



THE AFTER MARKET SHEET



VOL. 51A, No. 2A WWW.SVSM.ORG FEBRUARY 2017

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

“A CHANGE IN PLAN ” by RJW Still Ends In A “Tony” Win



Text/Images: Rodney J Williams

This is my first article for 2017 and I am revising how I write stories from now on.

Over the past ten+ years, many times I have went into detail concerning my model builds as to “how I did it.”

From now on, I will select photos that will tell the story, so you can study them and come up with your conclusion as to how it was accomplished.

For a long time I have got on Google, clicked on “Image”, typed in what I am looking for in the “search” box then click on “enter”. Up comes photos of what I am wanting.



(Cont'd on 3)

“Be a Judge at a Local Show, Make All The Difference In Perspective, Your Own & Others, REALLY”

As these photos were selected from those I took last Saturday are meant to assist my case building ... You just need a little background. I have been a contest Judge for a good number of years, at local level the most, plenty of time out on the road being part of “out of area” locals too, and of course, several years as an IPMS USA Nationals Judge. This is not chest thumping. It's to better emphasize why I keep harping on asking for volunteers at shows these days. Also in editorial rants, and try to be gentle but insistent when I am with “fellow road warriors” that we at least consider “going to Judge versus to lunch”. Oh, to be sure, I'm far from a saint much of the time nowadays. But I am reminded often, as



to why I included the shot of the French Bloch fighter here. I came upon two Vet Judges of similar experience to myself.

Talking over the very accurate but little known fact of how this aircraft in real life has a distinct offset thrust line, that kit here captures. Something that likely a set of Judges will, if they see it, prone to “remove it from or lower in placing” as an “error”. Nearby, another person of similar background was discussing with

another attendee, how so very often Focke Wulf 190s, along with Spitfires and Bf-109s, tend to be the devil for novice Judges, especially in landing gear “set” issues. Never mind the “fun” for even “non competition” builders with them.

The discussions ended up with three of us agreeing that even when we've judged many a time in many a category, it

still is a learning chance and sharing moment to gain, give back to us all.



Even when we know the specific details of an item we're viewing, when we Judge, most often that is a

hindrance as much as it's a help. Because we often are reminding others on teams, “pure basics” are just that, a means to Judge as objective as possible. Not knowing as much about the details of a group of model subjects, a “help” as much as not, some times. Want to know more?



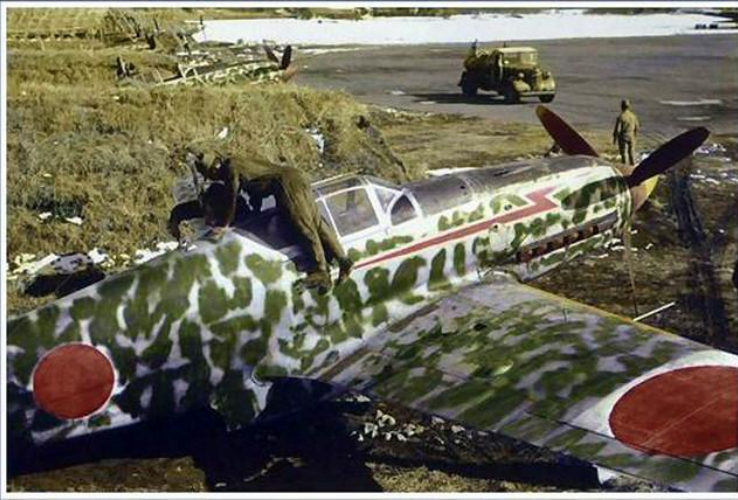
Become a Judge or resume being a Team Head Judge, you'll bring light to darkness and a smile to everyone...really.

- mickb

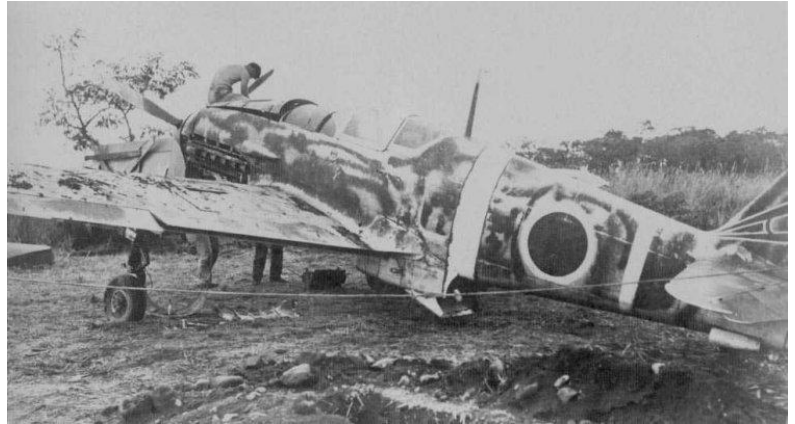
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HARD TO SWALLOW ? NOT REALLY, As “RED” Williams RELATES his Ki-61 BUILD SUCCESS (from 1)

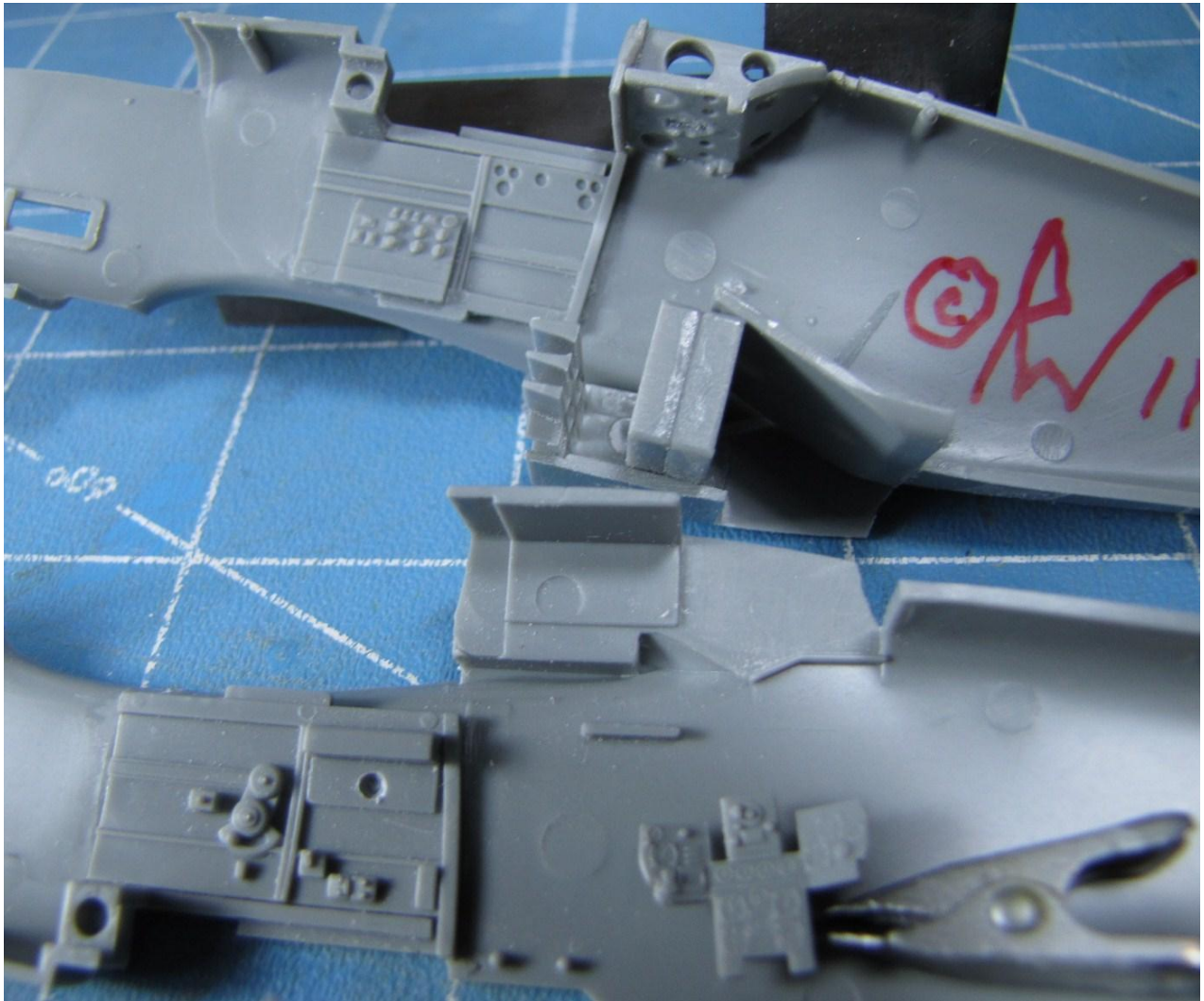


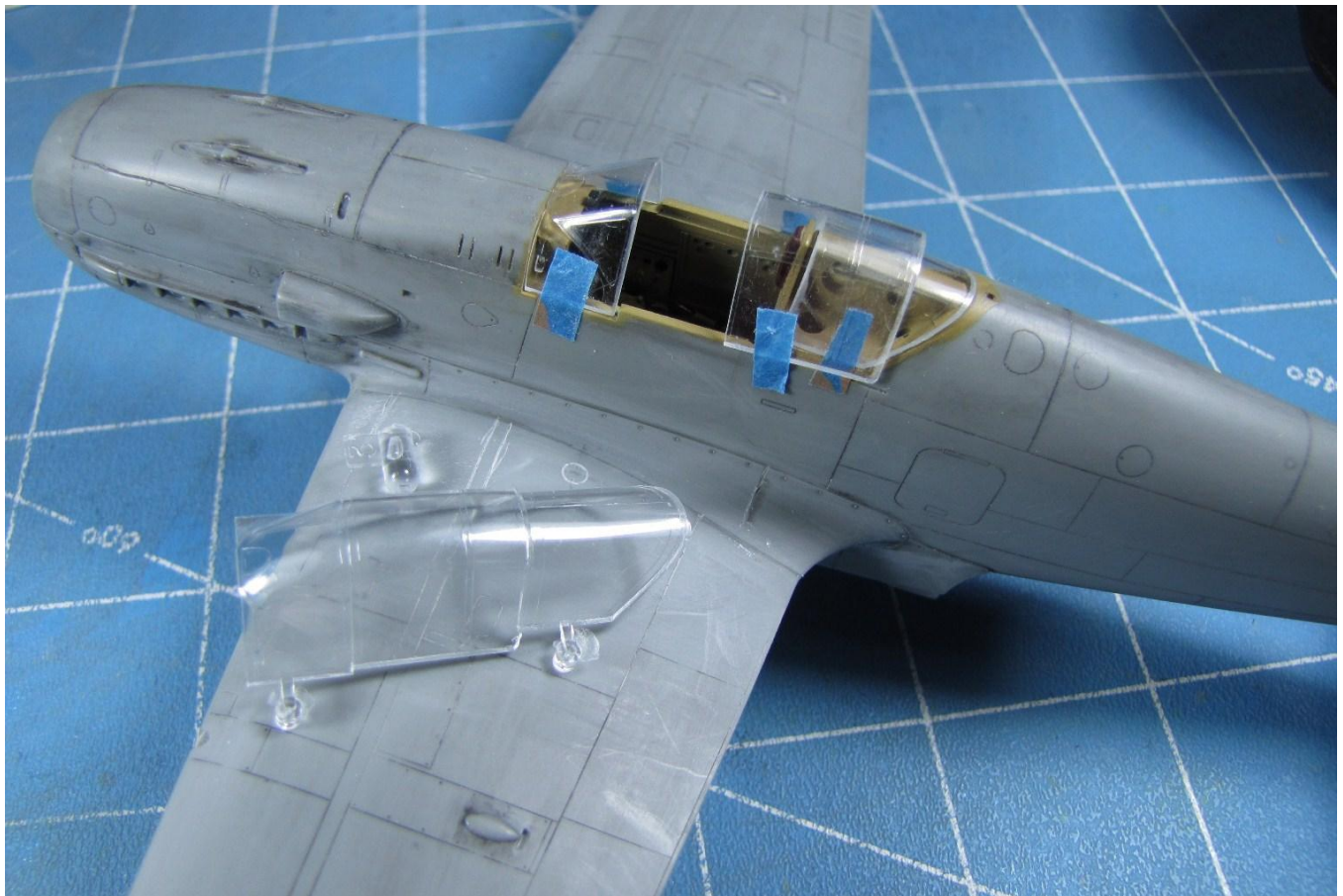
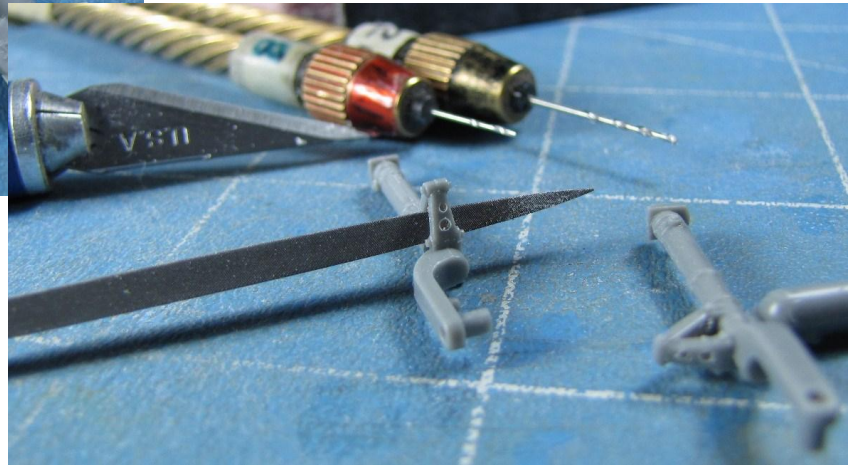
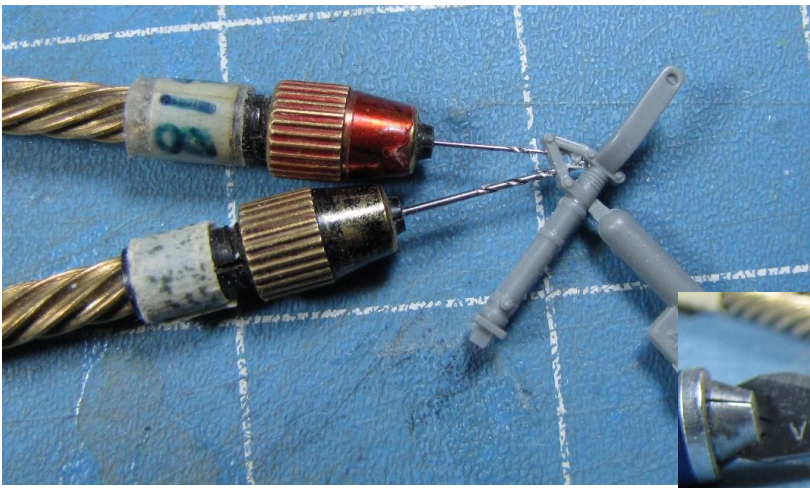
Here are the real photos of a Kawasaki Type Three Fighter HIEN, (Ki-61 Tony).

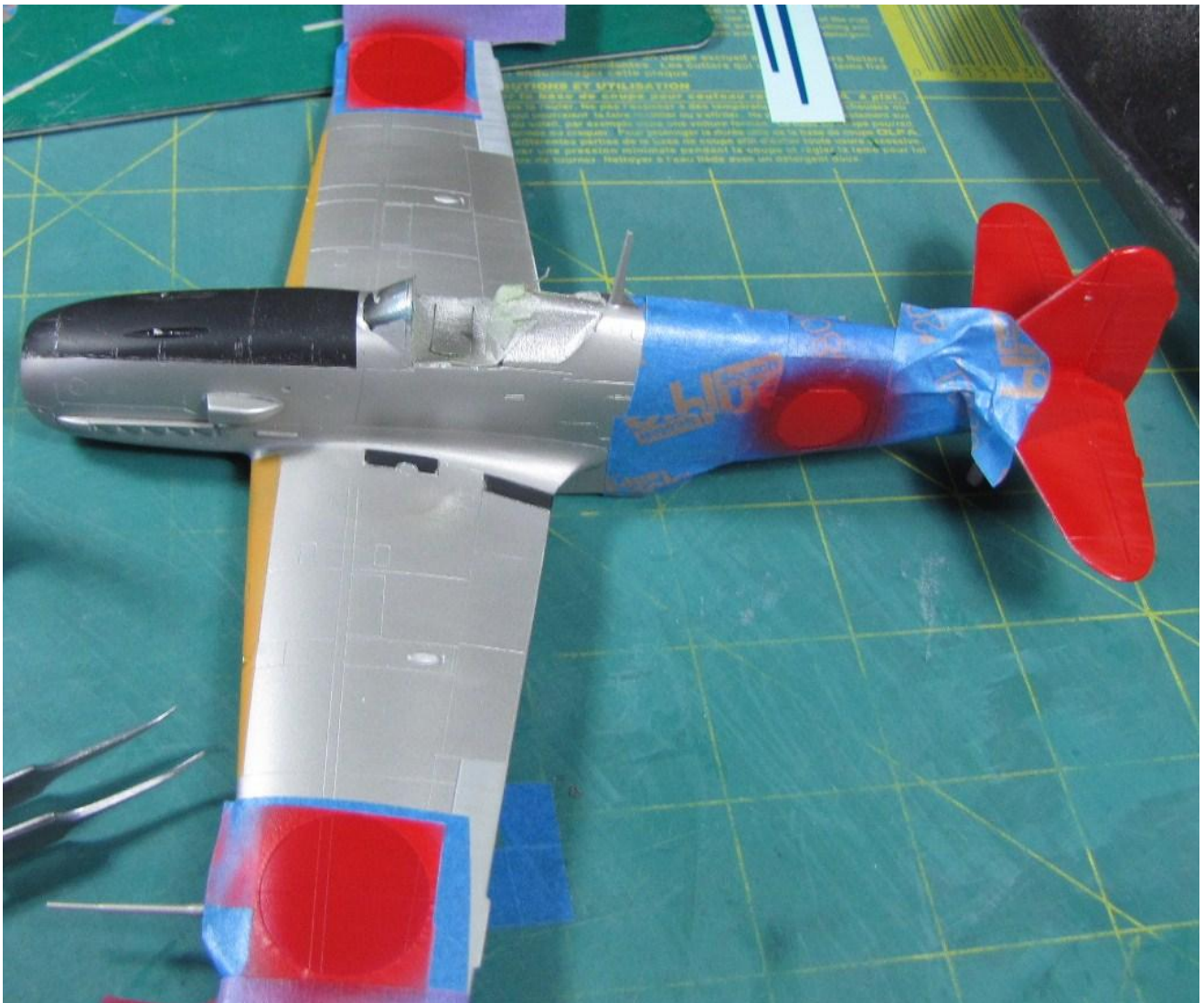
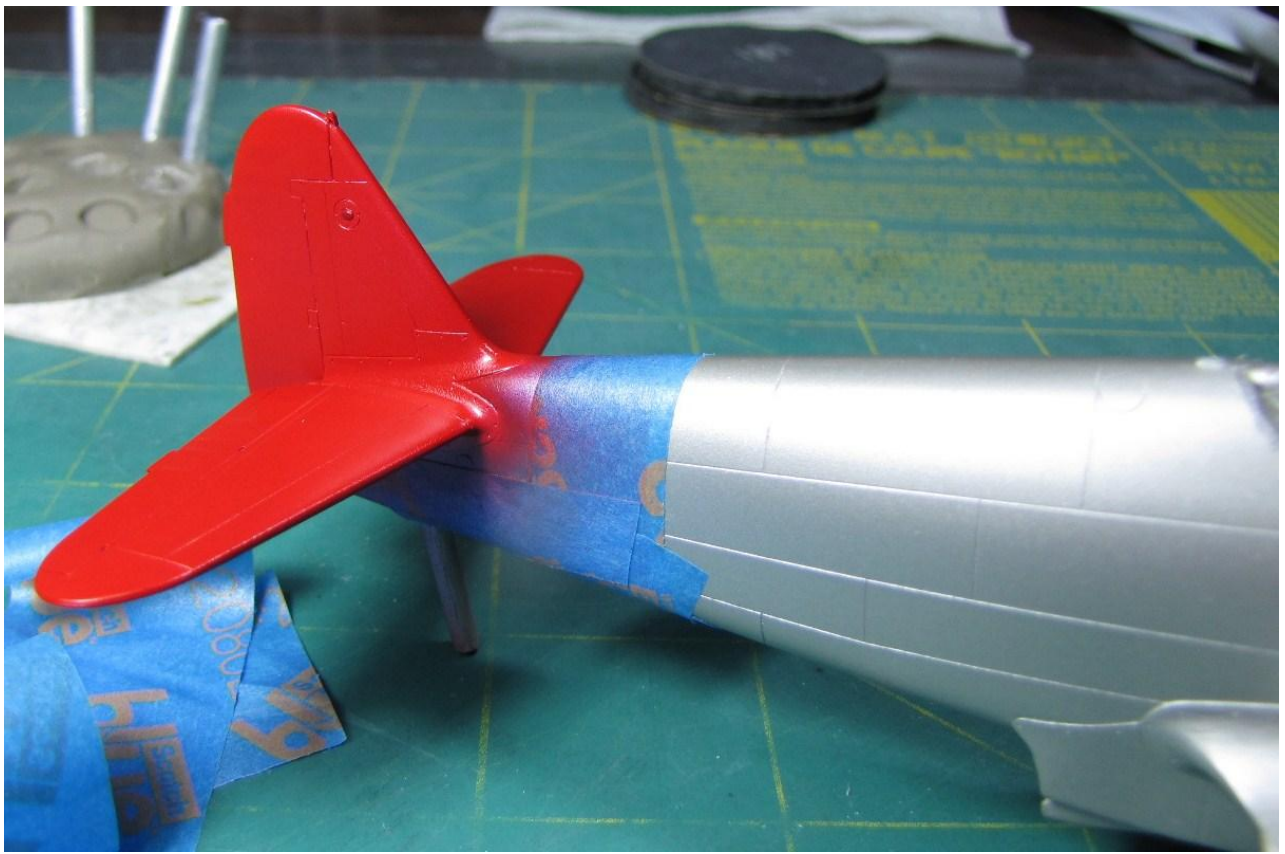


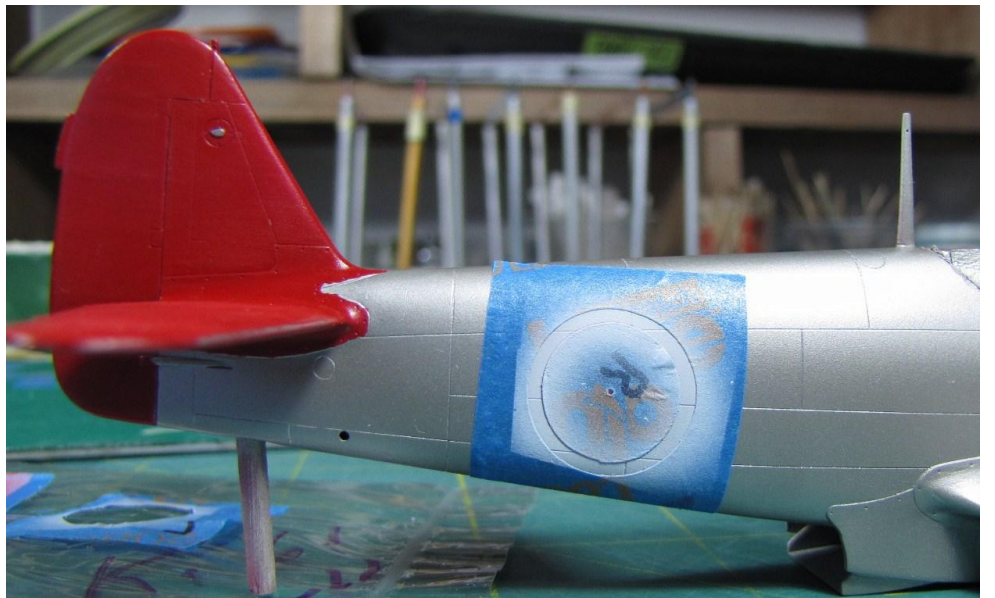
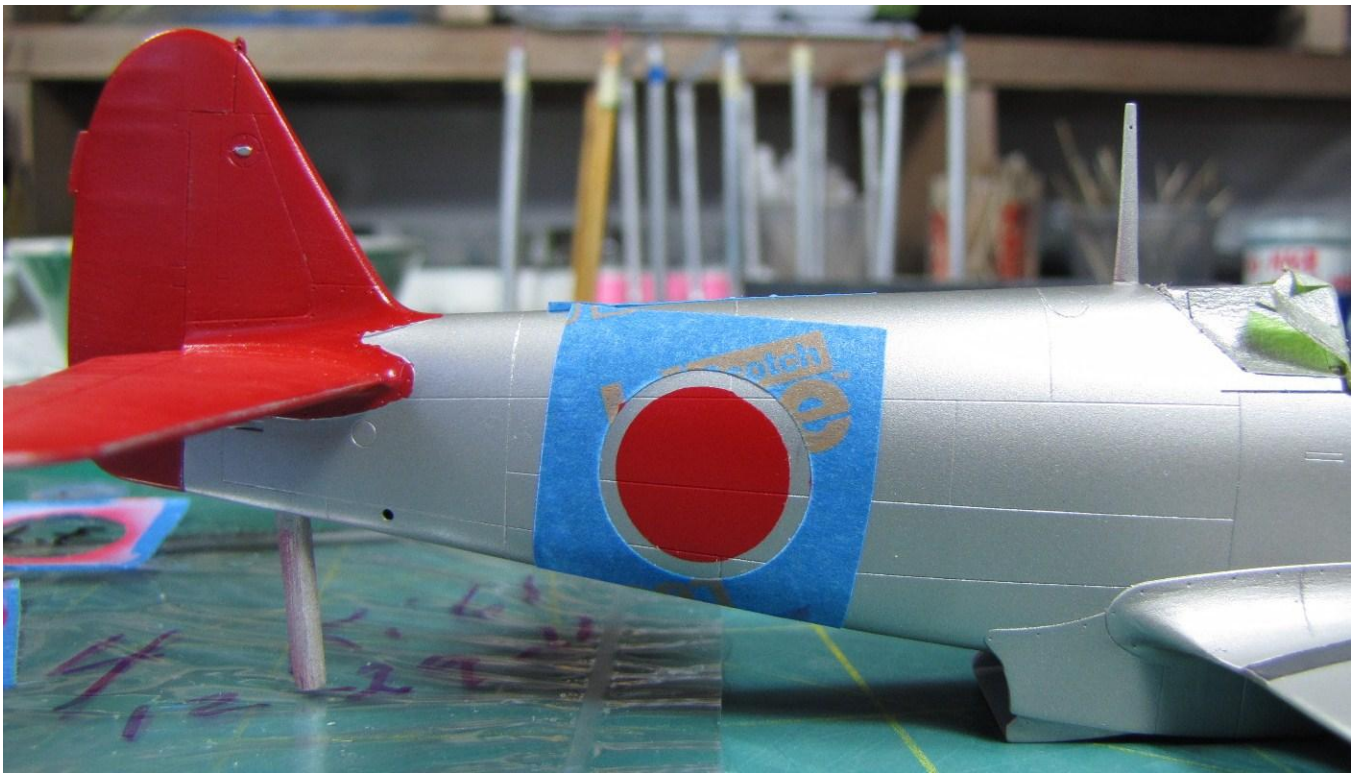
Next are photos of my 1/48 scale Hasegawa kit from somewhere in the beginning to the end. The modeler had a choice of two different paint applications and I choose the “bare-metal” version.

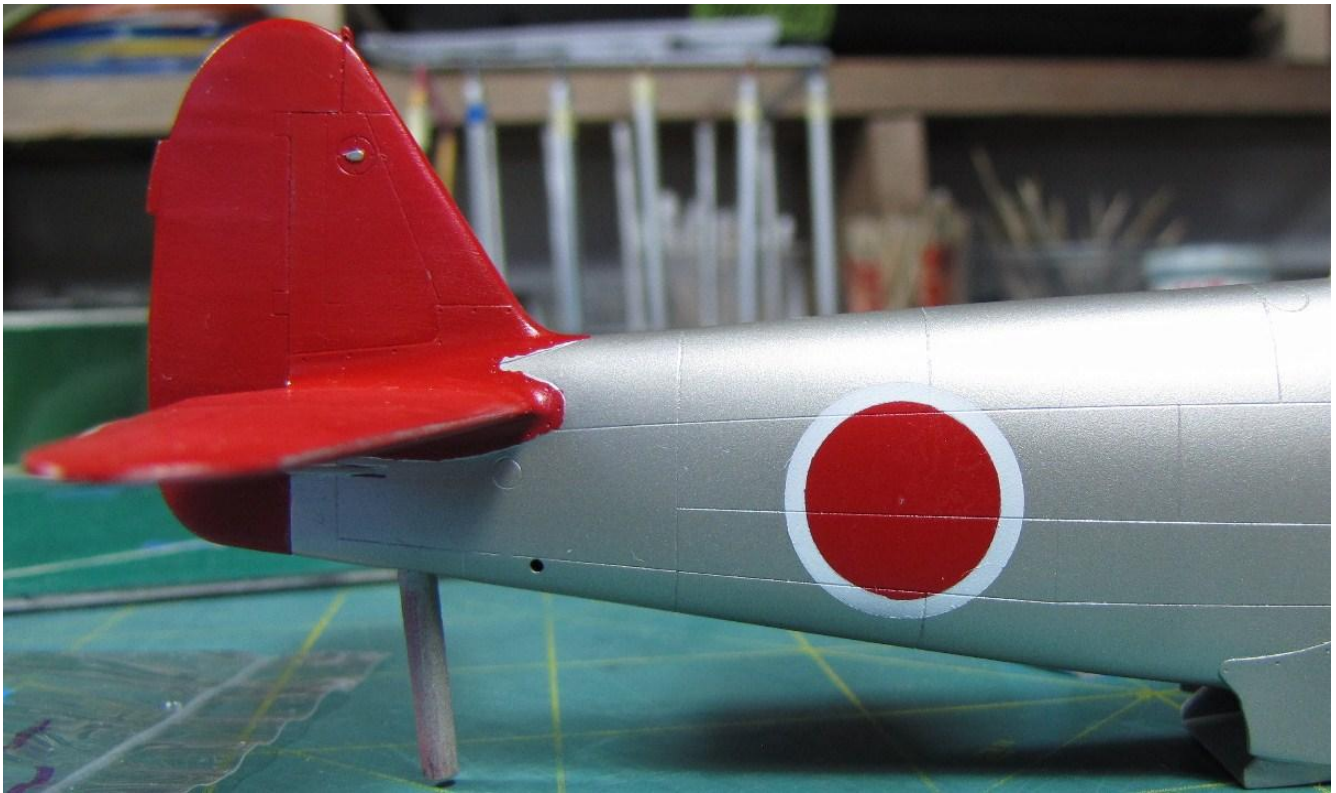


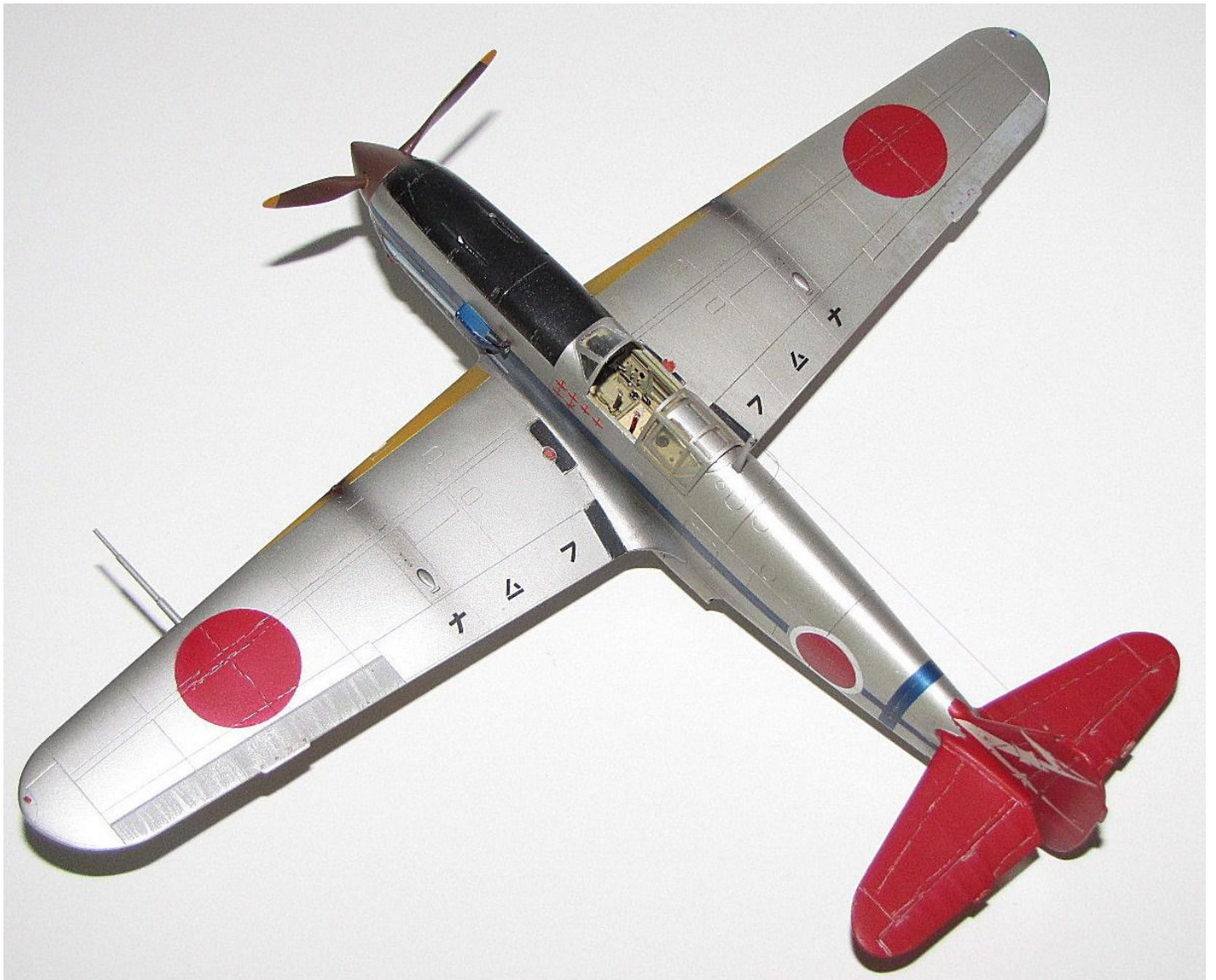














- *Fini*, Rodney J. Williams, Life Member SVSM



“ Northrop’s Notables ”

– SVSM EDITOR’s Club Contest Theme

2017 FEBRUARY CLUB CONTEST

Photos & Text : Mick Burton

Models: Two Others

“ AS IT WAS OUTLINED & PROMOTED ”:

Don’t matter, it doesn’t have to be a Flying Wing design (remember, Jack Northrop also had BT-1 Dive Bomber which was basically the “father” of the SBD Dauntless, for one). F-89 Scorpions, P-61 Black Widows, “SNARK”, the obscure but utterly innovative C-125 “Raider”, all Northrop for examples. If it’s FINISHED and Northrop was part of it, you may enter it for this “Editor’s Favorite Designers” club contest. ENTRIES SIMPLY NEED TO BE : FINISHED

Being that one of the contestants doesn’t “do Internet” and thusly isn’t always receiving timely editions of the SVMS pubs OSS & TAMS (Original Styrene Sheet & The AfterMarket Sheet), instead relying on the not always on schedule delivery of printed (grey scale) hard copy from the Editor...that last codicil not ahered to

Editor also didn’t adhere to his own plan to be in the contest, which worked well for Judging solutions, but it shorted his tribute to Northrop some (he had a finished XP-56 prototype #1 that would have fit in perfectly... as well as three P-61 Black Widows, two by his hand one by another as a gift, ahh so it goes in plans afoot)



Cliff Kranz may have not finished one of his four support entries, however he lead with his patented and appreciated enthusiasm in every case here.

Cliff supplied three of the four Freedom Fighter examples seen here on table, one really rolled back the “curtain of time”.

The white plastic mildly threw Editor as he had never seen that shade used in any of the kits by this maker, that he recalled until long after meeting. But the box art, that was a vivid memory for him as well as Cliff, and for benefit of those present at meeting plus readers, the very item referenced is shown, below. Cliff was working with recently recovered, built example for his bird





This is OLD GOLD, as Cliff managed well to illustrate for us. As stated, he got this kit as a discarded built up, and was recovering it best he could. Issued in 1962, the kit was based on the mockup 1/1 model of the Northrop N-156F (the company inhouse designator, if you were curious) and Aurora Plastics Corporation in every respect, managed to capture that in “essentially 1/48th scale”. The next two entries by Cliff were a bit smaller scale, but nearly as old, again recovered memories for the Editor as the model was from his youth !

As were the shared experiences, when Cliff explained in Model Talk why this F-5A was done in primarily Glossy paints for what is pretty well executed at time of build, what would much later be known to us as “SouthEast Asia Tactical Scheme”. “Way Back” in 1967, to Cliff and I, it was called “Vietnam camouflage”



That’s correct, this 1/72nd scale model of a USAF Northrop F-5A “Skoshi Tiger” you see here, built by one Cliff Kranz in 1967, 50 years from the meeting night month of this display !. The kit was the then very new and actually quite superior to the Hasegawa competition (which Editor built nearly the same time period), Airfix “ Freedom Fighter” model, released in 1966 in “bagged” and later “boxed” editions. Cliff recounted the “gloss” tan and medium green, with “semi matte:” olive green, were the only paints available at time.



Yes, this is what we had for our “up to date, best choices” then.

Cliff showed he was more adventurous and skilled than Editor at the time, for here’s his other entry of that same year build from another Airfix kit, this time with that tricky two piece canopy closed mounting.



The adventurous remark is made not due his skilled canopy blending, but more because he did the posed leading edge and flaps, along with the Turkish AF scheme. Not easy at the time, and for youth, not often.

The last of Cliff’s contributions to the Editor’s Club Contest, well, Burton posed this picture just to show what “progenitor and legit “ Northrop product that Mr Kranz was employing for what you’ll see, next.

While this side view shot may look a lot like a P-61B “Black Widow” to the casual eye, that is not case.





This is Cliff's "one & one half" Black Widow, which Editor as a Judge referred to later as "P-132" on basis this was a "twin" P-61.

Ex- US Air Force and former Head Curator of the California

Aerospace Museum, Life Member SVSMer Barry Bauer called him on this at meeting. Positioning that instead, correctly designated this would more likely be the P-92 or P-93 (61 + 1/2 of next 61, rounding up or down...).

Which may have worked, had we not both known that those designators were assigned to "nearly as what if" USAF planes in "the real world" So, we'll just leave it P-132, for that "Century Series" won't be assigned ☺

Cliff noted this was an older build of his, combining two Airfix P-61Bs which was the better of two choices for detail. Versus the FROG molding, back then and for many years the only 1/72 kits of any Black Widow.

President Greg Plummer was the other contestant and he had another splendid spin on "what if Northrop" in this deceptively schemed late model Danish Air Force "Freedom Fighter".



As Greg relayed, the source kit he was using here, the Hasegawa 1/72nd scale Northrop F-20 "TigerShark" is actually an aircraft that began life as Northrop's answer to a DOD request (under Jimmy Carter's watch) for the FX program, lightweight, high performance jet fighter for possible export sales. Then called F-5G, as the "ultimate" Freedom Fighter, later was redesignated F-20. F-20 ended up in a competition head on with then new General Dynamics F-16, which began also as single engine fighter in FX concept. Greg chose to make his in scheme posited on a success there, prettier than any applied "in real life".

SO now, on to WINNERS!



FEBRUARY "Northrop's Notables" THIRD PLACE for "P-132"
Cliff Kranz





FEBRUARY “ *Northrop’s Notables* ” SECOND PLACE for “ Turkish F-5 ”

Cliff Kranz





FEBRUARY “*Northrop’s Notables*” FIRST PLACE for “Danish F-5G”

Greg Plummer



UPCOMING EVENTS CALENDAR AS OF 02-21-17

Saturday, March 04 2017

IPMS/ Silicon Valley Scale Modelers host Silicon Valley Classic # 4 “On The Hook” Napredak Hall, SJ

Friday, March 10 2017

IPMS/ Fremont Hornets host their meeting at Irvington Community Center, Fremont CA. Theme is Buildfest

Friday, March 17 2017

IPMS/ SVSM meet, Editor’s Club Contest Theme “**Luck of the Irish**” (bring in models primarily Green or Orange)

Friday, April 14 2017

IPMS/ Fremont Hornets host their meeting at Irvington Community Center, Fremont CA. Theme is Buildfest

Friday, April 21 2017

IPMS/ Silicon Valley Scale Modelers meeting. Theme is “ Treasurer’s Wonder Club Contest” (90 plus days)

Friday, May 12 2017

IPMS/ Fremont Hornets host their meeting at Irvington Community Center, Fremont CA. Theme is Buildfest

Friday, May 19 2017

IPMS/ Silicon Valley Scale Modelers meeting.

Friday, June 16 2017

IPMS/ Silicon Valley Scale Modelers meeting. “Boring German Scheisse No One Likes “ is Club Contest Theme

Friday, July 14 2017

IPMS/ Fremont Hornets host their meeting at Irvington Community Center, Fremont CA. Theme is Buildfest

Friday, July 21 2017

IPMS/ Silicon Valley Scale Modelers meeting. Editor’s Club Contest Theme “**RED, WHITE & BLUE**”

Saturday, September 09 2017

IPMS/ Reno High Rollers host their 18th Classic at the Desert Heights Elementary, Stead, NV (fave locale)
Theme is “ Record Breakers and Famous Firsts” See their website www.renohighrollers.com for more info.

Sunday, September 17 2017

IPMS/ Fremont Hornets host their show , TRI CITY THIRTEEN “AUSTRALIA” @ MCC in Milpitas

Saturday, October 14 2017

IPMS/ Silver Wings & USS Hornet Museum present **OPEN COCKPIT DAY & Inaugural MODEL EXPO**

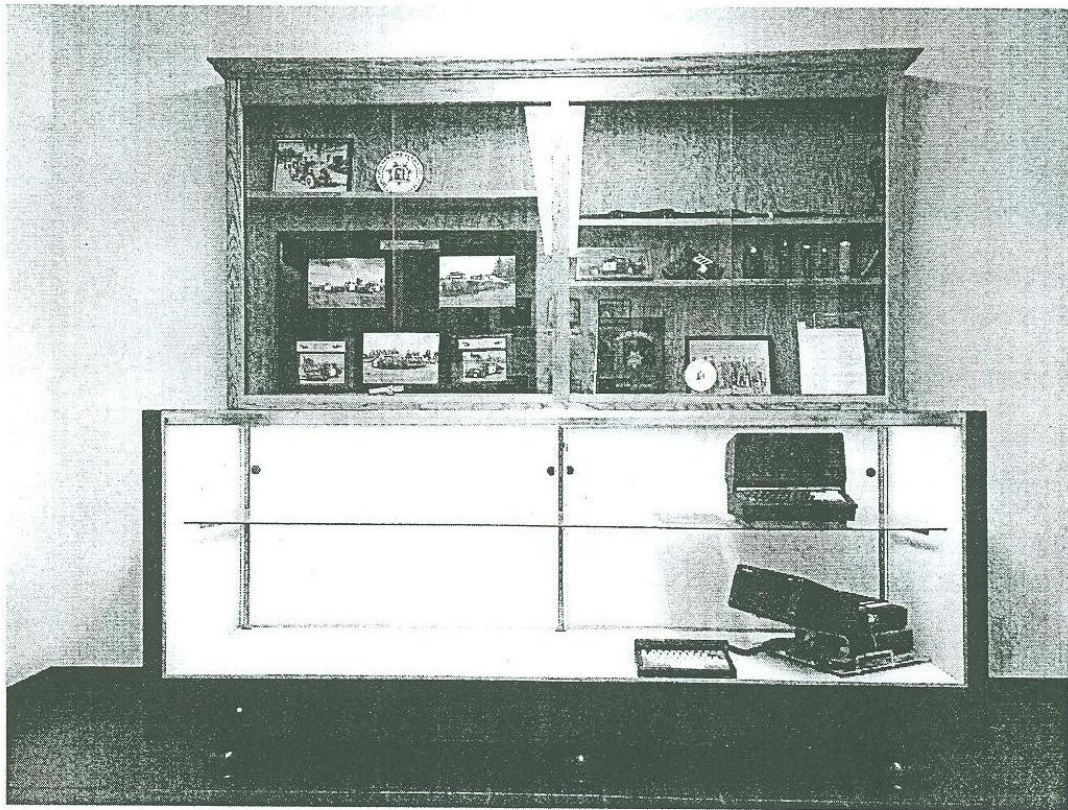
Saturday October 28 2017

IPMS/ AVG host their Desert Classic at Antelope Valley College, Lancaster CA

Friday, November 14 2017

IPMS/ Fremont Hornets last “ normal ” meeting for year, Club Contest theme “ oh no, it’s 1977 all over again”

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 – February's editor, Mick Burton (refer to www.mickbmodeler.com for full copies of items)

“Again , What's Old is New Again ”

SAN JOSE SCALE MODELERS



San Jose Chapter IPMS

APRIL 1987



Next Meeting: Friday, April 17, 1987
Time: 7:30 PM for Best Parking
8:00 PM "Formal" Business
8:05 PM "Informal" Business
8:40 PM Guest Speaker, or Video, or Both or Neither

Location: Mercury Savings Meeting Room
19376 Stevens Creek Blvd.
Cupertino, CA/USA - No. Hemisphere

1/60 hr's FROM MARCH MEETING

As usual, the plastic vultures circled in just after 7:00 to pick the kit bones of the vendors who were fool enough to bring kits in and then stand still for at least 5 seconds. These same vultures used their usual ploy of scarfing up valuable kit nutrition, mostly Frogs, and then repaying their host with small, green portraits of past presidents that they claim are extremely rare and valuable.

The meeting starting promptly late at 8:10 with a modest crowd of 50 people (including vultures who resisted requests to perch).

Out-going, in both senses of the word, VP Rodney Williams was first to start off, going over Reg. Coordinator, Jim Ireland's proposals for future regional contests. Despite Jim's

APRIL 1997 OSS, cover shot . With editorial by Chris B, which included what else, a cheering on of the 4th annual IPMS Travis model contest and show, done in partnership with IPMS Mt Diablo

Ben Pada's cover story, a marvelous piece on a truly accurate early MC 202 is joined by great articles on Luft '46 jet, a "mountain goat" RR Car, done by none other than our "NACA Bob" Miller. But the BEST reason to review this old issue is another work by Bob, namely his two plus page review " take down" in re: Warren Bodie's book on the P-38 Lightning. Bob makes out an extremely cogent and near unassailable case on just how big " unknown history " was


APRIL 1987 (now back on our 30, 20, 10 thread here)

Our " half scale " Newsletter this month out had an amusing and instructive essay re: Officer Elections, by Editor Alan Wolcott .

He also noted an excellent response to work at registration desk by he, wife Dahlia and member Rex Barden at the SJSM Regional, in the form of " Thank You Cards " to each of them, signed by some of the membership. As Alan related, it's efforts like these that are what make our club worth being a member of, working as Officer.

In the minutes, among notes of things like Ted Kauffman's tips on how "he skeletonized his 1/24th Hurricane model" and anguish at seeing just how damned good Bill Ferrante's FIRST VacForm is. Suggested we get him away from that genre ASAP. It was an LA-5 by the way.

Alan also recorded the NEW IPMS-Travis club charter and how it was already busy on a model recreation of Vacaville Raceway in a 1/25th scale working diorama (lights, sound, smoke...) Big job !



THE STYRENE SHEET

Vol. 31, No. 2 April 1997

Italian Lightning: Hasegawa's 1:48 Folgore

By Ben Pada

The outbreak of the second world war found Italy's Regia Aeronautica in the midst of a renewal and build-up program that it very optimistically hoped to complete around 1943. This build-up program was desperately needed, as its units were burdened with an absurd variety of aircraft types, many of which were obsolete and suitable only for training duties.

Because of a lack of new, more powerful engines, fighters were still forced to rely on the 840 hp Fiat A.74 radial, which powered the Fiat CR.42 and G.50 and Aeronautica Macchi's MC.200.

Macchi's chief designer, Dr.

Mario Castoldi,

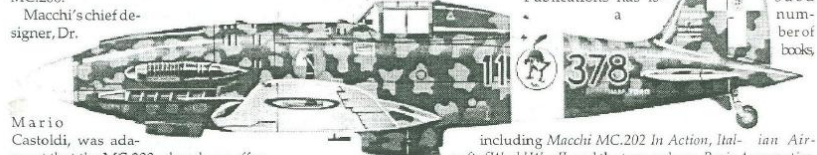
was adamant that the MC.200, already an effective aircraft, would never reach its full potential unless an inline engine could be acquired. The first Daimler-Benz DB.601 inline engines arrived from Germany just as Macchi was proceeding out of its own initiative to complete the MC.201, essentially an MC.200 without the dorsal hump and powered by the new Fiat A.76 (which was certified much later, in 1943). Upon the arrival of the engine, Castoldi installed it in a suitably modified MC.200 airframe, and his expectations were realized: top speed jumped from the MC.200's 312 to 370 for the new MC.202 prototype. The new plane was given the name Folgore ("Lightning") and acquitted

itself well flying for both the Axis and the Allies.

Hasegawa has released an MC.202 in 1:48 in two editions (including a "Cavallino Rampante" edition) as well as the very similar MC.205 Veltro. To go along with these kits, Jaguar has issued a set of resin details mastered by Roy Sutherland of Cooper Details. There is also a photo-etched brass set from Eduard and a resin set from True Details. I chose the Jaguar set; besides the super-detailed interior, you also get exhaust stacks and wheelwell details.

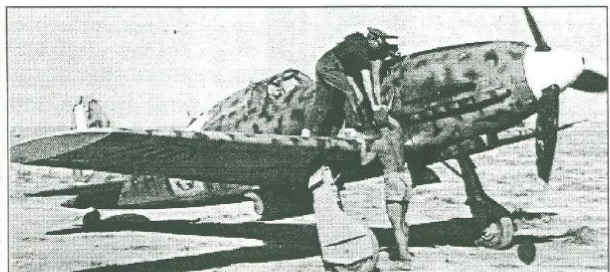
For reference material, Squadron Publications has is-

Signal sued number of books,



including Macchi MC.202 In Action, Italian Aircraft of World War II, and the two-volume Regia Aeronautica.

Some of these books are out of print and are hard to find. The second of four books on Italian aircraft by Ali D'Italia was released this year and focuses on the MC.202; it is very good and worth the \$18 cover price. Finally, there is the Aero-detail



Italian groundcrewmen service an MC.202 in the North African desert in 1942.

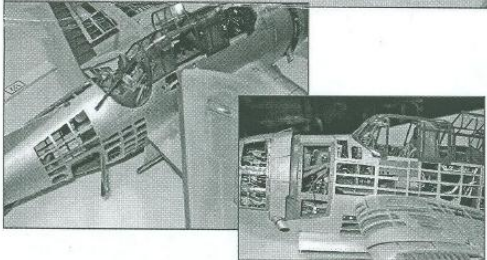
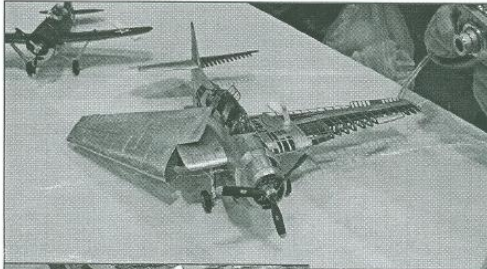
book on the M.C. 200, MC.202 and MC.205, a very good book but expensive at around \$40. Very few modifications were introduced throughout the MC.202's career. The initial stub radio mast placed midway on the fuselage back was replaced by a larger and taller mast directly behind the canopy; sand filters on the compressor's

Very few modifications were introduced throughout the MC.202's career. The initial stub radio mast placed midway on the fuselage back was replaced by a larger and taller mast directly behind the canopy; sand filters on the compressor's

Everybody Get An Award Issue

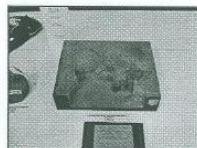
In This issue I was not able to get all the award winners. So I thought I'd give out Editor Awards. Throughout this issue you will find sev-

eral awards I'm making up.



Above and Below: This young modeler walked away with this at least two first place awards for models.

Above: This TBF Avenger was one of my favorites. A lot of time went into crating this under construction look. I don't think I won any awards so I'll give it one. We'll call it the "Rosie The Riveter Award"



overlooked or just plain ignored (to maintain some well known legends & reputations) which completely does no justice to true heroes of the P-38's design. NACA locally is a featured part of this, worth a reading

APRIL 2007 with Jared Bishop at the helm, his time spent this issue trying to accommodate the "missing or late" results of the last Napredak SVSM Classic. Jared's "Award" Issue method was a worthy creative solution. "Absentee" elect President Randy Ray had a fine editorial piece in this issue worth a read, especially in light of how things unfolded re: SCCC, Napredak and us now.

A lot can happen in the elapsed decade, you see.

Editor takes this point to reflect that in the work of building SVSM archives, I discovered that it was not the first time in our history that elect of President was done "absent the winner", as he along with others have long thought.

Still holds true Randy Ray was the first SVSM President to be put into chains by proletariat without being in the vicinity, but long before all of us, another in SJSM was similarly "ensconced & honored" so. *S* So watch out, could happen!

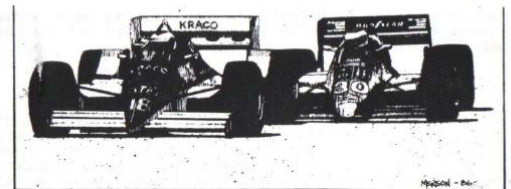
MAY 1987 Our "half scale" Newsletter is using a smaller type face to fit the news load, again it was HUGE for this month! An amusing aspect, a once staple tedium for discussion is featured in the cover news of April '87 minutes, namely "DISPLAY CASES"

Editor Alan Wolcott was then looking for a good NEW HOME for the 4 which he'd been shepherding and sheltering at cost of \$300 a year for some time (out of his pocket, NOT THE CLUB) Prez Bert McDowell offered a full page editorial extolling material on recent club "guest speaker and technique talks", in same issue as Editor Alan was reviewing the April "Super Glue" Seminar given at meeting.

News about possible Marin/Hamilton AFB air show return in the 1988 or later years came to us from the now ten years chartered, IPMS Yerba Buena Chapter of San Francisco. Believe it or not, at one time SF had TWO operating IPMS clubs, Golden Gate & Yerba Buena.

Being this is a History and Editorial section, much fun now for me to tie in two more bits of R-9 Club History separated only by ten years between issues! IPMS_Travis has just formed you learned in April '87 issue, in '97 they're hosting their 4th show at the Travis AFB museum. Which this issue notes soon to be site of IPMS Sacto Summer Classic for 1987. Bet none of you would have guessed how long that venue, much less who, has been in club orbits. Last bit of fun here, "NACA" Bob Miller is noted as our New Member!

SAN JOSE SCALE MODELERS



IPMS-SAN JOSE

MAY 1987

Home Port: Mercury Savings Meeting Room
19376 Stevens Creek
Cupertino

Next Meeting: Friday
May 15, 1987

Time: 7:30 PM: Swap & Talk
8:00 PM: Bus. & Buzz



MINUTES FROM APRIL MEETING

Grey Admiral McDowell called the meeting to order at 8 bells with 52 seamen on deck. First to be summoned on duty was Don Long to review his latest efforts on behalf of the club showcases. NOTE: I must find new homes for the existing showcases that I am storing. The club can neither afford to finance \$25.00 a month the extra storage space costs nor can we afford them to be orphaned on the streets. I know I can not afford to keep financing their storage. Please help give the 4 showcases a new home.

Don's initial guesstimate is that the new portable/collapsible cases would cost approximately \$106.00 each. I believe these cases are to be about 2' x 2' x 4' in length with 17.5" tall legs. They would be all glass as Don has found a used glass supplier at \$2.00/sq.ft. Don hopes to have a finished example at the May meeting. Several members have expressed an interest in building one of the cases irregardless of the clubs decision to build these or not.

Cliff Kranz noted that the open house at Beale AFB is June 6. However, there will not be any major teams, but probably the show will be highlighted by the SR-71. Also, since Cliff has been our sole contact with Moffet NAS and to them is synonymous with IPMS/SJSS, he has been assigned official club coordinator for Moffet Air Show display and related activities.

MAY 1997 OSS, cover shot . With another fabulous piece of 1/48th scale aircraft modelling discussion by "Island" Ben Pada here. 20 years later, you will be not perhaps surprised to learn Ben is vigorously still at this practice of his favorite genre, although not at all writing up articles on these jewels of his. Alas.

Chris Bucholtz's editorial for this issue sounded out on an issue all too familiar in our history, namely being in a jam for a meeting venue with little to no notice. Thanks to a name that should be known to you all nowadays, and a locale I think you'll recognize, we were covered for the emergency here in May '97.

The erstwhile hero of ours here ? Why, none other than Mr Richard Pedro ! Where did he manage to find us the space to meet and conduct business, as if we'd been there all along? Hmm, let's see, 1275 N. Milpitas Boulevard, yes, it rings a bell, doesn't it? Of course, it ought to...

While we met for a while longer at Milpitas Library, it was our experience at 1275 N Milpitas Blvd thanks to Richard's efforts, that lead us back to HERE & NOW as that is our address for many years of Third Fridays of SVSM to date. One last part to note of this issue, less fun to recount, but necessary. The passing at only 35, of member Mike Williams, in whose name we still have given in memorial, our "Best Scifi/Fantasy Subject" award at Kickoff Classics forward and into the SV Classics today.

D.520: detailing France's front-line fighter

By Ben Pada

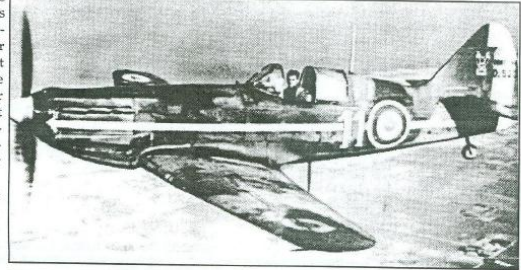
The Dewoitine D.520 was the best fighter at the disposal of the French Air Force (Armee de l'Air) in 1940. Developed in the late 1930s during a period of growing international tension, the D.520 was the result of France's realization that development of her front-line aircraft lagged behind those of Germany and her future ally, Great Britain. New high-performance fighters were urgently needed.

Making its first flight on October 2, 1938, the D.520 was an elegant and nimble monoplane with refined aerodynamics and outstanding performance. It was powered by a 12-cylinder Hispano Suiza 12Y45 in-line engine yielding 935 horsepower, giving the plane a top speed in level flight of 329 mph. Its armament consisted of one 20mm HS404 cannon firing through the propeller hub and two 7.5mm machine guns in each wing.

The first production aircraft made its maiden flight on October 31, 1939, the day before the German invasion of Poland began. Only 200 of the 437 D.520s built before France fell on June 25 1940 were able to participate in the campaign against the Germans. Their pilots claimed 108 official aerial victories and 39 probables. Had the Armee de l'Air possessed

a few more squadrons of this superb fighter, the fate of the Luftwaffe in the skies of France might have been different.

After the fall of France, the D.520 was used extensively by the Vichy Air Force as well as Free French units. Large numbers were used as advanced trainers by the Luftwaffe.



At top, a Vichy D.520, showing the compact shape of the fighter; below, a D.520 at a base in North Africa.

Tamiya has added this aircraft to its expanding range of 1:48 subjects. As we have come to expect, the tooling is excellent, with recessed panel line and rivet detail throughout.

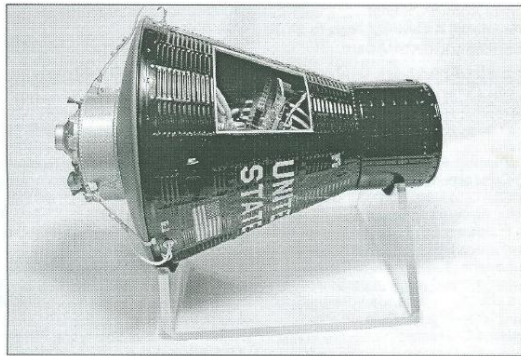
I started my D.520 by painting the interior dark gray, followed by detail painting of the sidewall. I painted the instrument panel black using Testors Model Master black chrome trim. While the kit supplies a decal for the instruments, I instead installed dials from a Reheat sheet. I also added seat belts made from lead foil. The gunsight was painted at this time, but I set it aside for installation during final assembly. After a wash and a bit of weathering, the cockpit looked good, if a little thin on detail. The fuselage halves have a good fit, but the aft windows

Continued on page 6

1/12 Mercury Capsule

By Michael Woolson

A decision by National Aeronautics and Space Administration Headquarters in October 1961 extended the Mercury program by adding 1-day missions after three- and six-orbit flights. Also, during the same year, follow-on manned space programs, later known as Projects Gemini and Apollo, began to take form. These events were rather unusual, for here was program expansion on a higher level of difficulty prior to the time that the basic objectives of Project Mercury, the launch and safe return of a man from earth orbit, had been attained. Obviously, Project Mercury, first guided by the Space Task Group and then by the Manned Spacecraft Center (the successor organization), had built up a high confidence factor as to the potential success of the space venture. To a large degree, this action was graphically supported at that point in time by the highly successful suborbital flights of Alan Shepard and Virgil Grissom and the orbital flight of the "mechanical astronaut."



Aircraft Corporation of St. Louis, Missouri, the orbital flight of John Glenn aboard the Mercury spacecraft, "Friendship 7," transpired. When this uncommonly brief time scale is compared with other major programs of national note and urgency, the question of how man was committed so soon to orbital flight is certain to be posed.

The key to this phenomenal success was concurrency of effort.

That is, all facets of the program leading to manned space flight were guided along a simultaneous route and not by the concept of qualifying each phase before development work began on another. From the outset, work was being accomplished on all components of the spacecraft, adapting the launch vehicles, readying the worldwide tracking network, selecting and training astronauts, and developing ground support equipment for systems checkout and astronaut training. No detail was too small to warrant the attention of scientists and engineers who were charged with making the awesome decisions that would commit man to orbital flight. Every organization that had acquired any technical proficiency or had built up a capability in a particular field that could be applied to the space program was visited, and arrangements were made for assistance, facilities, or the use of equipment. Also, the test and reliability program to which Mercury hardware was subjected was exhaustive and thorough. In fact, this unusually close attention refutes the "crash program" connotation often cited. The term "accelerated" more aptly describes the effort. That the managers were not swayed toward a crash program

Continued on page 4

Project Mercury's formal program approval date was October 7, 1958, and 3 years and 2 weeks from the award of the development



MAY 2007, cover story by none other than "Mr. SV Classic" these days himself: Mr. Mike Woolson. His 5 page article is a grand guide to making this large scale model into a truly excellent display & contest result. As you will learn in the April '07 minutes at the end of this issue, Mike was given Model of the Month for his Mercury model.

The results of the first Kickoff Classic held inside Hall A of SCCC were listed and quantified in this issue, the Legato 1/48th FW-190V1 (the early "Butcher Bird with the intriguing "ducted fan spinner" propeller cap) is a review article by Floyd S. Werner, nice treat from this well known IPMS USA member, whom I recall then hailed from Arizona.

Mike Fletcher provided a pretty extensive guide to the mixing of World War Two IJN Aircraft colors and our legendary "Irish Tanker", Nicholas Moran devised one deliciously evil crossword puzzle in this issue.

We will wrap up this month's WAYBACK with a Reprint from **August 1995**. Editorial piece, not an Article, but this writing from 22 years ago totally resonates with this author, who did his OJT at this same Nats, only his second (the writer's first one)

EDITOR'S BRIEF

The IPMS/USA National Convention in Albuquerque was my first national, and it was well worth braving Southwest Airlines and 100-degree heat to attend. In addition to picking up an assortment of models that I never expected to see (vacu-formed lifting bodies from *Eagles Talon*, a T-34C *Turbo Mentor* conversion) and decals and accessories I'd heard of but never seen, I had the opportunity to meet folks like Lloyd S. Jones, Bert Kinzey, John Alcorn, Jerry Crandall and many others. The vast majority of my time was spent having fun, talking about and looking at models, and basically spending a weekend in modeling nirvana.

But during the judging, I discovered, the nationals are often plagued by the same problems as any local contest. While the group I did my "On-the-Job Training" with as an apprentice judge was very, very responsive to my contributions and largely on top of judging techniques and criteria, others weren't as fortunate as I was. Here are some examples of the more goofy calls, as reported by other judges:

A very clean vacu-formed model of a prototype plane was bumped from the top three because the judges decided it was "too pretty," and wasn't weathered enough. The logic in this is a bit hard to figure, especially for a prototype, which gets mountains of attention during its test program.

A beautiful car - which had only three wheels touching the ground - won best auto. The rationalization was that the car had been around for a long time before non-plastic subjects were permitted so it was given some slack.

A Japanese Tony fighter nearly cracked the top three in 1:48 single engine axis until an apprentice judge pointed out that there was a 1/32 inch step between the horizontal stabilizers and the tail root.

But all these judging errors paled by comparison to what took place during the judging of the best aircraft. Five models were selected for consideration, and the judge that nominated each model made a case for his selection. The first selection was a truly beautiful model, and the judge spoke of its lack of flaws, the features the modeler had added, and the pristine paint job.

As soon as this judge had finished speaking, another judge chimed in—a judge who also had a model in the running for best aircraft and who, I am told, even belonged to the same local chapter as the first modeler. This chimp stood up and proceeded to tell the other judges that the first model came from a very good kit that has lots and lots of built-in detail, so the modeler hadn't done all that much work himself to add details or make the model fit together.

I am a sports fan. I have seen race car drivers punch each other, I have seen baseball players throw bats at pitchers, and I have seen hockey players smack each other with sticks. But I have never seen such a blatant display of poor sportsmanship as this modeler displayed. The models on the table were being voted on for best aircraft - they all were beautiful, and standing up and trying to degrade one of these masterpieces was a vulgar insult to the intelligence of the other judges, especially when that loudmouth modeler had a model under consideration himself. This sort of transparent trophy hunting is what turns people off of contests—and certain model-

ers—entirely.

But there is justice. Since this modeler left his name all over his entry, and since he was no stranger to the other judges, when the voting came, the entry he degraded received two votes - and his entry received none. The winner was an immaculate 1:48 SH-3 *Sea King*, which, I imagine, this modeler never expected would win. Otherwise, I'm sure he would have badmouthed it as well.

I'm not trying to say that the nationals' judging was bad. Instead, I'm saying that the judging was just as capricious as the judging at any local event, and that, in every group of 150 judges, you're bound to have one greedy, uncouth slob try to work things to his own advantage. Anytime you get a bunch of human beings together, these things happen, and until we're all perfect, they always will. So if you go to a contest and something untoward happens, take it in stride. It's only a hobby.

My ranting aside... Next year, the event will be held in Virginia Beach, and I plan to be there - this time as a full judge. I'd encourage you to go, too, for the clinics, the sites and the hospitality the hosts provide. If it's half as well-run as Albuquerque was, it will be a pleasure.

—The Editor



THE STYRENE SHEET

Vol. 29, No. 6

August 1995

Modeling pun—er, fun: Italeri/Bilek's "Fitter"

By Chris Bucholtz

The Su-22 "Fitter" has not enjoyed a glamorous career. The plane is best known for being shot down by F-14s over the Gulf of Sidra, cluster-bombing Muslim civilians in Afghanistan, being pulverized in its hangars in the Iraqi desert, or, more recently, dropping bombs indiscriminately on the suburbs of Chechnya.

But the Su-22's image has suffered not because it's a bad plane. Had it been an actor, you could have blamed its agent—it's always in the wrong role at the wrong time, being used by unpopular regimes for unpopular purposes.

It evolved from the Su-7 and the Su-20, growing in size much like the MiG-21 (which it looks like at first glance). The Su-20 and Su-22 enjoyed much success as exports, going to customers in Czechoslovakia, Afghanistan, Poland, Rumania, East Germany, India, Iraq, Syria, Algeria, Egypt, Vietnam, Yemen, Libya and Peru. Some of these countries, to save money, asked for the deletion of equipment to the point that their Su-22s had electronics comparable to Su-20s. Peru was charged to learn that part of its requested deletions removed the IFF gear that identified its planes to the SAMs that were part of the same arms purchase.

I never thought much of the plane until I received three excellent books on the plane, featuring shots of Czechoslovakian and Polish Su-22s. These books made it clear that the Czechs and Poles dote on their Su-22s, treating them with the same adoration RAF crews showered on their Buccaneers or Navy pilots showed their A-4s. Even better from a modeling standpoint, these Czech and Polish planes have worn a bright array of markings and nose art, especially since the fall of the



A Polish pilot boards his Su-22M-4. Note the irregular masking around the shock cone and the heavy wing fences.

iron curtain.

Two years ago, I picked up the *Hobbycraft* Su-22, which is a disappointing blob of a kit—weak detail, thick panel lines, incorrect shape. The most noticeable flaws are the 30mm cannon, which are molded to the wings in the form of tubes that are about 18 inches in scale diameter. It's an unmitigated disaster of a kit, and I thought I'd never see another Su-22 in injection-molded form again.

Then, last Christmas, my pen pal sent me the *Bilek* kit. In its eastern European version, the kit comes in a bag, with markings for one Czech and one Slovak plane, with lots of nice data decals. *Italeri* has put the same model out in a big box with a big price tag (\$16) and much poorer decals. The clear parts are better by far than most eastern European attempts, and are on a par with *Mimcraft*. The surface has a faintly pebbled texture to it.

The cockpit is spartan, with a control panel that can be reworked into something acceptable. The ejection seat is nice, but replace it with a KMG-36 seat from *True Details* for better results. The shock cone and splitter for the nose intake are cleverly designed,

and this single thick piece fits almost exactly like the prototype.

Being overly excited just to have an Su-22 that looked like an Su-22, I overlooked some basic problems, and too late I realized that the code word "Fitter" was a bit of unintentional irony on NATO's part. The wings, which were supposed to swing, didn't quite extend to their fully extended position without ripping the wing gloves from the fuselage. The nose gear well and cockpit tub simply didn't fit in the same space,

Continued on page 8

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MARCH 4TH 2017**



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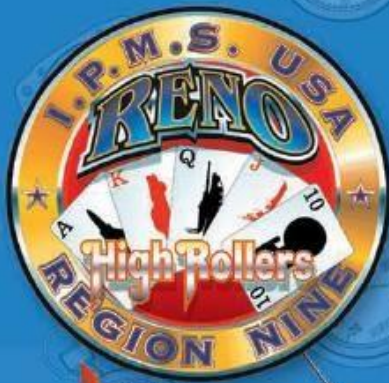
9AM DOORS OPEN, 12 NOON REGISTRATION CLOSES, 1:05 JUDGES MEETING, 3:30 AWARDS 2 RAFFLES HELD AT 11AM & 2PM.

COMPETITION OPEN TO PUBLIC (IPMS MEMBERS OR NOT) IN 48 CATEGORIES OF SENIOR (18 & UP), 5 JUNIOR CATEGORIES (13-17), 4 SUB JUNIORS (12 & UNDER). SWEEP ALLOWED.

SENIOR \$12 UNLIMITED NUMBER OF MODELS, JUNIOR \$2 UP TO 5 MODELS 6 OR MORE \$5 FLAT FEE, SUB JUNIOR. \$1 UP TO 5 MODELS 6 OR MORE \$5 FLAT FEE.

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18TH ANNUAL MODEL CONTEST

Theme:

RECORD BREAKERS & FAMOUS FIRSTS



**LOCAL EVENTS
VENDOR TABLES
2 BIG RAFFLES**

Date: Saturday - September 9th, 2017

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: \$25.00 (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

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TRI-CITY CLASSIC 13

Scale Model Contest and Exhibition



Sunday, September 17 2017

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 "Australia" (anything Australia/NZ or directly related)



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



"On The Beach" Award for Best Entry befitting the Contest Theme

"Blast The Bush" (three awards for: Best ANZAC, RAAF, or UK Nuclear Weapon Subject)

"Mad Max, Road Warrior" Award for Best Post 1945 Australian/NZ subject

Plus these: **"At Dawn's Early Light"**, **"Best Twin Engine Lightning"**, **"Best 1917"**, **"Tasmanian Titan"**

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

The following are planned for 2017 TriCity Classic XIII. Entrants should not plan for nor expect splits. **SWEEPS ALLOWED** in **REGULAR CATEGORIES**. (Not for Specials)

Cat #	Category Description	Youth = (12 & Under)	Junior = (13-17)	Senior (18 and up)	AS = All Scales	AS/AT = All Scales / All Types
1A	Youth Aircraft AS/AT	1B Youth Automotive	1C Youth Mil Vehicles	3A Junior Mil Vehicles	3B Junior Automotive	
2A	Youth SF/Fantasy/Veh & Figures	2B Youth All Other	3C Junior SF/Fantasy/Veh & Figures	3D Junior Ships/All Other	4 Junior Aircraft AS/AT	
5A	Biplanes/Fabric & Rigging, 1/32 & larger		10 MultiEngine Jet/Rocket Aircraft 1/72			
5B	Biplanes/Fabric & Rigging, 1/48 & smaller		11 Single Eng Prop or Turbo Axis 1/48			
6	Single Engine Prop or Turbo 1/72 Axis		12 Single Eng Prop or Turboprop 1/48 Allied/Neutral			
7	Single Engine Prop or Turbo 1/72 Allied/Neutral		13 MultiEngine Prop or Turbo Aircraft 1/48			
8	MultiEngine Prop or Turbo Aircraft 1/72		14 Single Engine Jet/Rocket Aircraft 1/48			
9	Single Engine Jet or Rocket Aircraft 1/72		15 MultiEngine Jet/Rocket 1/48			
16	Aircraft 1/87 scale and smaller		21 Rotary Wing Aircraft, AS/AT			
17	Aircraft Prop or Turboprop 1/40 and larger		22 VACUFORM/Mixed Media Aircraft, (Full kits, not conversions) AS/AT			
18	Aircraft Jet 1/40 and larger		23 Surface Ships 1/401 & Smaller			
19	Air Racers, AS		24 Surface Ships 1/400 & Larger			
20	AirLiners/Civilian Air, AS		25 Submarines, AS			
26	Autos Custom & LowRider, AS		33 Military Softskin 1/35			
27	Automobiles Competition, Open Wheel, AS		34 AFVs & Military Softskin 1/48			
28	Automobiles Competition, Closed Wheel, AS		35 Missiles, AT/AS			
29	Motorcycle/Autos, Other, (Stock, Comm'l, Pickups) AS		36 AFVs Military Softskin 1/50 & Smaller			
30	Armored Fighting Vehicles 1/35 Allied		37 Artillery, AS			
31	Armored Fighting Vehicles 1/35 Axis		38 Real Space, AS			
32	Armored Fighting Vehicles 1/35 1955 & later					
39	Hypothetical, AS/AT		42 Figures, Historical, to 18 th Century AS	46 Collections, AS/AT		
40A	Figures Fantasy & SciFi, Horror, Robots, AS		43 Figures, Historical, 19 th Century & beyond	47 UNFINISHED Subjects		
40B	GUNDAM Models, ONLY		44 Miscellaneous, AS/AT	48 PAPER All Types & Scales		
41	Sci Fic Vehicles/Spacecraft, AS		45 Dioramas, AS/AT			

Special Awards in addition to traditional First/Second/Third place are: (Please Note: **NO SWEEPS** in Special Awards)

- "On The Beach"** Award for Best Entry befitting the Contest Theme
- "Blast The Bush"** Award (3) Best ANZAC, "RAAF", "UK Nuclear Weapon" Subject
- "Mad Max, Road Warrior"** Award Best Post 1945 Australian/NZ subject
- Ken Durling Memorial** Award for Most Creative or Quirky Entry
- "Know A Hornet's Mighty Sting"** for Best American Fighter Aircraft, in honor of Sir Bob 1759 OBE
- "Diamond In The Rough"** Best Finished Model from a Worst Start
- "At Dawn's Early Light"** Best Prehistoric Creature or Early Man
- "1917"** Best of Any Subject from the year 1917 (Centennial)
- "Lightning Strikes Twice"**: Best English Electric or Lockheed Lightning, Arado Blitz (all are Twin Engine Lightning)
- Tasmanian Titan** Best F1/Tasman Formula Subject (Car or Driver)
- Awards for Best in Category for: Figure or Robot; Automotive; Ship or SpaceShip; Aircraft; Armor; Show Senior, Show Junior or Youth
- "John McLane Memorial Award"** Best 1/48 WW2 Aircraft Subject, Given by IPMS-Monterey Bay in honor of a great man and contributing member





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EVENT CONTACT: Mr JOE MARTINEZ, JMH3GUY@hotmail.com

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FOR A NEW DATE FOR
DESERT CLASSIC EVENT**



**SATURDAY OCTOBER 28 2017
ANTELOPE VALLEY COLLEGE,
LANCASTER CA**

LITTLE OUTLINES of CLUB CONTESTS for YEAR 2017

SVSM EDITOR' s CONTEST MARCH

“Luck of the Irish ”

Don't have a clue what the Editor is up to here ? Okay, FIRST OFF, KNOW THE DATE OF OUR 2017 MEETING: It's The Third Friday, which falls on the 17th. So what, right ? Yes, March 17. Saint Paddy's Day for those who know

This contest is for *ANYTHING* that is **PRIMARILY ORANGE** or **GREEN**, got that? So grab that Pontiac GTO **Judge** or Yeager **X-1** or **“Alternative Universe LIS Jupiter II”** or any massive number of olive shaded items...oh, yes, hard to imagine ANY OF YOU having anything remotely close to being primarily a shade of green in your collections...

ALL ENTRIES HERE SIMPLY NEED TO BE : FINISHED



SVSM MEMBER' s CONTEST JUNE

“Boring German Scheisse No One Likes ”

For SVSM Members , June is the month to just let go and have some fun with themes perhaps others might find "incorrect" to put it politely. Last year this space was occupied by one of our more successful results club contests period, much less a Member's theme pick . It was called " YOU MOTHER ! "

This summer's opener could be said to harken to a certain June day in 1944 when some notable German scheisse got the same kicked out of it ... but one could say I digress here. This is a much broader theme than it appears, too

So what this is will be better outlined in detail in coming days. For now, trust that it's very likely you have something built for it already, if you have been a modelbuilder for any number of years. Wouldn't surprise us at all



ALL ENTRIES TO COMPETE, MUST BE FINISHED



ENTRANT #	CATEGORY	SCALE	DESCRIPTION
F15	56	1/48	262 "Pich II"

SVSM EDITOR'S CONTEST JULY



“RED, WHITE & BLUE ”

So what this is, simply, a chance to find ANY excuse to produce a model in any of these three primary colors (okay, two plus a "non"), or any combo of two or three. There is a certain Austin Powers movie series which, oddly enough, features vehicles whom you may still find models of (allegedly buildable) that stunningly qualify. A Sox & Martin racing team fan won't be lost for entries here. Fans of Douglas and/or Bell X planes would easily find room to compete here, as would anyone who fancies patriotic themes for figures or vehicles that are associated with the USA, France or Russia.

A small technicality,
ENTRIES MUST BE
FINISHED TO
COMPETE



SVSM EDITOR'S CONTEST NOVEMBER



“WATCH THE SKIES ”



Say what ??? How on Earth does a Flying Saucer, the Arado AR-234 and two versions of P-38 “Lightning” mesh for even a legendary for their “ Mr Fantastic” Stretch, SVSM Club Contest ? Rock simple and fiendishly stellar in scope, BECAUSE they all relate in an “ atmospheric or skyborne” fashion. Any Scale, Any Type subject as long as it's tied to Atmosphere (weather related items are easy and wide range) Or Day or Night Sky (So of course UFOs, Flying Disks, or “Constellations”, “visible Planets & Stars, Heavenly Bodies” (So Mars, Venus, Jupiter, Saturn related, Polaris, for some)

Remember, November is traditional “End All and Be All” Club Contest, so Editor tries to make a fun and wide scope Possible for this particular month, last “regular” meeting

A small technicality, ENTRIES MUST BE FINISHED TO
COMPETE



As in, Bill wonders what some can make of that pile of gifts here, in the next 90 or so days... SO HERE YOU GO: THIS IS The OFFICIAL LIST of ELIGIBLE ITEMS for "Bill F's Wonder Club Contest" coming APRIL 21 2017

Please remember, ITEMS MUST BE FINISHED TO BE AWARDED, BUT NEED NOT BE ENTERED BY WHOM recorded here as "taken home by". Feel free to trade, barter, give, steal or what have you amongst yourselves from the "official 2016 Pirate's Pleasure SVSM Gift Theft" items as listed below, for your continued holiday mayhem anew.

Heller 1:72 CL.215: taken home by Mark Schynert.
Revell 1:12 1957 Chevy: taken home by Robert.
Revell Custom Ford GTX and Revell Jaguar XKE: taken home by Ron Wergin.
Airfix 1:48 BAe Hawk 100: taken home by Larry Lechowicz.
Hasegawa 1:450 HMS Vanguard: taken home by Amelia Bucholtz.
Bandai 1:100 Graze Standard Type/Commando Type Gundam: taken home by Elizabeth Driver-Bucholtz.
Hasegawa 1:700 USS Ticonderoga: taken home by Ron Wergin.
Academy 1:72 PB4Y-1 Liberator: taken home by Jim Priete.
Airfix 1:72 Vulcan: taken home by Tom Orsua.
Airfix 1:72 Lancaster B.II: taken home by Frank Beltran.
Airfix 1:72 USAAF Bomber Resupply Set: taken home by Chris Bucholtz.
Eduard 1:72 Spitfire IX Profipack: taken home by Shervin Shembayati.
Sword 1:72 F2H-2N Banshee: taken home by Mark Schynert.
AMT 1:24 1962 Chevrolet Corvette: taken home by Gabriel Lee.
Hasegawa 1:48 Ki-43 "Oscar": taken home by Laramie Wright.
Italeri 1:72 Tu-22M Backfire: taken home by Frank Babbitt.
Testors 1:100 Concorde: taken home by Tom Orsua.
Trumpeter 1:35 Czech t.38: taken home by Kent McClure.
Hasegawa 1:72 A6M2b: taken home by Amelia Bucholtz.
Revell 1:72 C-54 Skymaster: taken home by Jim Priete.
AFV Club 1:48 F-5E Tiger: taken home by Frank Babbitt.
Tamiya 1:72 A6M2b: taken home by Ron Wergin.
AMT 1:25 Hippee Hemi and 1933 Willys: taken home by Greg Plummer.
Revell 1:32 Hawker Hunter: taken home by Greg Plummer.
Heller Me 163 and Planet Models He 163: taken home by Robert.
Trumpeter 1:72 Lightning F.1/2: taken home by Kent McClure.
Academy 1:35 M2A2 Bradley: taken home by Randy Ray.
Cyberhobby 1:35 M60 Patton: taken home by Frank Beltran.
MPM 1:72 Fw 189: taken home by Brian Sakai.
HobbyBoss 1:48 RF-80A Shooting Star: taken home by Kent McClure.
AMT 1:48 A-20G Havoc: taken home by Shervin Shembayati.
Hasegawa 1:72 Fw 190F-8: taken home by Chris Bucholtz.
Eduard 1:48 Spitfire XVI: taken home by Mark Schynert.
Revell 1:48 Ventura: taken home by Laramie Wright.
Revell 1:25 Go-Mad Nomad: taken home by Postoria Aguirre.
AMT 1:25 Ecto 1: taken home by Jack Riggart.
Tamiya 1:48 M10: taken home by Barry Bauer.
Eduard 1:72 Spitfire XIV Combo: taken home by Shervin Shembayati.
Meng 1:35 Pick-up Trucks: taken home by Postoria Aguirre.
Italeri 1:72 Saab Grippen: taken home by Tom Orsua.
Revell 1:72 Breguet Atlantic: taken home by Postoria Aguirre.
William Brothers 1:32 Curtiss F9C-2 Sparrowhawk: taken home by Frank Babbitt.
Cyberhobby 1:700 Nakhimov and USS Dallas: taken home by Frank Beltran.
Cyberhobby 1:35 Panzerspahwagen: taken home by Laramie Wright.
Hasegawa 1:350 Japanese Carrier Aircraft: taken home by Randy Ray.
Hasegawa 1:72 Bf 109 Hartmann combo: taken home by Bill Ferrante.
Airfix 1:72 Lightning F.6: taken home by Eric McClure.
Tamiya 1:35 M10: taken home by Larry Lechowicz.
Fujimi 1:72 A-7E Corsair II: taken home by Jordan Li.
Academy 1:48 F-15E Strike Eagle: taken home by Jack Riggart.
1:72 Tamiya F4U-1 Corsair and Bandai Flapler: taken home by Brian Sakai.
Tamiya 1:24 Ferrari F.50: taken home by Jack Riggart.
Accurate Miniatures 1:48 F-6A Mustang: taken home by Bill Ferrante.

STILL COMING UP IN AN AFTERMARKET NEAR YOU !

Another Full Reprint of a SVSM Member Article from WAY BACK

And a few other more recent surprises that have landed in Editor's InBasket ☺



**CONGRATULATIONS to
IPMS Silver Wings
For Your Launch of the R-9 2017 Event Year
With Success of SilverCon 2017 on 02-18-2017**

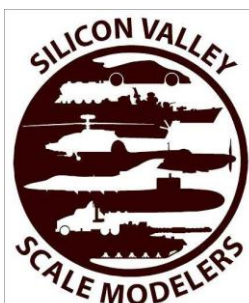


PLEASE SHARE THE JOY OF OUR HOBBY AND FRIENDS

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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