembly was done with common tools that “most” households have: screw drivers, drill & drill bits, adjustable wrench etc...

2a: Sourcing a Compressor (late addition)

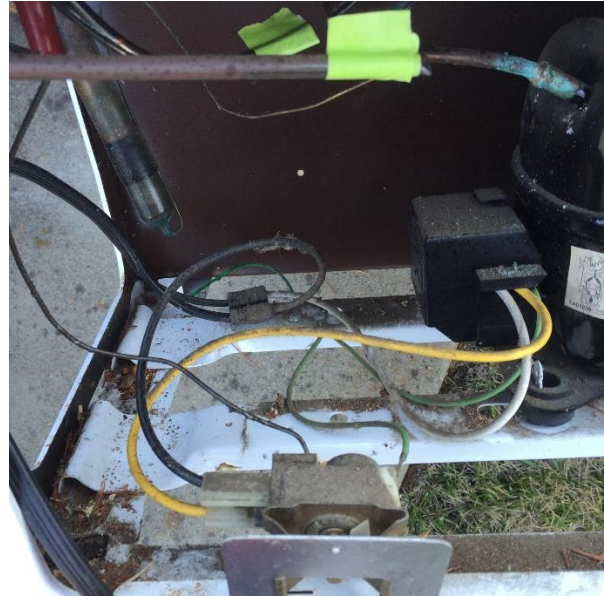
A quick note: I added this after the fact. As I was wrapping up this installment, a neighbor had put a small freezer on the curb for the junk collectors that roam the neighborhood. Well I beat them to it and pulled the compressor from the freezer. – Rich

If you're able to find a junked refrigerator or have a broken one in the house/garage etc. You have the main component available to you and best of all its **FREEE!!!!** For reference take pictures of the compressor before removing it. As much detail as possible.



In the following pic, you will notice the green tape. This is roughly where I will cut the copper tubing. This will leave me plenty of excess tubing should I need to use it. Before cutting the lines (technically), the refrigerant needs to be reclaimed by a certified technician. This is especially true with regard to R12 or FREON based compressors.

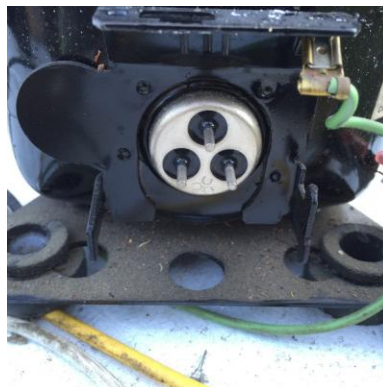
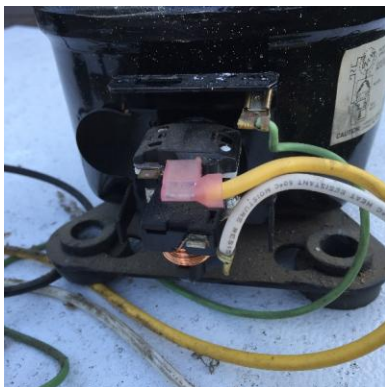
This particular one is R134a and is not as harmful to the environment. When cutting the lines, be sure to use gloves and eye protection. *It will spit oil when a line is cut.* You will also want to pull ALL of the wiring attached to the compressor, some of it will be used, some will not.



This is what you should have after removing the compressor and wiring



For reference – Here are the connections to the compressor after removing the guard.



- FINI 2a. On to 2b (Parts)

Near SILENCE – part 2b: Parts List

Here is a list of all the parts and sources used for this project:

Keep in mind that not all of them were used. I tried several arrangements to see which one worked best for me. Your setup may vary as well. At the end I'll list the parts used in the final configuration, to help give an idea of the final cost for some modeling silence.



A 3 gallon storage tank purchased on EBAY for \$29 shipped.

You can go larger if you wish, but keep in mind the source pump might be too small for larger tanks.

I have seen retail variations of larger compressors with dual refrigerator compressors, but as stated in part 1: They are PRICEY!!!!

This is the heart of the silent system. As you can see it's pretty small. This is a refrigerator pump from a wine bottle cooler.

Purchased used on eBay for \$30 + 21.83 for shipping (it's very heavy, considering its size).

Now, if you have an old, non-functioning, AC or refrigerator or freezer available, you can re-purpose the compressor in these units.



In this case your cost is essentially “free”. **If you do decide to pull from an old appliance, keep in mind this is where you may be exposed to high pressure gas.** Don't forget that there is also a thermal risk – freezing when the refrigerant inside the lines is released. I do not endorse this, and I have no control on how you remove the pump from the appliance.

The proper way is to have a tech reclaim the refrigerant – you don't want to be releasing these items out into the environment. Depending on how old these devices are, there may be Freon in the system, which is illegal to vent into the atmosphere.

As an alternative, shop eBay for your compressor motor, much safer for you and the environment.

Preaching aside, should you decide to recycle an old compressor; keep as much of the copper lines as possible (typically there are 3 to 4 copper lines connecting to the compressor) and keep as much of the electrical as possible.

Try to follow from the plug, all the way to the compressor.

Some of these have a capacitor, *you will need to retain this*, in order for the compressor to work.



While shopping for a pressure switch I ran across this nice gem; also found on [eBay for \\$21.94 shipped](#).

This is an Air Compressor Pressure switch Control Valve Manifold with regulator gauges. It includes a manifold with 8 ports, two “simple” line regulators – basically the line bleeds constantly to maintain regulated pressure. A pressure safety valve (the red cap), two pressure gauges and a tank pressure switch with on/off button. Pre-set to 90-120 psi.

At first, I was going to use this. But in experimenting with configurations and the other switches, I’ve pretty much decided against using this. Why ??? A few reasons. If I use this on the tank I selected, I would need to adapt the 1/2” NPT end to a 1/4” NPT attachment point. This brought the whole assembly higher than the compressor motor.

While this would have worked just fine I didn’t like the arrangement. Plus, while it’s nice to have two outlets for 2 airbrushes and have regulators on each line, if you take a closer look the gauges are useless. You have pressure control over the whole system. NOT the individual lines.



Originally I purchased two different styles of pressure switches. This is the one I decided to use (eBay \$6.87 shipped).



It's a 4 port pressure switch, with the right connection it is shorter than the nice manifold discussed earlier.

This, coupled with the addition of the Harbor Freight regulator/trap I now have individual line control, which is what I want in this system.



The other parts I picked up are brass fittings to make the connections to complete the compressor. The oil sight glass, not sure if I will use this time around...

I did see a commercial unit with a sight glass, and I like the idea of being able to see the oil inside the compressor (more on this later) , but to install it would require some modification that I'm not interested in at the moment.

The extension cord will be re-purposed for the power cord and connecting to the compressor.

Not pictured: 1/4" compression "T" fitting, misc. screws and washers, wire terminals, Teflon tape, 2ft length of 1/4" Aluminum tubing (Copper tubing can be used as well)





A 1/8" NPT 125PSI Safety Pressure Relief Valve

(eBay shipped \$7.69 shipped)

Present on all compressors, typically located on tank or the pressure switch. The Safety Relief valve is installed on the tank, and is there just in case the storage tank gets over pressurized.

If tank pressure gets too high, it is supposed to open, allowing the pressure of the tank to bleed off until it reaches the "safe level" of which it is rated for (125 PSI in this case).

This item ***MIGHT*** be found in hardware stores.



A Check Valve

(eBay \$4.88 + \$3.00 shipping)

The check valve is also critical. It's a one-way valve that is used to prevent the storage tank pressure from feeding back into the tank compressor line and create stress on the compressor pump.



But wait ,the pump is under pressure when it is running; correct ?! But, with each pulse of air that is pushed out by the pump into the storage tank , the check valve opens and closes in synch with those pulses of air. When the tank reaches its maximum pressure setting, the compressor pump stops and typically a hissing sound is heard.

This hiss is the line pressure bleeding off. So that, when the compressor restarts to fill the pressure tank up, the pump will start with no pressure to strain the pump, as it starts up. This piece (on left) is unique to the small compressors, as larger compressors have a similar device, but as self- contained unit. (Picture on right). I would have used this instead, but it would require modification and welding to the storage tank I had purchased. (***NOTE – in hindsight, the check valve on the right is "more common" and easier to find. It just means more work to install it.)***)

Near SILENCE – part 2c: The Planning

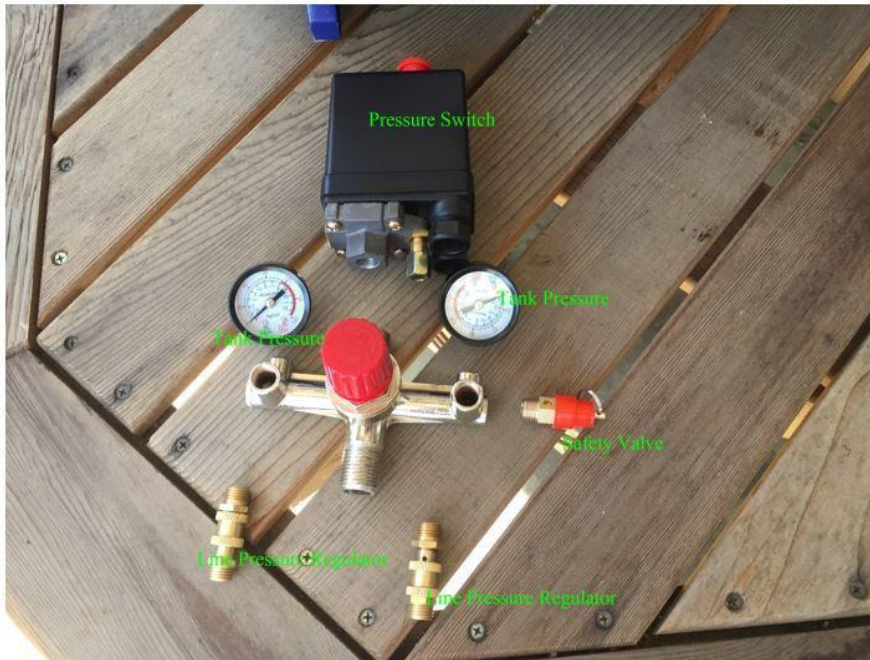
Like model building, it's good to have a plan, especially when parts you have were not really intended to go together. When I had all of the main parts, I started to mock up the major pieces. Of course then I found that there were certain combinations and arrangement of parts I did not care for. It's all "trial and error" (to quote RJW...)

Pictured right is the manifold that I liked at first but a few things didn't work for me. First, manifold needed to be adapted. It's 1/2" NPT and I needed to adapt it to 1/4" NPT. I would have used it IF I was able to find the correct adapter. But I didn't find it in local hardware stores , and I do not have a TIG welder to make a nice adapter by welding pieces I wanted. On top of that this manifold is just plain confusing....



And no better than this classic piece.





Look at the pictures here and I will try to explain.



The main issues: the pressure indicators are redundant. While both will indicate the line pressure after the regulator (red knob), technically you only need one. The brass line regulators are just like the classic brass piece, slide to open, allow air to escape to regulate air pressure going to your airbrush. The pressure you're spraying at is a complete guess.

So I gave up on this item. Looks great, but dated technology if you will. The pressure switch is a single port. This was a 26Amp HD 4 port compressor switch (**eBay \$14.99 shipped**) I could have used this, but the orientation of the ports and electrical connections I did not care for. One direction would fit fine. But then, I need extra fittings to install a tank pressure gauge. The other direction was too far offset, did not allow the compressor pump to sit on the tank mounts.



This is the configuration I decided to use

The switch at first glance looks just like the one with the nice pretty manifold, but the difference?? This is a 4 port switch. Compact enough that I can have the wires routed close to the compressor pump, thereby keeping the wires out of way. I can connect a tank pressure gauge *direct with no extra fittings OR*, I could add the extra fittings *and orient the pressure gauge any way I want.*

Near SILENCE – part 2d: The Build

Now that the layout and parts have been figured out it's time to put it all together (see if you notice my mistake).

Before taking it apart, I moved the compressor pump around to find a happy medium: Where the pump feet rested on the mounting tabs of the old compressor/motor, and gave me enough room.

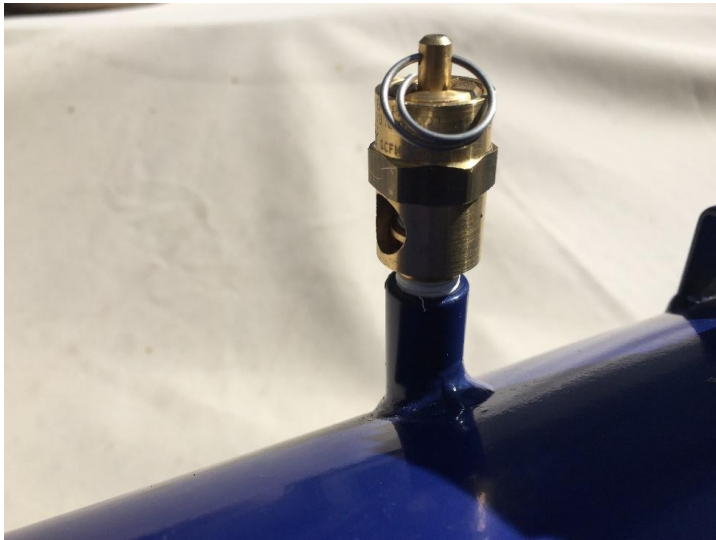
Room so I could rotate the unassembled pressure switch to mount it to the tank.

When I was happy with the location, I marked the centers and disassembled everything.





Using a drill and appropriate bit, holes were drilled then tapped with a 1/4-20 tap, so I could just use common 1/4-20 bolts and fender washers to mount the compressor on the tank.



I installed the safety pressure relief valve directly on the tank. Don't forget to use Teflon tape to seal up the threads.

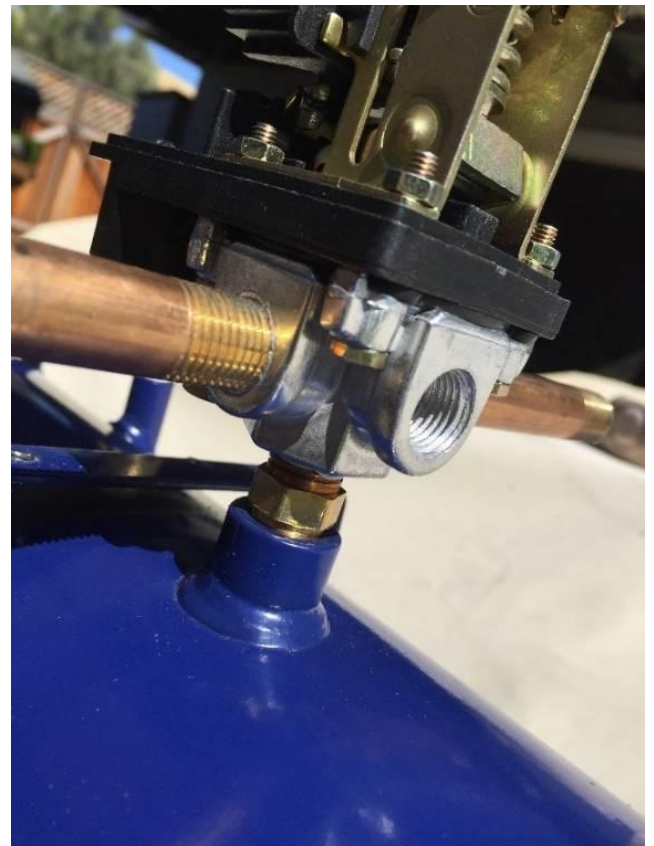
Because I used a 4 port switch this safety valve can be installed on one of the available ports.

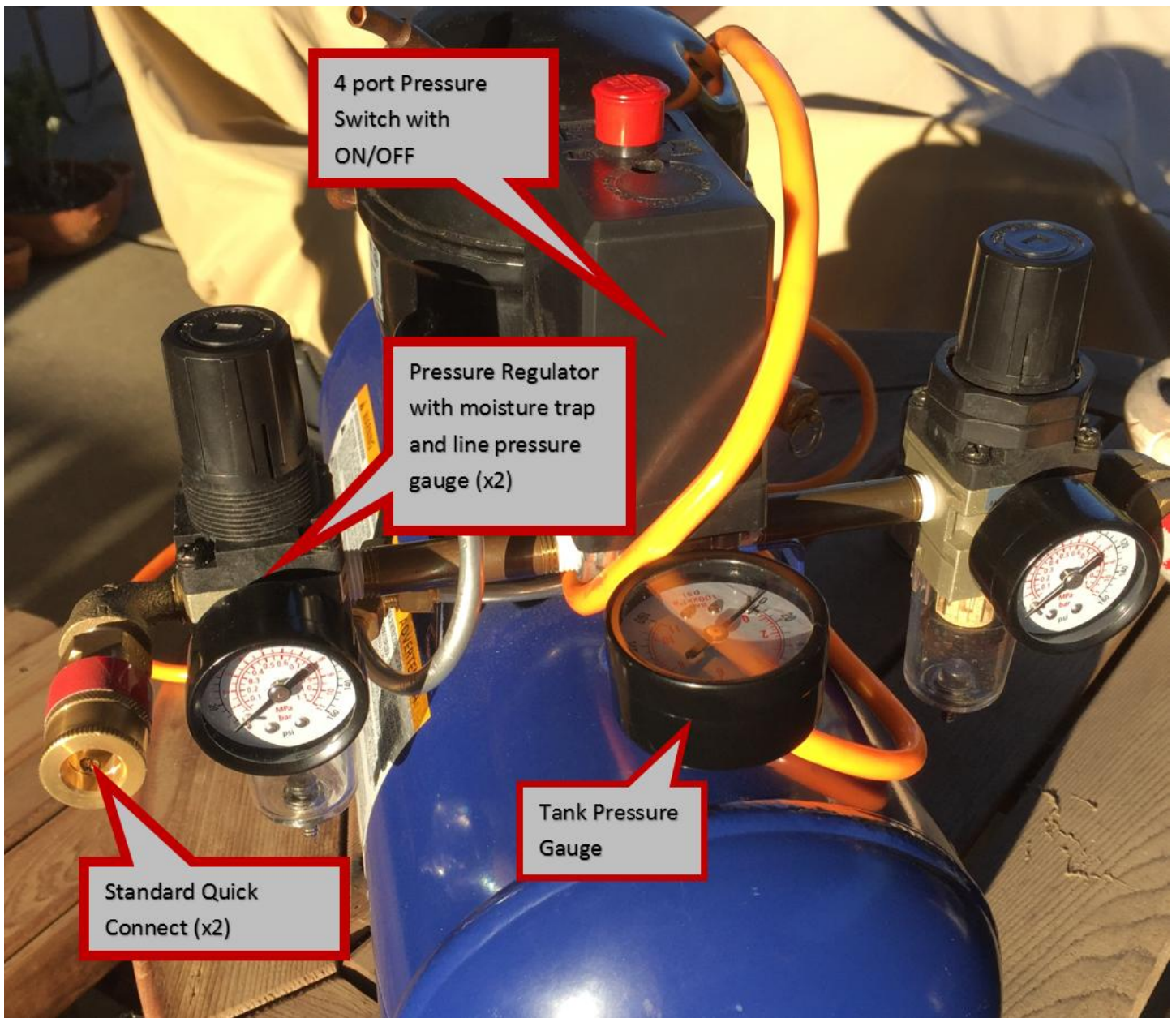
If you go this route you will need to plug this port on the tank.

Next I used a 1/4" hex nipple (again don't forget to Teflon tape the threads on both sides).

NOTE – I did have to remove this after the compressor was completed, to install the by-pass line. So during the planning do not forget to take that by-pass into account. Otherwise you will have extra work to do.

Once I was satisfied with the setting of the switch, I installed the two 1/4"x3" brass nipples. These were installed hand tight for now.





The two harbor freight pressure regulator/moisture traps were assembled and installed on the two 3" brass nipples.

The reason why I decided to install two regulators, is because I wanted the flexibility of being able to have two airbrush setups ready to go. Plus, if you are considering a high end air compressor many of them have at least two outputs or they have the option available upon ordering.

To add an additional port in this case was only \$13.99 , courtesy of Harbor Freight.

Now if you remember that nice pretty manifold that was not used; as there was little to no control over the air pressure in the lines.

The dual pressure regulators are redundant. Compare now, it to the manifold that was just installed.

We have tank pressure before the regulators; if everything works according to plan the tank pressure should range from 90-110 PSI. Our pressure switch is adjustable, so we can go up or down to our liking.

Each line out is now controllable from 0-max pressure, via the pressure regulators and we can now observe the line pressures going through our air brushes.

Plus, the added bonus of moisture traps, to keep condensation in the lines in check.



“Fill port”; Needs to be either capped or attach a filter.

Suction line – This will not connect but will need to have a filter attached.

Pressure line – this will be connected to the tank

Now, we need to make connection from the compressor to the tank. To do this I used brass compression fittings.

Coming out of the ‘fridge compressor are three lines. One is a fill line, one is a suction and the last one is pressure.

I want to say that the lines in any compressor will be all the same, but the only real way to know is to test before installing.

Then label the lines so you know which port needs to be connected to feed pressure into the tank.

Since this was a used unit, all of the lines were crimped and soldered shut. Using a tube cutter, I opened the all of the lines. Be careful with the top “fill port” as this opens into an area that contains oil. Once this is open, do not tip or lay the compressor on its side. Oil will spill out. The “fill port” and suction line will remain open and should have some sort of filter to protect the innards of the compressor from F.O.D. The filter can be just about anything. To connect the pressure line I used a 1/4” brass union, was a bit too small to fit over the pressure line. To fix this, I had to take one side and drill out some material so that the brass fitting will fit over the copper tubing.

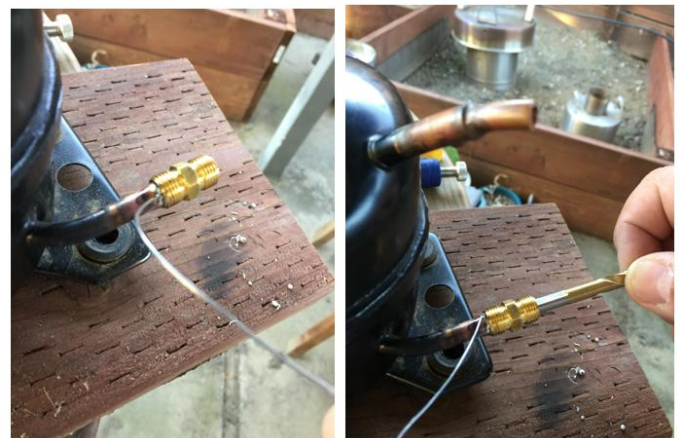


After some T&E (trial and error, remember?, per RJW?) this union is now soldered in place, using a technique called sweat soldering.

A similar method is done in joining copper pipes for plumbing.

IF you are able to source a correct size union (they are available, but not easy to find) then you would be able to instead use here a compression fitting, rather than this method of soldering.

Once completed, we can now start some final assembly





The pump is installed onto the tank and held down with 1/4"-20 screws and fender washers. (*Here is where I found my mistake(s)*). The blocked port is where the check valve is intended to go. When placing the compressor, I only took into account the pressure safety valve.

To fix this I used a brass 90° street elbow and a brass 1/8" NPT to 1/4" compression fitting. I had to relocate the tank compressor slightly, this in turn moved the safety valve further away from the compressor body. All of which gave me enough room to use the 90° 1/8" NPT to 1/4" compression fitting and parts (spring and rubber plug) from check valve to make the connection to the pressure line of the compressor. To install all these pieces, you will need to remove tank compressor, install the parts, tweak the angles and location of the compressor to get everything to fit.

Again with the RJW adage; Trial and Error, test, repeat if needed.



Once the locations are figured out and finalized:

Connect the Pressure line of tank compressor to the 90° 1/8" NPT, to 1/4" compression fitting by bending the tubing to fit.

Install the caps, ferrules on the tubing **BUT DO NOT tighten them down yet**; leave the connections loose for now.

In the picture you notice a 1/4" T compression fitting. This was the first revision. It's connecting the pressure line of the compressor to the bleed-off valve on the pressure switch. Under normal circumstances, **this is a must use connection.**

What it does is allow the excess pressure in the line going to the tank to bleed off. A normal compressor moves a bunch of air very fast. If the line has pressure, it will cause the motor/compressor to start with a load (the excess air pressure in the line), and this is not good for the compressor & motor.

The bleed off line restricts the air from escaping as the tank is filling up, via a small pin hole. Because of the amount of air being moved, this feature is put to use. In our case: the 'fridge compressor doesn't move the enormous amounts of air we're talking about here. Thus is unable to exceed the amount of air volume needed to create enough pressure to fill the line, build line pressure to get past the tank check valve and fill up the tank. In short, (as much as I want to) *will not* be using this feature.



This is the connection we will make: from the compressor to the tank.














Once the connection is completed, remove it and set aside. Proceed to install the parts of the manifold. This was done in pieces because of the limited space. Using Teflon tape on all pipe threads, install the 1/4" hex nipple by and on to the tank. Connect the 4 port pressure switch, tighten until almost tight, in rough position of about 4-5 o'clock in relation to the tank pressure gauge location.

Keep in mind that with pipe threaded connections, the connections don't need to be so tight that there is no room for adjustment. The fittings have a taper and with the addition of the Teflon tape a seal is made between the joining pieces.

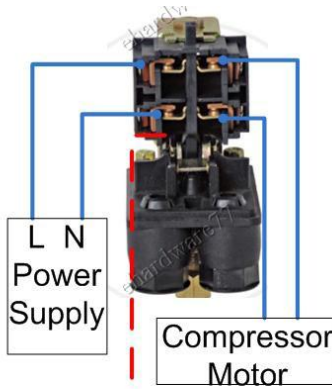
Third, install the 3 1/2" brass nipples (again only hand tight). Once this sub assembly is together, you now complete the alignment by making the last twist to the pressure switch, so that the two brass nipples are square to the tank and the tank pressure gauge is in the 6 o'clock position, when viewed from the top.

Wiring

If you were fortunate enough to buy, or pull the compressor with the wiring, you're pretty much set. AC color codes are easily referenced online, doing an Internet search and you will find something like this.

<i>Function</i>	<i>Color Code (for 120/208/240 V)</i>	<i>Color Code (for 277/480 V)</i>
Three Phase Line (L1)		
Three Phase Line (L2)		
Three Phase Line (L3)		
Neutral (N)		
Protective Earth or Ground (PG)	  	
Single Phase Line		 (for 2 nd hot)

Since we are working with 120v here in the United States and thus only 3 wires; Line, Neutral and Ground.



L N
Power
Supply

Compressor
Motor

If you have the compressor with wiring attached, you just need to make the appropriate connections by comparing the wire codes and making the connection to the on/off switch.

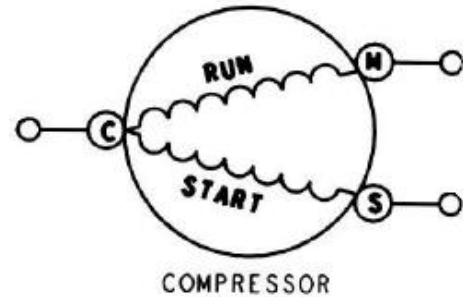
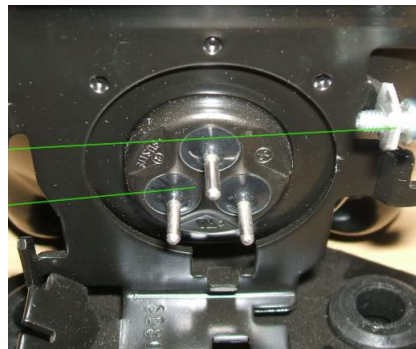
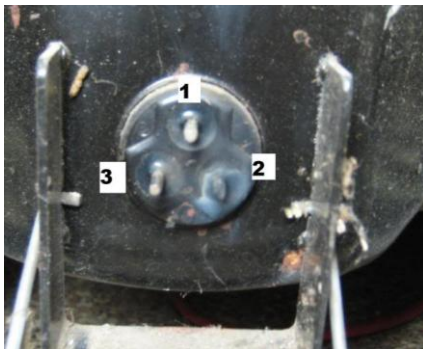
Left is an example of the connections on the pressure switch.



Adjustable Pressure

Then, from the switch, you make the connections to the plug.

IF you only have a bare compressor with no wiring, then you have a bit more work to do. An Internet search of the manufacturer's part number may reveal some leads for the wiring connections OR if you have a multi-meter (DVM), you can figure out the connections that way. A bare compressor has connections similar to this:



1 – COMMON, 2 – RUN, 3 - START

Using a DVM set to OHMS, measure the resistance between the 3 contacts:

Run to Common on = lowest resistance.

Start to Common = Next lowest resistance

Start to Run = Highest Resistance (typically, this will be close to the sum of the previous resistances)

These measurements will also give you an idea of the condition of the compressor.

If the sum of the two lowest numbers is equal or close to equal of the high resistance, then the condition of the compressor is generally good. If it's higher, the compressor may have a problem.

In the U.S. the Common is the Neutral wire or White wire, the Line is usually the Black (or RED) wire. The Ground wire is usually Green (or Green with yellow stripe). Make the connections on the compressor motor, carry the wires over to one side of the pressure switch, paying attention to the conventions for Line, Common & Ground. On the other side of the switch, you will connect the plug side of the extension cord that we pillaged, again paying attention to the color codes/standards.

Once all of the connections are made, go through and verify the electrical connections, verify that all air connections are “German” (GÜDNTite). If everything checks out, then we can apply power to test.

I highly suggest that you use a power strip that has a surge protector and a fuse, just in case something doesn’t work right. Also before testing, open the drain valve on the tank . As the concern right now is to test the functioning of the compressor motor. If all checks out and runs fine, then we can go on to test with the tank drain valve closed as follows.

Power up the system, allow the tank to build some pressure, say 50 PSI and shut it down. Unplug from the wall. Make up a mixture of dish soap and water, this will be used to check for air leaks. You can use an applicator bottle or a paint brush to apply the soap water mix liberally around ALL of the air connections. If there are any leaks, you be able to see them as bubbles.

For safety: *release the pressure from the tank before* correcting any leaks. After you know the system is air leak free, charge up the system again to ~50 PSI or so... turn off and unplug.

Now you want to watch the tank pressure. Ideally the pressure should not change (much). A disclaimer: even though all of the visible leaks may have been fixed, you may still encounter a difference in pressure. This is likely due to items beyond your control. *This is sometimes called leak rate*, which is used to define change in pressure over a known time.

Depending upon size of the compressor, it may take some time for the tank to fill. With the motor I purchased, so far in my testing it takes about 15-25min to reach a tank pressure of 80 PSI. This is where I get a bit concerned, and shut it off manually. In my research of this project, an author uses a similar compressor. His notes say that it would take his setup 45min to 1hr to reach 100psi. A 3 gallon tank at 100 PSI (and no leaks) should be plenty of pressure and volume for most modelers to do some airbrushing.

Near SILENCE – part 2e: Final Thoughts

I’ve been working on this for the past few weeks; testing, rearranging, paranoid about the safety of this project, etc. Most importantly, no airbrushing... *YET!* Here are my findings and learnings so far. Does it work ?? Most definitely, static testing with my airbrush works like a dream. **The biggest discovery so far**; my compressor motor is woefully too small. It does work , but due to its size, it takes too long to fill the storage tank. This I believe, will prove a bottleneck for a prolific painter.

I plan on following up, upgrading this setup down the road when I am able to source a larger compressor motor.

This is not a maintenance free setup . These refrigerator compressors are meant to be closed systems that have pressurized gas and internal oil lubrication. Since this is now an exposed system, this means we will need to routinely check the oil level so that the pump does not run dry. If it runs dry, the internals of the tank compressor pump will get damaged and you will need to replace it. You can use a light machine oil or 0-20/30/40 motor oil.

The quick release fittings. Initially I used parts from Harbor Freight, the air tool fittings are “industrial” type fittings and they do work “okay”. However they leak like a sieve. I have used them for years on my full size tools and air

compressors and they are always hissing at the quick connect coupler.

For use on a hobby compressor I really do not recommend using them because of this fact. During my testing all they would do is

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Home | Brass Industrial Quick Coupler Set 5 Pc

Brass Industrial Quick Coupler Set 5 Pc
CENTRAL PNEUMATIC - Item#61915
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Qty: 1 ADD TO CART

Switch tools from your air hose in seconds with these quick couplers

Double click on above image to view full picture

RECENTLY VIEWED

Universal Couplers fit with the three most popular 1/4" Interchange Connectors.

150U

Industrial Interchange (Type 15)

Automotive Interchange (Type 16)

ARO Interchange (Type 14)

leak, no matter what I did. I gave up, changed the couplers and quick connect to a type "T" which is generically an automotive connect (pictured center right as Type 16)... OH BOY! *So much for standardizing!*

Bottom line is, you do not want air leaks if at all possible. Since I have changed the quick connects I no longer have major air leaks. BUT I do have airbrush quick connects which leak a tiny bit, which I will put up with, because I like the convenience of being able to remove my airbrushes without having to hunt for a wrench to remove it from the line.

Near SILENCE – part 2f: So how did we do on cost (Just counting the installed parts):

Item	Qty	Source	Cost	Shipping if any	Sub Total
Used Campbell Hausfield 3gal tank	1	Ebay	\$29.00	free	\$29.00
Manifold Switch Control Valve assembly	1	Ebay	\$21.94	free	\$21.94
Safety Relief Pressure valve (new) 1/8" NPT 125psi	1	Ebay	\$7.69	free	\$7.69
Refrigerator Compressor: Specs R134A, Thermal Protection, 1HP, 110-115v 60Hz	1	Ebay	\$30.00	21.83	\$51.83
1/4" Hex nipple LFA-729	1	Home Depot		free	\$0.00
1/4" airline filter regulator combo	2	Harbor Freight	\$13.99	free	\$27.98
160 1/4" npt gauge	1	Harbor Freight	\$5.99	free	\$5.99
10ft 16ga extension cord	1	Harbor Freight	\$5.99	free	\$5.99
1/4"x3" NPT Brass nipple	2	Nearly any hardware store	\$4.00	N/A	\$8.00
1/4" Aluminum Tubing	1	Nearly any hardware store	\$3.00	N/A	\$3.00
1/4" Type T Quick connects	2	Nearly any hardware store	\$6.50	N/A	\$13.00
1/4" Compression fittings	2	Nearly any hardware store	\$3.00	N/A	\$6.00
1/4" compression ferrules	1	Nearly any hardware store	\$3.00	N/A	\$3.00
				Final Cost:	\$183.42

So there you have it... under the max cost of \$250. A fraction of the cost of a branded silent compressor. Since I just grabbed a larger compressor for free, I'll reserve the possibility of giving an update down the road, using the larger compressor. Plus I need to figure out an item that I had to omit for this build; the pressure relief line / no load line that connects to the pressure switch. I've seen some people use it and it works yet a majority do not use it. For now that's it; I need to get this to the Ed... before he blows up and finds more off the wall musings (... HAHAHA ...)

Here are some links to check out:

<http://www.dixieart.com/>

<https://www.everythingairbrush.com/buyers-guide-compressors>

[Search Youtube – Keyword Silent AirCompressor](#)

[Now you can enjoy your late night modeling excursions](#)

-Rich P.

richp437@yahoo.com

San Jose Police Historical Society Display Project



The San Jose Police Department has a display cabinet at the officers entry to the police patrol division building. The San Jose Police Historical Society would like to fill the cabinet with models of San Jose Police vehicles in 1/24 and 1/25 scale (or helicopter in any scale). The Historical Society is asking for model builders who would be interested in building a vehicle to be put on permanent display. The San Jose Police has used a wide variety of vehicles over the last 100 years, to include the following:

(In the early 1920's through the 30's officers used their own vehicles for patrol)

1941 Chevy Sedan 4 door (black, unmarked with radio aerial only)

1946 Pontiac Streamliner 4-door sedan (3 cars traffic control)

1951 Pontiac 8

1951 Chevrolet

1953 Ford Customline 4-door sedan (V-8)

1954 Chevrolet 4-door (V-8)

1957-1958 Ford Custom 300 (V-8 352 Thunderbird engine)

1959 Ford Custom 300 (first official Ford police package car)

- 1960 Plymouth 4-door sedan
- 1963 Plymouth 4-door Fury
- 1964 Plymouth Savoy 4-door sedan (383 commando) including the station wagon (k-9)
- 1965-1967 Plymouth Fury I 4-door (383 commando)
- 1968-1969 Plymouth Belvedere 4-door (383 commando)
- 1970-1971 Plymouth Satellite 4-door sedan (big block 400)
- 1972 AMC Matador 4-door (360 engine)
Plymouth Fury 4-door (HP 440)
- 1973 Plymouth Fury 4-door (HP 440)
- 1975-1976 Plymouth Fury 4-door (HP 440)
Dodge Coronet 4-door (HP 440)
- 1977 Dodge Monaco 4-door (HP 440)
Plymouth Fury 4-door (HP 440)
- 1978 Dodge Monaco 4-door (HP 440)
Plymouth Fury 4-door (HP 440)
- 1979-1980 Dodge St. Regis (HP 360 and 318, CHP dumped all of their 318 cars on SJPD when they
Received the Dodge Diplomat)
- 1981 thru 1989
Dodge Diplomat 4-door (318 engine)
- 1990 Chevrolet Impala 9C1 4-door
- 1991-1993 Chevrolet Impala / Caprice 9C1 4-door (Predecessor to LT-1)
- 1994 thru 1996 Chevy Impala / Caprice LT-1 / 9C1 4-door 5.7 L engine 350 hp (corvette engine)
- 1997 Ford Crown Victoria 4-door (early model)
- 1998 thru 2012
Ford Crown Victoria 4-door (current model)
- 2014 Chevy Caprice V-6 patrol package (made in Australia by Holden)
- 2014 Ford Explorer police package

Decals of the SJPD logo will be provided, as well as any photos or other related information. Any models purchased will remain the property of the builder and be available to claim at any time. A placard will be placed with the models to indicate they are courtesy of the "Silicon Valley Scale Modelers". If you would like to participate

PLEASE CONTACT John Carr via the Editor's email DENS25403@MYPACKS.NET

OH NO ! NO NO NO NOT THAT. ANYTHING BUT THAT ! Oh SO SORRY KIDS BUT HERE RETURNS THE

CHAPTER WAYBACK MACHINE !

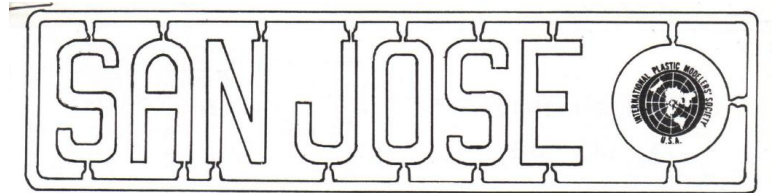
Editor's Mad Ravings – August's editor, Mick Burton (again this month we have others who haven't forgotten...)

“ TRY TO REMEMBER THE KIND OF SEPTEMBER... SO NOT REPEAT (or at least, don't write it down) ”

Last two months of this summer, I have woven in threads here some I know for sure, who were around for these oh so not glorious moments, disagree on. Say, may violently object being rehashed in this particular portion of TAMS. Like someone else you'll read a little later on in this “now it can be told tale”, I have no apology. Nor should I, for bringing to task “self appointed moral compasses” from our community's storied past, especially when using their own written words IN CONTEXT FULLY , to undertake a vain attempt to “ educate, so learn from past for future ”

First part I will open here with directly answers the “Fort Sumter Moment Question”, that in June's Editorial page I referred to. Noting I had been then Club Secretary/Editor/Treasurer before the arrival of the two now long term Members I was thanking again for their long strong support of this club. One of whom (RJW) I had in fact signed in first membership receipt for. As segue to how I'd been the one to “tell the old war stories” to them on this matter, which literally preceded my membership in club by year prior nearly exactly. The full backstory of which had been passed to me by outgoing Secretary/Editor/Treasurer I took over from in 1983. Appreciate more than ever that trust

Here a refresher, these Cover Sheet “clips” from October and November OSS, 1982 that illustrated above matter.



To be, or not to be...

November 1982

IT'S STILL IPMS/SAN JOSE

MOVED:
THAT THE SAN JOSE CHAPTER OF IPMS/USA WITHDRAW FROM IPMS/USA, AND THAT IN ORDER FOR THIS MOTION TO PASS IT WILL REQUIRE TWO MAJORITY VOTES, THE

STATEMENT IN FAVOR OF THE MOTION
Over the past year we have been engaged in an on-going dispute with the national leadership of IPMS/USA over the duties and authority of the

MOTION FAILS 15 - 22

Not quite as heavy was the consideration of the tabled motion about a 25 cent fine for those members who would attend a meeting without bringing either a model, completed or otherwise, a tool or a reference. Brian Geyer, Paul Ward and Larry Taylor spoke in favor of the motion, pointing to the tableful of models that the mere

These clips are the final two part Input/Output, of something that very well could have given us chance to join this Region Nine's long list of “ long standing clubs that are no more “. Due to reasonable disagreements among men who otherwise shared beyond their personal differences, a love of modeling and that community. A Civil War that was set in motion by “Club Fed” and “a loyal officer of the Union” who below you see, has “no remorse” towards Fresno, SJ IPMS for what his “misunderstandings” caused, calls out “POSITIVE COMMUNICATION WORKS”

INDEED IT DOES
Mr Regional Coord
of Region Nine, RC

THAT'S RIGHT.

The RC was himself
our “SJ BREXIT ”
catalyst for this!

You Get What You
Give, Simple as That.

The misunderstanding that I have had in the past with San Jose and Fresno is over as far as the National Board is concerned, via Steves letter. I feel NO remorse towards the members of these chapters. I just want to get back in the grove and build models.
Thanks to the members that backed my position in this misunderstanding with the two chapters. Remember one thing POSITIVE COMUNICATION WORKS.

All the best,

Rich

IPMS 5482

cc: Steve Kumeto

DLC-IPMS



REGION IX NEWSLETTER
from
Richard Carlson



International Plastic Modelers Society
United States Branch

From: Richard Carlson
Region IX Co-ordinator
2079 Marlin Way
Redding, California 96002
(916) 223-2369

8-14-82

To: Chapter contacts, members

As you know by now the 1983 convention will be in Phoenix, AZ. That is still very close to members in our region. Bob Moore of the Fresno chapter is working on a charter bus trip to Phoenix. He said the trip would be around \$60.00 round trip. I don't know if he has finalized the trip as of yet. If you would like to contact him, he can be reached through Jim Gavin, 17954, 7th Ave., Menlo Park, Ca. The 1980 convention has been won by IPMS Atlanta. IPMS President Bob Wolf is hanging the drum for any chapter that can afford to go out and get a permanent P.O. Box, so that the chapters will always be sure to get any correspondence from either the National Board members, Chapter contacts and their officers and the Regional Co-ordinator.

As far as names for the Regions go, things are still up in the air, and Steve Kusanoto DMC is still open for suggestions. So far the names suggested by persons, Steve has asked. Reg 9-Northern California. I feel the name Northern California is to general. Our Region boundaries go South to Fresno to the Northern California border. So, think about a name that represents the Fourth State. One thing that really comes to mind when I think of the Region is "GOLD". Names that come to mind are Gold Coast, Bear Region, Sourdoughs, Goldpanners, and a real nice one is The Golden Gate Region. The wealth of the world flows through the Golden Gate. I'm to suggest The Golden Gate Region to Steve as a name for our Region. What do you guys think?

At the convention, it was also unveiled that there is to be a permanent convention contest committee, which will accept suggestions from all

(1)

By Modelers - For Modelers

Interested members and perhaps incorporate these suggestions into the National Contest rules. All suggestions will be discussed by the Contest committee. The chairman for the committee are:

George Woodard or you can write, Rev. Del Miller
915 Dougherty Place 8240 St. Charles Rock Rd.
Kirbywood, MO 63122 St. Louis, MO 63114

As Steve jabs with someone at the convention, you can write your nice letters to George, and your nasty letters to Del. The DMC and myself would like for you chapter contacts to submit your chapter reports by:
Oct. 5th 1982 Feb. 5th 1983
Dec. 5th 1982 Apr. 5th 1983

The misunderstanding that I have had in the past with San Jose and Fresno is over as far as the National Board is concerned, via Steve's letter. I feel no remorse towards the members of these chapters. I just want to get back in the groove and build models. Thanks to the members that backed my position in this misunderstanding with the two chapters. Remember one thing POSITIVE COMMUNICATION WORKS.

All the best,
Richard

cc: Steve Kusanoto
DAC-IPMS

IPMS 5482

san



jose

September 1982

1

LAST MEETING

Mercury Savings, Cupertino.
20 August 1982.

Meeting called to order at 8:28 pm. 49 members and guests in attendance.

OLD BUSINESS

Contest. Jay asked modelers to arrange their models into SR A/C, SR MISC and JR OPEN. Bruce Snyder, Greg Koibo and Larry Taylor volunteered to judge.

A Madera Warbird Fly-in flyer was passed around. John Kappler announced that there was room in his car for extras. No one took him up on it, however.

Bill Magnie brought up the Naval Fighter Development Display once again, and passed around the well-worn sign-up sheet. Bill also pushed the international aerobatic team display, noting that the planes involved had some pretty funky schemes, obscure enough to inspire the most jaded modeler.

Members were scanned by the Kitty Hawk for missing name tags. Charlie Campbell and Ted Kaufman fessed up to being untagged and graciously paid the fine.

October contest. October 17, at the Leininger Community Center in Kelley Park, San Jose. Bert McDowell said that Tom Harrison had received approximately 12 kits so far from the manufacturers and

distributors, and a number of posters. There are two mystery "biggies" that will have a separate drawing where the winner doesn't have to be present to win, unlike the other hourly drawings..

NEW BUSINESS

Peter Rotschi asked that someone demonstrate a vacu-form so that he can figure out the best way to use the machine he has. Ted Kaufman and Norm Engel volunteered to demonstrate on both large and small machines.

Guests introduced themselves (See elsewhere for new members).

Mike Ulloa (D&J)
Rob Aibrecht (thru Mike)
Cy Yee (Thru Bruce Snyder)
Buck Yee (Ditto)
John Vandervoort (60's IPMS)
Jon Schumaker (thru Vandrv.)
Thor Torres (ex-IPMS Fresno)

Augie Perez (D&J)
Ted Kaufman reported on the National Convention. Wolfgang Falck, the head of the Luftwaffe night fighters was the featured speaker. 1240 entries!

Greg Kolbo (ex-member) spoke on the differences between chapters on the west coast and east coast. More elitism in the east, more laid-backism in the west. Skill level about the same, however.

Meeting was adjourned at 9:55.

This is the reference for those who would be wise to go explore on their own at www.mickbmodeler.com via Editor's Archive pages, what the 1982 September OSS looks like on cover, and on the left the FULL RC Letter which I clipped for readability, the last portion on prior page. SO FULL CONTEXT IS MAINTAINED, so when I get slammed for "propagandizing" by "select editing", my critics can go fly a kite ©

No malice but plenty aforesought. Brought this issue of "differences of opinion" and roles that Officers play in our "model world", at this particular time TODAY not just for "muckraking history". Again, because the ones who have gone before many reading this NOW, were already painfully aware of how much history repeats itself, if not learned from. When I said there are those who wish I wouldn't "rehash this", well sorry. I have to as REPEATED today the lessons: Those who still don't want to come to grips with "Club Med vs Club Fed", as I blatantly simplify the choice between being a "local club member vs IPMS USA member", if a choice must be made. Or on a "Med" Level, do you reform your club from within or decide to fragment to simply reduce the stress of even attempting to?

In the final analysis? This chapter is "One of the Few, Owed So Much by the Many" if you really want to know my "propagandistic, biased, slanted take" here. Because as one of "The Few" IPMS USA chapters still continuously operating under a charter begun back in 1964 with USA (Club Fed) and actually chartered independently of that by more than year earlier, WE have learned BY SCHOOL OF HARD KNOCKS: who to trust, how to trust and how to be reactionary (yes that horrible misconstrued term) in a progressive (another misused coopted term) manner.

ALSO FOR YOUR AMUSEMENT, HERE IS THE LETTER THAT WAS FINAL SOLUTION TO START "EXIT" taken again directly from that September 1982 Newsletter, as I know many of you won't be going to look it up...

A LETTER FROM THE DIRECTOR OF
LOCAL CHAPTERS TO THE REGION
IX COORDINATOR, COPY SUPPLIED
TO US BY THE REGION IX
COORDINATOR

STEVEN Y. KUMAMOTO, D.D.S.
[21 July 1982

At the time this letter was sent we had heard nothing from the National office

Richard Carlson
2079 Martian Way
Redding, California 93555

Dear Rich:

I have some good news, and I have some bad news. The bad news first, is that the presentation of your trophy was completely botched up. First off, when I first approached George about it, he said that yes, you had approached him on it, and he said that it would be OK with him but that Rob would have to approve it, and that he had told you the same thing. As far as he knew at the time of the convention, Rob hadn't said anything to him about it. I talked to Rob, and he hadn't given his approval because he didn't know that much about it (Did you contact Rob?). Anyway, he wasn't all that much for it being presented, but I said that since it was there, we might as well, and Rob gave his luke-warm OK. (His position is that we are getting too much in the way of special awards, and not enough organizations are sponsoring the regular trophy packages, and therefore, the host chapter must eat proportionately more of the trophy packages than they should). Well, good enough so far, BUT, when it got around to the judging, I was busy the whole time with ships, and got out late and had to rush to get ready for the banquet. (There were over 630 registered for the convention, and there were over 1250 models entered in the contest.) The special awards segment of the banquet was very poorly presented (And was the only part of the convention which wasn't run well--you can call Ed Boll for confirmation on that!). Not only did they not mention your award, but a AFV got it, not an A/C. The only consolation I can give you is that the thing that got your award, a "Hummel" placed second in the "JUDGES GRAND AWARD" voting, and deserved, in many eyes, mine included, to be the one to get that most prestigious award (It is not every day that you can see a model with a cannon which can recoil, and has a real rifled barrel!) Ron Foulkes built it, and is considered to be one of the "Big Three" AFV builders in the entire IPMS/USA.

This unsolicited letter is apparently also unofficial, since the four members of Fremont who are also members of San Jose say that there was never any discussion of the problem either at the general meetings or meetings of the executive council.

Since the RC is supposed to coordinate chapters, what does the opinion of a non-affiliated member have to do with it? And if a member were non-affiliated, how would he know about the problem in the first place?

The good news is that the Board is not considering your removal as RC. I thought that you were in real hot water when it was publicized that you had connections in the hobby business, but the majority of the members of the board think that since yours is not a National position, you are all right. I talked to some people from Sacramento, and they endorse your position, and I got a letter from FREMONT, completely unsolicited, which finds favor and faults on both sides, but does not recommend your removal (In fact, they say that if I remove you, I should also remove San Jose!!). A non-chapter IPMS member also finds in your favor, and from what I heard, I know Stan Staples will. Your own chapter supports you, I'm sure, so it is four to two, chapter-wise, in favor of your retention. There is no way that a majority of chapters in your region can be obtained to depose you. As you said, just leave it be, as I will send your region chapters a letter stating the Board's position, as soon as I get time to write it and do a few other things.

As of September 9, seven weeks later, no communication has been received.

I consider most of the allegations about you to be inaccurate, but in order to have concrete proof of your worth from now on, write both Fresno and San Jose and send me a copy, NEVER telephone them, as we will have no proof of what you informed them about nor what you said to them. It was only by talking to the persons from your region that I got the idea that perhaps somebody from one of the chapters that wants you out was in reality sponsoring one of their own pets for the job of RC. And also, even though I thought that the items against you were not true, there was no proof until I talked to these people.

Pet? PET???

This is not a difficult statement to make, since no-one from San Jose or Fresno was contacted. Why bother talking to the people who know most about the problem?

I got the Board to pass an expense account for the RCs for putting out four newsletters per year, and for expenses for contacting the chapters for answering questions by mail. Each RC will have a budget of \$60.00 per year and in order to collect it, you must send an itemized account, with attached receipts, to the IPMS treasurer. Request stationery and envelopes direct from the National office also.

Sorry for the screw-up with your trophy, but I am happy that this affair with San Jose and Fresno is just about over!

Keep truckin'



copy to: Rob Wolf

AND PLEASE NOTE, THOSE EDITS TO LEFT ARE FROM THE ORIGINAL NEWSLETTER NOT BY ME !!

I well know again, for most of the modelers, this is a boring or immaterial issue, “it’s just a hobby, ya know” But if you have been in our hobby community any real length of time or think about perhaps “other organizations you’ve been part of or are now”, perhaps you’ll share my humbled awe and appreciation at how close we came ourselves. Like I editorialized last month’s WAYBACK in our “Fireworks Issue”, now this issue of “Hot August Nights”: Remember when it comes to finally reaching a point where “enough is enough, you’re wrong, I’m right @#\$hole” trying to deflect with silly argument “it’s only a hobby” doesn’t serve. If it involves humans, competition and some congregation, mixed in with judgements expected and encouraged, you’re taking in way “more than a hobby”.

IN FACT I WILL JUST GO AHEAD AND DIRECTLY QUOTE MYSELF FROM LAST MONTH, TO SUM UP THIS PARTICULAR PORTION HERE

“As we celebrate “This Month of Fireworks” which happens to also every four years coincide with major “revolt” that is for the most part peacefully conducted, keep in mind that all happened and happens still at a price a bit more than consciously kept in mind for many I spend my days around. Everyone still has a right to their opinion and be as unconcerned or undereducated as to “the facts of why things happen and to whom” without question. Just be a bit more hesitant to go forth in volatility or violent disagreement at times like these we are in today, because often it is not so clear as “common knowledge” and “common sense” would dictate, ever so many find out to their peril of how twisted or even meaningless those two terms really are “in real life” as well as in “this silly hobby of ours”.”

As we see today’s rearview mirror, another IPMS Nationals goes into those history archives and all the hub bub from that seen on “the street today” (FaceBook and HyperScale, forums et al) “safely disappear”. So that stupid opines and evil mischief can be trusted for most part not be available to bite their O.P. in the rear (like happens here in “old school”, too bad the R-9 RC back then didn’t have “a private email server”... *bet he and HQ wish he had*) I am happily reminded again, why for the most part I don’t (along with some others) feel the need to get out “on The Street” and post this sort of thing and invoke or invite “comments” back. If you haven’t figured this out, I was a long ago “chatter” on “chat boards”, in the “prehistoric days of the internet”. There you actually did LIVE conversation posting, I think FB is about the closest to that now in “popular social media”. All of what I have seen since I detached myself from that community, tells me it hasn’t changed much. *Humans are humans, after all.*

You can now “safely retort, skewer, demonstrate your (genius, ignorance, utter vacancy) pretty damned swiftly and congratulate yourself “*you showed them*” ” with a cheer squad! While you safely ignore the “root cause/effects”.

Knowing that even if someone like me keeps a snapshot of your posts, it’s not like these, publicly printed and at one time commonly available for use years later, “letters to editor, memos to self or your Special Branch”.

Just keep it in mind. Sometimes in the heat of the moment, you say or do something that minutes or moments’ later can’t be EVER undone, and years of someone else’s hard efforts will be scattered as “fans and foes” alike scatter and the general populace decide it’s time to move to another club, hobby, forum or come back to find “no home”

Writing these editorial pages and publishing this “rougher half of the SVSM newsletters” as I do? Well aware of how I leave open to posterity, chance to be hoist on my own petards and even expect it now or then. However, I also am majorly and happily aware: these days the few who would venture forth to “counter my wrong head” are for most part Dead, or Brain Dead, or safely In Dread Their Writ Words Will Come Back to Haunt Them.

BUT, Take Heart! This is all actually not just “interesting if controversial history for Region 9 and SVSM”. Also it is another past is prologue segue, for we next will go to a point in August twenty years back that directly goes to the issue “born of necessity, on in controversy as it came to pass and mythologized beyond recognition years later”

Here it begins in (somewhat) Black and White Glory, a clip from the September 1996 Original Styrene Sheet:

AUGUST MINUTES

At August’s meeting, IPMS Semi Con was announced as the winner of the bid for the 1998 IPMS/USA convention and contest. Since the chapter is based in Santa Clara, the Nationals will be in our backyard in 1998! Stay tuned to these pages for updates and information.

A note again, can go to Editor’s Archive Home Page now at www.mickbmodeler.com to find uploaded, referenced *items in full* that now you find in this month’s WAYBACK Machine. Of course, PDF format, from scans of copy mailed to membership, not digital or typed hardcopy originals.

For now, take a moment to look back 20 years to a Fall month. Where we just began the real hard work of tackling what up to that point, been merely a “reactionary lark” and audacious attempt to succeed even if none of us had done it

EDITOR'S BRIEF

By now, you all probably know that the 1998 IPMS/USA National Convention and Contest will be held in Santa Clara, just minutes from our meeting site. The event is being hosted by IPMS Semi Con, a sort of “Shadow” group made up of officers from many clubs (Silicon Valley Scale Modelers, Stockton Tomcats, Fremont Hornets, North Valley Dam Busters, IPMS Golden Gate, IPMS Castle AFB and IPMS Travis AFB).

There were two reasons we chose to start a new chapter, instead of hosting it under one club's banner. First, we didn't want to clog up our meetings with planning for the event (and believe me, we've done LOTS of planning), and second, we want to take advantage of the skills of those other clubs in the region. Also, the nationals had a bad experience with a multi-club contest some years ago when a club pulled out of a three-club bid, depriving the event of a third of its human assets. In Semi-Con, you decide to participate as an individual; the national guys were much more keen to this approach.

Right now, we're still in the preliminary planning phase, examining sponsorship possibilities, banquet amenities, tours, seminars, etc. We have a core of guys with great ideas, but we will need the help of the rest of the region. I say this now, well in advance of us even knowing what exactly will need to be done. But, in 6 months or a year, we should have some concrete ways you can contribute. Just keep an ear out—we'll let you know!

By the way, if you're looking for one person to thank for the nationals coming here, it's Angelo Deogracias. As facilities director, Angelo negotiated with the city of Santa Clara, the Santa Clara Convention Center and the Westin Hotel, and secure for us, our guests and the IPMS/USA some incredible rates. Angelo deserves a big thank you for the hard work he's

put in on this—and, I think, permanent amnesty for spending so long on that *Monogram Typhoon*!

More thanks go out to Richard Pedro, who secured the Milpitas Community Center for our use for the 1997 Kickoff Classic. The contest will be March 9, a little later than usual, but still the earliest date in the 1997 contest calendar. We haven't heard anything from other clubs about 1997, but hopefully it will be as full a slate as 1996. SVSM, Stockton, Monterey, Fresno, Travis AFB, Sacramento, Yuba City, Central Valley and, in October, Redding... that's nine contests! Well done, Region IX!

Speaking of 1996 contests... Yuba City's event was cozy, small and friendly, and Jim Lewis and I did pretty well on the awards. The airshow was neat, too: three P-51s, two T-28s, a N-50, an An-2, an F/A-18, C-130, HH-60, UH-1V, etc. Jim particularly liked the WC-51, which verified many of the details he'd added to his model (Which took best of show).

Central Valley's show was also well-run and pleasant. While turnout wasn't as great as in the past, there were plenty of good models on the table, as well of plenty of SVSM'ers in attendance, and again, we did well on the awards.

I have to say one thing about our club: we sure as heck support the rest of the region. Eight of us went to Fresno for the contest, and two more who would have gone had last minute job commitments that prevented them from going. It makes me proud to be a member when I see such great turnout from SVSM.

Keep up the good work and the great modeling!

Well, gotta go cram a too-large detail set into a too-small cockpit...

—The Editor

This Editorial briefing of Chris's is pretty damned complete and tight in coverage, which I appreciate plenty now. I was Membership Secretary for IPMS-SEMICON, and now will share the part the HQ didn't really get keen to. Yet it nowadays brings into sharp relief “the bad old days” versus what has been now practice since 2008 re: Nationals.

To become a Voting Member of Club, your dues were 250 dollars, Up Front. Not kidding you. Ten of us put this together. As I outlined it, we would need a way to make sure ONLY SERIOUS COMMITTED FOLK in for goals, can't get much more clearly ready to play than putting in BIG BUCKS. So it began, ten joined, along with a later to come \$2000 loan from HQ (that's correct, we DONATED 2500 bucks at our end, and then get a LOAN less than, as HQ “help”). There as Treasurer, I had enough “operating capital” for us to begin doing all that we could to get the show underway, as we learned from our good friends who were in their last year leg in Columbus OH for 1997 gig.

Remember if you knew, or realize now if you didn't, this: The last time a IPMS Nationals was even close to the Bay Area by this point was 1977, hosted by IPMS Golden Gate (SF Chapter, now extinct). The last “Nor Cal” show was 1986 Nationals hosted by IPMS Silver Wings, again now 10 years before and our show is still two years out. All of these however, in common with us and true to form until the last California Nats in 2007 hosted by IPMS –OC, are shows that only basically ran on what they could produce on their own, once awarded bid. Try fitting that into your head before you criticize too swiftly, how YOU WOULD RUN A SHOW HERE when your bootstraps are all you are essentially provided as “FED ASSISTANCE”. For us, it was a very interesting overall learning experience. I say at this juncture 20 years ago, we were soldiers of a sort and young, once. So now, a little more light is shed “on past”



THE STYRENE SHEET

Vol. 30, No. 7

September 1996

Detailing DML's Korean War M46 Patton

By Hubert Chan

During the latter part of World War II, a new tank design was entering service with the U.S. Army in Europe. The M26 Pershing, mounted with an awesome 90mm gun designed specifically to cope with the superiority of German tanks like the Panther and Tiger families.

But as the war wound down and ended, Congress became tight with funding for new conventional weapons. As a result, the Pershing continued in service until the Korean War.

The Pershing's biggest downfall was its power plant, the Ford G-8 engine. This was the same engine mounted in some Sherman tanks. Since the Pershing carried an extra 10 tons, you can imagine how slow and sluggish she was on the battlefield compared to the M4 family.

Some Pershings were modified and were designated as M46 Pattons. These held their own alongside other allied tanks in Korea against the likes of the T-34/85 and the JS-2M Stalin.

While the gun was a great improvement

over other WWII-era U.S. tanks, the real heart of the M46 was the Continental Motors air-cooled V-12 engine rated at 500 hp. Many existing Pershings were upgraded with this new engine. Because of its configuration, the engine had to be

mounted sideways in the hull and a completely redesigned rear deck had to be fabricated. It consisted of a series of armored doors with vents, and exhaust pipes ran from the center of the rear across to two mufflers which were mounted on each fender.

Another important upgrade was a small track tensioning idler wheel between the last road wheel and rear drive sprocket, which helped the M46 overcome its predecessor's tendency to throw tracks during turns.

The tank spawned the M47, M48 and ultimately the M60 series, but even with the many improvements in future variants, the basic hull design of the M46 Patton is a legacy that lives on to this day.

Building the DML M46 Patton wasn't difficult, just time consuming. If you've

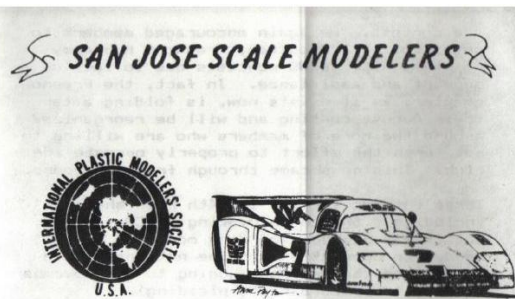


(Top) An M46 Patton of Co. C, Marine First Tank Battalion, mounting a GE tank searchlight; (Bottom) Hubert's model of the M46, built from the DML kit.

Continued on page 7

September 1996 OSS, cover shot here on left, so if you go to those Archives, you'll know what issue to read through for it all, then.

September 1986 OSS, cover shot, keep in mind that Sacto 1986 Nationals I mentioned, have now been past for just over a month:



SEPTEMBER 1986

Next Meeting: September 19, 1986
Time: 7:30 Juniors Workshop
8:00 Business & Quarterly Contest

Place: "Old Faithful" Mercury Savings
19376 Stevens Creek Blvd.

NOTE: There WILL be a JUNIORS Meeting at this September meeting (so sayeth sire Taylor)

AUGUST MEETING MINUTES

Barry discussed details, what we knew of them, for the Moffet Airshow: times to set up, where to meet, show times and other details were covered. Also, our donated display of aircraft made a last minute, encouraging surge to 37 aircraft. More are sure to come.

Rodney again requested sign-ups for judges for the regional contest. He will need about 52. He has 14 signed up now, would like to get twice that from our club with the remainder of the judges coming from other clubs attending

So much occurred between these two Septembers, and I can assure you, the **LAST THING** any of us were imagining in 1986 with this issue just out, was that we'd have a Sheet like the one you see above and we'd be part of last Bay Area Nationals bid to win & hosted, to date 20 years now



THE STYRENE SHEET

Vol. 40, No. 06

www.svsm.org

September 2006



My First Airbrushed Luftwaffe Scheme....and my first 1/48th scale aircraft

By Andy Kellock

When I was a kid I used to model 1/72 planes almost exclusively. I could never afford an airbrush back then, and did everything with a paintbrush.

I was always fascinated by those airbrushed Luftwaffe schemes, but they were impossible to do with a brush. Since returning to modeling as an adult I've been modeling cars. However cars need nice, slick paint jobs and you can't hand brush glossy enamels without leaving brush marks, so there was no way around it, I had to learn to use an airbrush. Now that I have quite a few years experience with an airbrush I was tempted to try some of those fancy Luftwaffe schemes that had been haunting my psyche for decades.

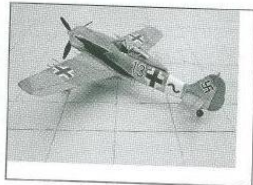
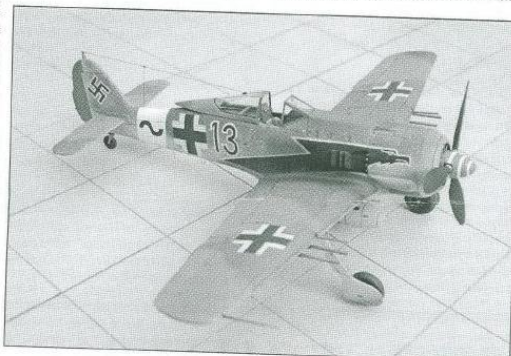
I was tempted to try some of those fancy Luftwaffe schemes that had been haunting my psyche for decades.

The subject for this project is one of my favorite German WWII fighters. The FW-190 AS was a heavily armed fighter version of the infamous Butcher Bird designed to bring down

the allied bombers that were bringing the Third Reich to its knees. By adding more cannon and beefing up the frontal armor, the FW-190 AS was used to break up the box formations

of American daylight precision bombers. The four 20mm cannon in the wing roots and nose were augmented by two wing pods, each carrying a pair of 37mm cannon, and it was this heavy armament which gave the Butcher Bird its name.

My model is based on the ARII 1/48 scale kit. While the kit is unremarkable, there are no major flaws and with care can be built into an accurate replica. The model has a combination of raised and engraved panel lines, there are positive locating tabs for the wings and tail and everything fits without modification. To me, that's a good kit. The cockpit was simple but realistic, with a curved seat back and side wall detail as well as a nicely engraved instrument panel. I painted the interior Schwarzgrau (RLM66) with a steel



Continued on page 3

Plus don't forget, only 14 years earlier, there was a serious conflict going on in Region 9 that would be hosting this event. Fomented by the Regional Coordinator, and affecting three of the major player clubs for this show, that nearly resulted in one not even going on

Like I said at start: Try to Remember the Kind of September, so that you keep your eye on the getting past the differences to keep the team, as a few rock bands for another example, might've learned to do and been around TODAY!

SO FOR NOW, we'll just wrap up with this look with no other linkage other than it 10 years later...

SEPTEMBER 2006 with Jared Bishop now at the helm and look, AN AUTOMOTIVE MODELER (as some pigeonhole Dr Andy) builds a FW-190!

UNTIL NEXT MONTH (where we'll finally tidy up The Final Answers of October/November 1982) -mb



IT FIGURES (*Eight Is Enough*) – SVSM Member’s Club Contest Theme



2016 AUGUST CLUB CONTEST

Photos & Text : Mick Burton
Models: Two Other Past Presidents

“ AS IT WAS OUTLINED & PROMOTED ”:

aka; “ *Eight Is Enough Redux* “
(return of the Max of 8 Parts Model)

A ways back (okay, March 2006) we tried out this idea where any models entered had to consist of EIGHT OR FEWER PARTS. That was it, purely and simply put.

Figures or ANY OTHER KIND OF MODEL SUBJECT, finished , for the purpose of entry into this utterly ridiculous gig *And that’s just how “It Figures” (an entendre of multiplicity less than 8)*

(-a moment of editorial non sequitur, excuse me-)

“ **Damn it, you men**, I told you so. It states RIGHT HERE, in James Bonds’ “*Birds of the West Indies*” ... be on lookout for **LARGE PREDATORY BIRDS** when out in the field ! **Now keep your eyes open!**”





In the end result, **Chris Bucholz** showed up to take minutes of the August meeting and give a fine pitch for this contest theme-ology. He had this amusing and well rendered constant scale “Small Soldiers” collection (they are of course all 1/72nd scale, aka “1 inch tall man” measure) As he said, these are perfect “AMS-busters” , plus give you new insights in solving modeler problems. Some of Chris’s methods for paint solutions for these figures really deserve to be in an article or two in a publication...



Scaled up somewhat, unless Chris has a hidden penchant for F-1 race car models, another means to Break “Advanced Modeler Syndrome” employed by Chris.

Making this single part molding via the “3-D modeling gig” into what you see here, a 1/20th scale Titanis Walleri by Chris.

An ancient flightless “terror bird” found in North America, and a spectacular “lacking a prototype reference” example for modeler.

While not real exact in fitting rules for entry, Judge Greg had discretion and included **Rich Pedro**’s model of the “Snake Eyes” from the G I Joe movie.

More to come on this model soon...

SO Now,
on to
WINNERS!





AUGUST *"It Figures !"* THIRD PLACE for " Ghost of Snake Eyes ... "
Rich Pedro



AUGUST *"It Figures !"* SECOND PLACE for " Small Soldiers ”
Chris Bucholz



AUGUST “*It Figures !*” FIRST PLACE for “Titanis Walleri in 1/20th”

Chris Bucholz

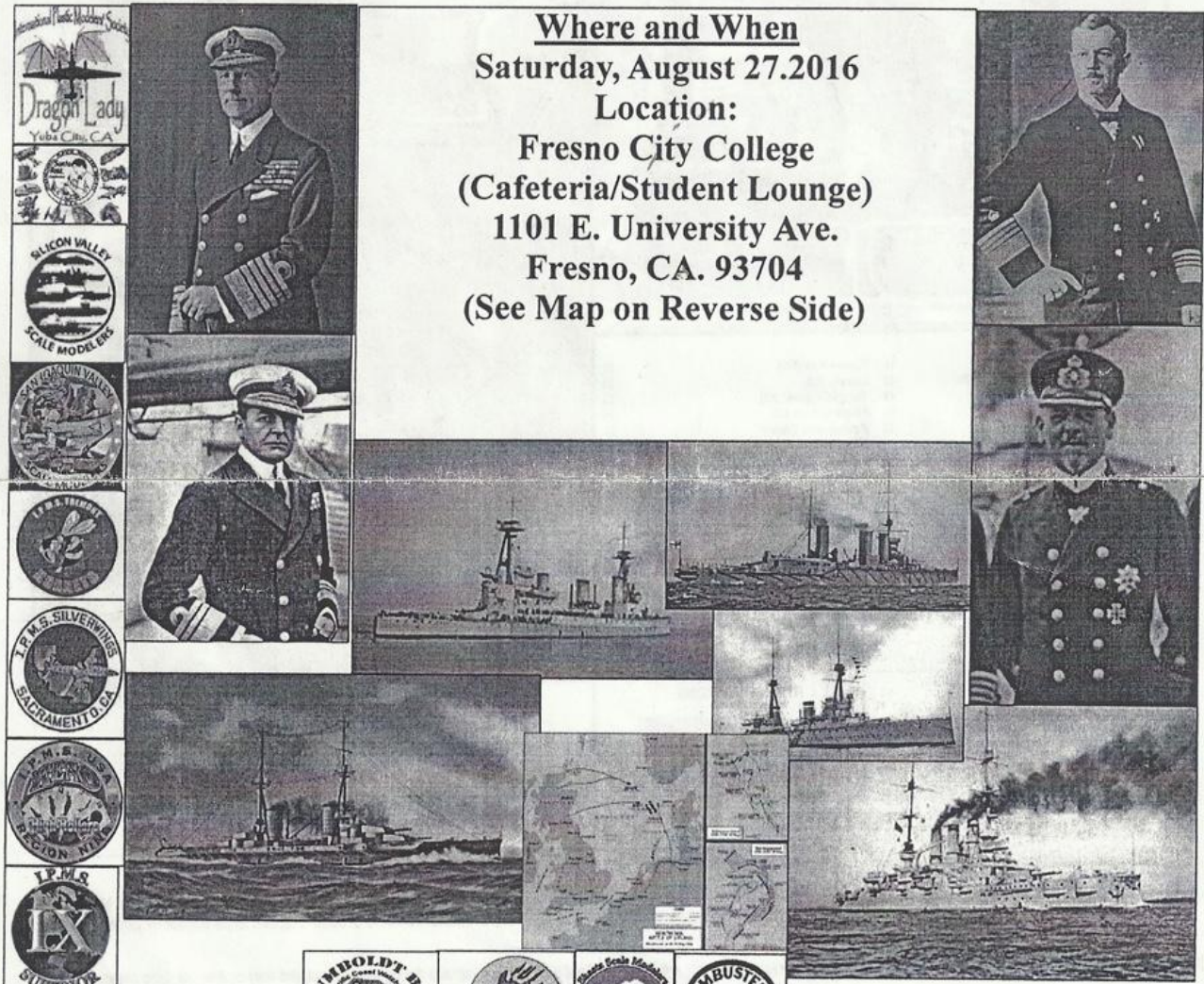


DO NOT FRET or FORGET REGION NINE DOES HAVE A SUMMER SHOW

2016 Far West Region Contest

Theme: "WWI 1916"

Where and When
Saturday, August 27, 2016
Location:
Fresno City College
(Cafeteria/Student Lounge)
1101 E. University Ave.
Fresno, CA. 93704
(See Map on Reverse Side)

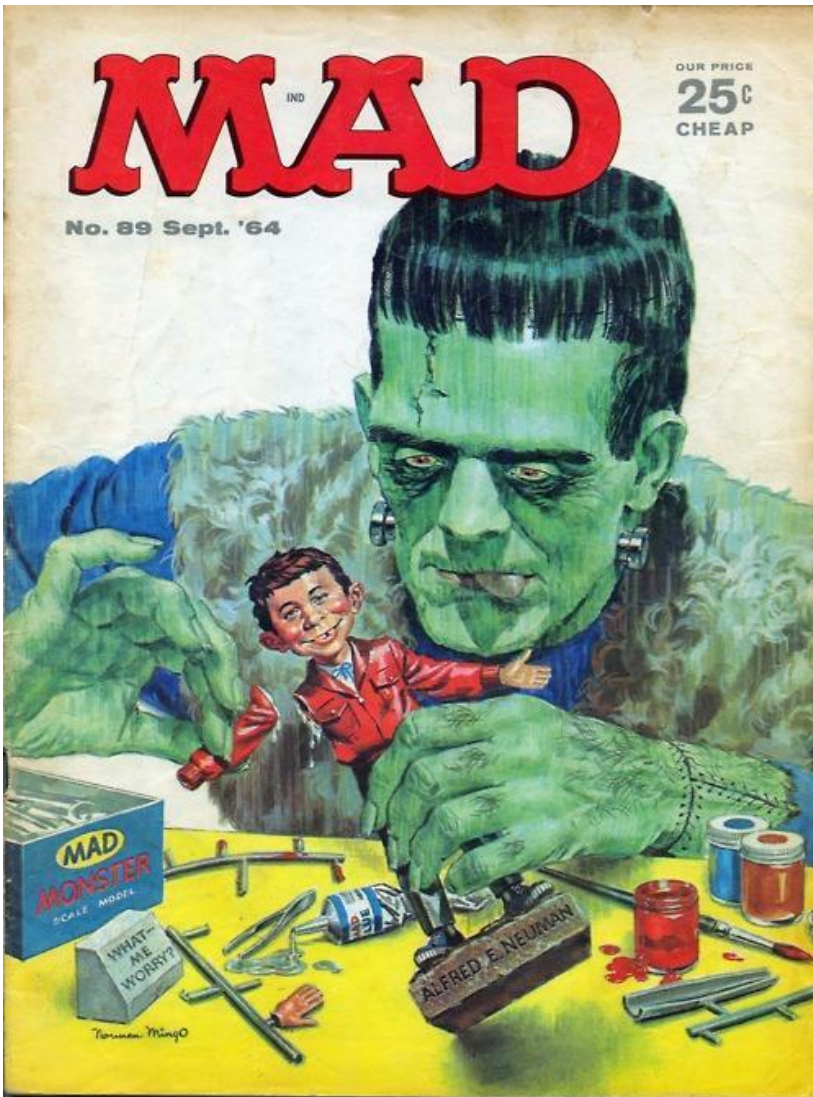


Brought to you by
IPMS/Fresno Scale Modelers



LITTLE OUTLINES of CLUB CONTESTS for YEAR 2016

SVSM PRESIDENT'S CONTEST October "Frankenstein's Model"



Intention here: ENTRIES OF ANY SUBJECT, AS LONG as MAJOR PORTIONS OF TWO or MORE MODEL KITS ARE USED TOGETHER HERE.



Don't expect to just take some "favored bits" of say, this or that kit of a Sherman or a Panzer to dress up another kit of the same, and call it a day. Major conversions (not after market add ons, but actual "Kit Bashes") are good method to be in this league. Be prepared to describe and defend your entry, the Judges have done their "homework" (built to this)

SVSM EDITOR'S CONTEST November "The End All & Be All Contest"

Don't despair, there's a reasonable premise for this contest in context. In keeping with recent past years November club contest, where we recognize this is last "competition" for the club meeting year, "end all and be all" idea now being put forth is this easy to realize theme scheme that echoes past efforts so make "a second chance" for everyone

ALL ENTRIES HERE SIMPLY NEED TO BE : **GERMAN, SHERMAN, or VERMIN**, any scale or type that fits



OPENING SEPTEMBER !



17TH ANNUAL MODEL CONTEST
Theme: **AS SEEN ON TV**

**LOCAL EVENTS
VENDOR TABLES
2 BIG RAFFLES**

Date: Saturday - September 10th, 2016
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)
Contact: Neil Hulse for reservations - knk41063@att.net
Chapter Contact:
Douglas Summers
1045 Lasso Way - Fernley, Nevada 89408
(775) 835-0140 - ghpltd@att.net

Visit us at www.renohighrollers.com

AT OTHER END OF SEPTEMBER



TRI-CITY CLASSIC 12

Scale Model Contest and Exhibition



Sunday, September 25 2016

Milpitas Community Center 457 E Calaveras Blvd. Milpitas, California 9am - 5pm

56 Categories of Competition in Aircraft, Autos, Figures, Ships, Military Vehicles, Space & Fictional, *and* Paper Kits



This Year's Theme " *The Battle of Britain* "
(anything British or directly related)



NEW Special Awards in addition to traditional First/Second/Third place are:

" On Her Majesty's Service " Award for Best Entry befitting the Contest Theme

" London Calling " (three awards for: Best SAS/SBS, Best B of B Air (RAF/Axis) , Best Dreadnought (not limited to RN))

" Dr Who & The TSR 2 " Award for Best Post 1945 British subject

Plus these: " Mightiest Merlin ", " At Dawn's Early Light ", " Best Twin Engine Lightning ", " Best 1916 "

Also: Vendors, a raffle and other fun items announced on day of event!

Free Admission to all spectators!

Contestant Entry: \$ 10 for modelers 18 & older w/ TEN model entries or less (\$1 each additional entry) All modelers 17/under, FREE/unlimited entries

For Vendor Information, contact Lou Orselli by phone at (510) 481-7335 VALID CA SALES TAX PERMIT REQUIRED

Email Contest Director Mick Burton directly at DAZE61283@mypacks.net with "Tri City 12 Contest" on subject line

THERE'S THINGS TO DO FIRST OFF IN OCTOBER TOO, in REGION EIGHT



OrangeCon
Model Contest and Vendor Fair
SATURDAY OCTOBER 8, 2016

REMEMBERING PEARL HARBOR

Be a part of Southern California's largest exhibit of scale models of all types.

IPMS REGION 8 2016 REGIONALS

Location:	Pavilion at the University Conference Center Cal State Fullerton 800 N. State College Blvd. Fullerton, CA 92834 (State College and W. Campus Dr.)	
Schedule:	Open to the Public Vendor Setup Model Registration Contest Room Closed Awards Presentation	9:00 AM to 5:00 PM 8:00 AM to 9:00 AM 9:00 AM to 11:30 AM 12:00 PM to 3:00 PM 3:30 PM to 5:00 PM
Admission:	Spectator Admission Contestant Admission (includes first three models) Contestants under 12 Model Entry fee after first three models Adults Junior & Young Adult	\$5.00 \$10.00 Free Free \$1.00 each Free

And a week later, REGION NINE HAS SCHEDULED by IPMS SONOMA COUNTY

SATURDAY, OCTOBER 15 2016

Hobby Expo 2016

GO TO www.ipmssonomacounty.org for the latest details and theme, etc

Desert Classic XX

IPMS Region 8
AVG's 20th Anniversary Model Contest
 Saturday, November 5th 2016

Presented by
 The
**Antelope Valley
 Group**
 IPMS AVG



Event Location:
 Antelope Valley College
 3041 W. Avenue K, Lancaster CA
 Cafeteria Entrance

This Year's Theme:
"Vietnam War"

Categories

Provisions for Splits provided as required

<ol style="list-style-type: none"> 1. Helicopters, All Scales & Types 2. Aircraft: Biplanes, All Scales & Types 3. Aircraft 1/73 & Smaller 4. Aircraft 1/72 Prop 5. Aircraft 1/72 Jet 6. Aircraft 1/48 Allied Prop 7. Aircraft 1/48 Axis Prop 8. Aircraft 1/48 Jet 9. Aircraft 1/32 & Larger 10. Ships: All Scales & Types 11. Submarines: All Scales & Types 12. Armor: 1/72nd & Smaller 13. Armor: 1/48th 14. Tanks: Allied -1945 & Earlier (1/35 & Larger) 15. Tanks: Axis -1945 & Earlier (1/35 & Larger) 16. Armor: Tanks & AFV 1946 - Present 	<ol style="list-style-type: none"> 17. Armor: Artillery, All Scales & Types 18. Armor: Softskins 19. Auto-Factory & Replica Stock 20. Auto-Street Machine & Hot Rods 21. Auto Cruisers, Customs, Low Riders 22. Auto-Competition Straight Track & Oval 23. Auto: Miscellaneous 24. Figures: Historical 25. Figures: Fantasy / Sci-fi Biologic Types 26. Dioramas: All Compositions 27. GUNDAM / Mecha 28. Sci-Fi / Real Space: Hardware 29. Out of the Box: All Scales & Types (National OOB Rules) 30. Miscellaneous 31. Juniors: 17 & Under 32. Jurassic Plastic
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Schedule:
 0900-1230 Registration
 1:00-3:30 Judging
 3:30-4:30 Awards Presentation

Fees:
 Parking: \$0.50 charged by College (May be waived)
 Adult: \$10.00 up to 3 entries.
 \$2.00 ea. per additional entry.
 Juniors: FREE
 Spectators: FREE
 Vendors: \$30.00 Per table (Reserved prior to Aug 1.)
 \$40.00 after August 1. \$45.00 at the door.

Special Awards
 Theme Award: "Vietnam War"
 Best of Show
 Presidents Award
 Best Natural Metal Finish
 Best Auto Paint & Finish

Specific Subject & Anniversary Awards
 Best WWI Subject
 Best USMC Subject
 Best Cold War Aircraft 1946-1989
 Best Israeli Armor
 X-Plane Award

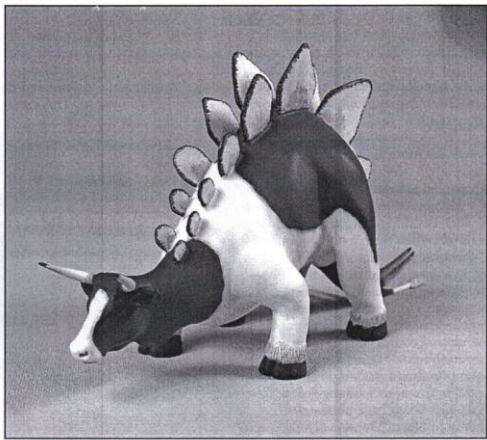
Vendor Contact or additional Information
 IPMS Chapter Contact: Curtis Stidham (661) 267-0089 cbstidham@sbglobal.net
<http://www.avg-ipms.org>

In happy coincidence with this month's AfterMarket WAYBACK themes, here's the Special Award for AVG # 20

New Special Award for the 2016 AVG Desert Classic Contest

JURASSIC PLASTIC

- Model Must Be A Single Kit from a Pre-1970 Mold (No Dioramas)
- Contestant Must Provide Proof Of Original Copyright Date.
 (Instruction Sheet or Box Showing Copyright Date Must Accompany Model)
- Any Subject, Any Scale
- Model Must Be Built "Out of Box" Per IPMS Rules
 - No Aftermarket Parts or Kit-Bashing (Modern Decals Allowed)
 - Build Must Be Per Instructions Using Kit Parts



Eric made the Stegacow's horns from sprue from the donor Tamiya kit. He filed them to a point and then bent them using boiling water to soften them up.

STILL COMING UP

**IN AN
AFTER
MARKET
NEAR
YOU !**

Walking on the Far Side with the Stegacow

Another Full Reprint of SVSM Member Article from WAY BACK

Also Part Three of “NEAR SILENCE ” Air Compressor Project by Rich Pedro

PLUS

RE-MARK YOUR CALENDAR

The NNL West Crew Has A NEW DATE

NOW BOOKING

1-28-2017



for their next Show!

Based again at Santa Clara Convention Center. NNL West 2017 Theme will be “ 777 , “ Movie/TV Cars ”

While “Movie/TV Cars” is pretty self explanatory, we’ll help you out with “777” breakdown (Not Boeing)

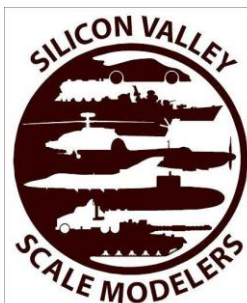
Theme here is for ANY CAR made in a year ending in “7”, so 1907, 1927, 1957, etc are the target vehicles

PLEASE SHARE THE JOY OF OUR HOBBY AND FRIENDS

Because it seems sometimes more than a few forget this :

THE ONE TRUE RULE OF MODELLING (if ever there is).

***If you’re having fun,
Then you’re doing it right.***



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