



THE AFTER MARKET SHEET



VOL. 51A, No. 1A WWW.SVSM.ORG JANUARY 2017

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

“A LITTLE ORGANIZATION PLEASE” A Veteran Model Writer Offers a Way Out Of Chaos On Your Bench



Text/Images:
Rich Pedro

(Cont'd on 3)

“ Besides that, an event DOESN'T have to be contest, NNL West crew proves that splendidly every year... ”

As they will again in January 2017. You just have to put on something that will attract enough folks for social “critical mass” to be achieved for a number of hours. **Oh, you're not seeing things** or having a “*déjà vu*” moment. That's indeed part of my last editorial for December 2016 TAMS. Whereupon I also tried to stress the point that yes, **Staging Competitions** just happens to be one of the “easier” of “sure fire, known ways “ to accomplish this goal. Yes, that's the “popular fact or commonly known “truth” of it “. Again, I for one, can assure you there's plenty of evidence, no way truly “sure fire “ or as “well known how” way to guarantee results. Simply the most often done or attempted . Well, if you go back into our Region (not just this club's or another local one, but WHOLE WEST REGION) 8, 9 and 10 history over 40 years back (yes, the '70s) this was already being discussed and decried. Idea of “display only” **SHOWS** like **NNL WEST** will be doing for **THE 32nd YEAR IN A ROW...** have been talked of, tried with varying degrees of “success or perceived failure to launch”. Now again, what spawned NNL in the first place still seems to be where exactly many of IPMS USA chapters are as well as the “Nationals”. Not the “growth or sustained baseline” ... but a lamentation of “oh if only we had “Gold Silver Bronze” instead of 1-2-3, or if we made Out of The Box or a Master's Only or blah blah blah” WE WOULD SEE AN INCREASE IN OUR BRETHERN NUMBERS, oh yes!”

Sorry to be the *UMPTEENTH* one to point this out, but all these “great concepts to boost model contest/clubs as “the thing to do” have all been tried and proven not making “the sure fire means to success and long term health”

Yes, *even the blah blah blah*. But here, I'll give you a part of why things do succeed, as I noted “way back when” myself during my second SVSM presidency stint. Also a picture from the 25th anniversary of NNL West show, to further emphasize “where the seed of truth to making “it” happen” lies for further exploration to try to emulate...

FROM THE PRESIDENT

Wow! It's done! Over! Fini! Whew!

No, I'm not talking about my latest modeling effort. I mean Silicon Valley Scale Modelers' Kickoff Classic for 1997, a magnificent, sunny day with awesome results, which we are all still trying to absorb, our pleased shock such as it is.

This is all due to the enthusiastic, energetic community of which you are a part.

An insufficient (words do fail here, at least mine) but heart-felt thanks is due to all who made this success happen. I'll of course manage to leave someone out, so please forgive me. Do know that Chris Bucholtz, Bill Ferrante, Richard Pedro, Christina John, Dave Balderrama, Angelo Deogracias, Pete Schyvers, Randy Rothhaar, Brad Chun, Cliff Kranz, Brenda Dunton,

Ralph Patino, Ben Pada, Bob Phillips, Bob Moore, Ricky Yokagawa, Dennis Bruno, Bryan Finch, Brian Sakai and Hubert Chan are among those we are indebted to for that fine day. I know with such forces or model nature like these, IPMS Region IX is in good hands!

Again, Thanks.

—Mike Burton
President, SVSM

CONTEST CALENDAR

April 5: HobbyTown USA's bi-annual contest at the Milpitas HobbyTown USA location. For



No, really, look into it yourself, “the hobby is dying! where are the juniors? we have to spread the awards out, OMG” is a set of refrains that some of us here even, were writing and repeating THIRTY PLUS YEARS AGO. Well, wasn't true then and won't be tomorrow. Sorry. Oh please, even disagree violently with me or others, or say we're “anti- this or that, or “we're grumpy cause we don't win”. Yeah, I am far from Lynn Ritger class, but I have awards from 1985 & 1986 on up, hardly alone in that league. Still compete when I get notion to, lose as often as ever, never was total reason for going on road trips, or staging competitions, any more than it has been for he. Yet when Lynn posts on Hyperscale, other forums, he gets taken on like some mad heretic or “sore loser”, for proudly prodding others to follow example he is trying out: of “no longer competing and just showing models for the simple joy of that, sharing with others much on this wavelength of enjoying the hobby for the hobby's sake”. Attracting and retaining the community by doing so.

- mickb

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RECREATING SPACE & TIME WHERE IT SEEMS NOT TO EXIST (on your model workbench) (from 1)

Ever since I started building adding to my collection of models, paints and periphery I have been working out of boxes of this and boxes of that. My assortment paints are no exception to this fact.



Part of my enamel collection circa 1990's. I separated out the metalizers and water base acrylics. Believe it or not many of these are still useable, a little "rank" but useable.

Since my return to the hobby, of course the collection continues : newest models, knickknacks, and paint (why not, it's the subject of this little article). With the help of a not so local hobby shop (Modesto Hobbies) and a good friend Mr. Rothaar ,I purchased an entire set of Tamiya Acrylics. I've had a love-hate relationship with Tamiya acrylics for quite some time, until another dear friend: RJW...

I've spent many weekends/late eves at Rodney's place in San Jose. I was always mystified with how his finishes are. In those late evenings , Rodney demonstrated to me how he scratch builds, paints , airbrushes etc.

I never forgot those lessons . However, I did need a refresher on them, and after a few short emails with Rodney, I was back on track. One small problem persisted.



Nothing like working from boxes for the win!!



One thing that has changed everything has been the interwebs. Back then, I was on dial-up , message boards were not that sophisticated yet ... Fast forward , there are forums-a-plenty and contained within, some nice postings of fellow modelers sharing pictures of their work spaces.

Some of them very nicely organized , and clean . I never had such a space. I was always working on the edge of my bed and a VHS storage cabinet, or build nights at Reid -Hillview. That's how many of my models were built. Now that I have the space, opportunity knocks to make a change. I have a small room that I've set up, but the paints are still in the box.

Using the picture of others workspace and finding that some of the gamers are doing similar, it was just a matter of getting the materials together . Then figuring out what to do with my space, so that it worked for me. *So ...-*

A trip to Home Depot , where I picked up the following items:

1 - Peg Board 2' x 4' for \$7.99 ea

5 – 1" x 2" x 8' pine (Furring Strip) for \$0.99 ea – spend some time to find the straightest pieces or you can opt for kiln dried poplar, but at higher expense and buy at different store (Lowes).

1 - Pack of 2" flat corner braces \$2.32 ea

Basic hand tools: Miter Saw , Small Hammer , Drill/Driver , wood glue. I also used a pneumatic pin nailer.

Measuring the area I wanted to mount the paint rack in was roughly 24" wide, height I decided on 36" which will easily fit on the wall.

Before cutting the pieces needed I just did a rough layout on my table



First thing I did was cut the peg board down to the size I needed... Basically the length is all I needed to cut.

The furring strip, I cut two of them to 36" for the outside . While the inner pieces to become the top, bottom and shelves, were cut to a length of 22 1/2" and then all place on my table to see if I needed to tweak my layout.





Once I was happy with the basic layout it was time to put it all together. I used my pin nailer to attach the pegboard to the sides, making a frame. The shelves were spaced so that there was a little space at the top of the Tamiya jars, which turned out to be roughly 3" as shown



Continue to add your shelves and space accordingly.

Here is the finished result.



As you can see, there is enough room for one of every color of Tamiya Acrylics and a shelf that I will be using for my pre-mixed Tamiya colors plus room to spare. Which does leave me with options to use peg board hooks for other items .

Such as my airbrushes, spare parts, or more shelves for other paints 'n solutions.

The possibilities are really endless, and it makes for tidy 'n quick access to your paints.

- Fin, Rich
Richp473@yahoo.com



“ 1917 ”

- SVSM EDITOR's Club Contest Theme

2017 JANUARY CLUB CONTEST

Photos & Text : Mick Burton
Models: Several Others

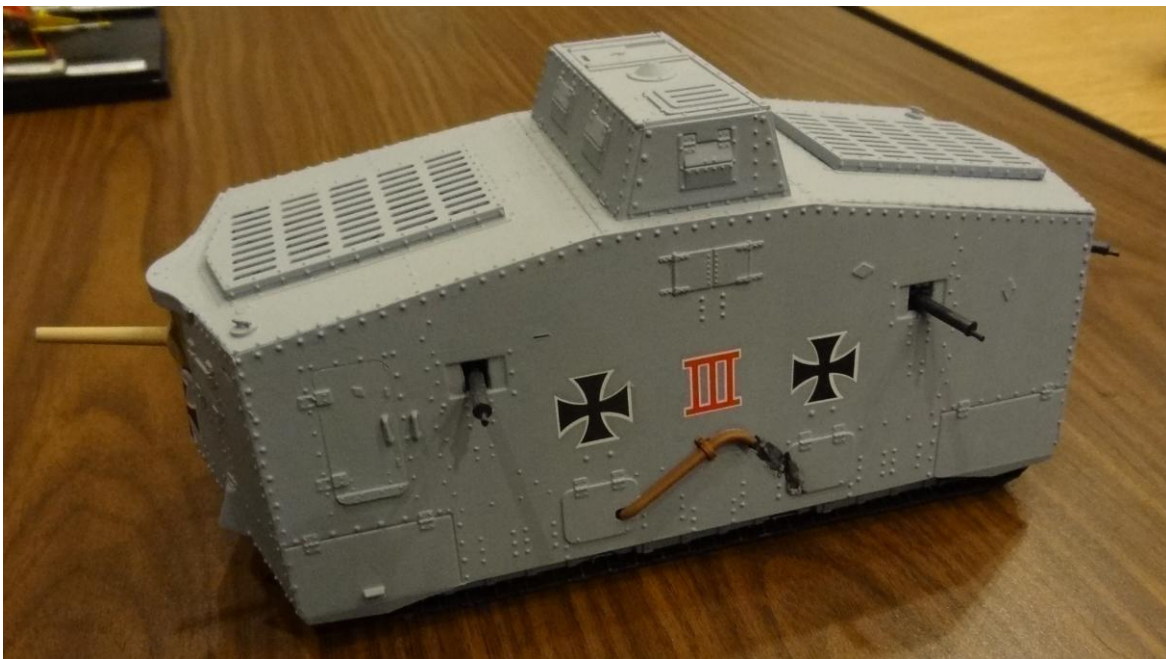
“ AS IT WAS OUTLINED & PROMOTED ”:

Do realize this has been an ongoing Editor's contest theme, yes? Namely, a centenary celebration with the start of WW1, and this is now the 4th one. Like before, need not do anything from “The Great War” as entry. This contest is for *ANYTHING* that existed in 1917, be it plane, train, automobile, creature, odd bit of machinery, what have you.

ALL ENTRIES HERE SIMPLY NEED TO BE : FINISHED

By time of Judging (at break, with Editor, co-opting President to assist) it nearly took on “War of Tripes” tone with the FIVE of them in play from three different contestants. Brilliant turn for a club contest opener!





Cliff Kranz lead things off with a now classic kit, that's his 1/35th scale "WOTAN".

If you're not familiar with it, this once was the ONLY kit in injected styrene production in that scale, for this famous or notorious, WW1 German A7V "tank". No small trick to assemble, and literally all the links need to be "pinned" together for the tracks set.

Bill Ferrante took us back,





his 1/72nd Fokker Triplane that one Judge (yes, the Editor!) dubbed “the Dirty Tripe” to pigeonhole it, didn’t have the “familiar” designation of Dr.1. While it started life out as kit of just that, Bill cleverly had taken steps to modify this Roden Dr.1 to Prototype F.1 configuration. Then, furthered his demonstrated skills by “distressing” the masterfully done “streaky dope finish” Well played!

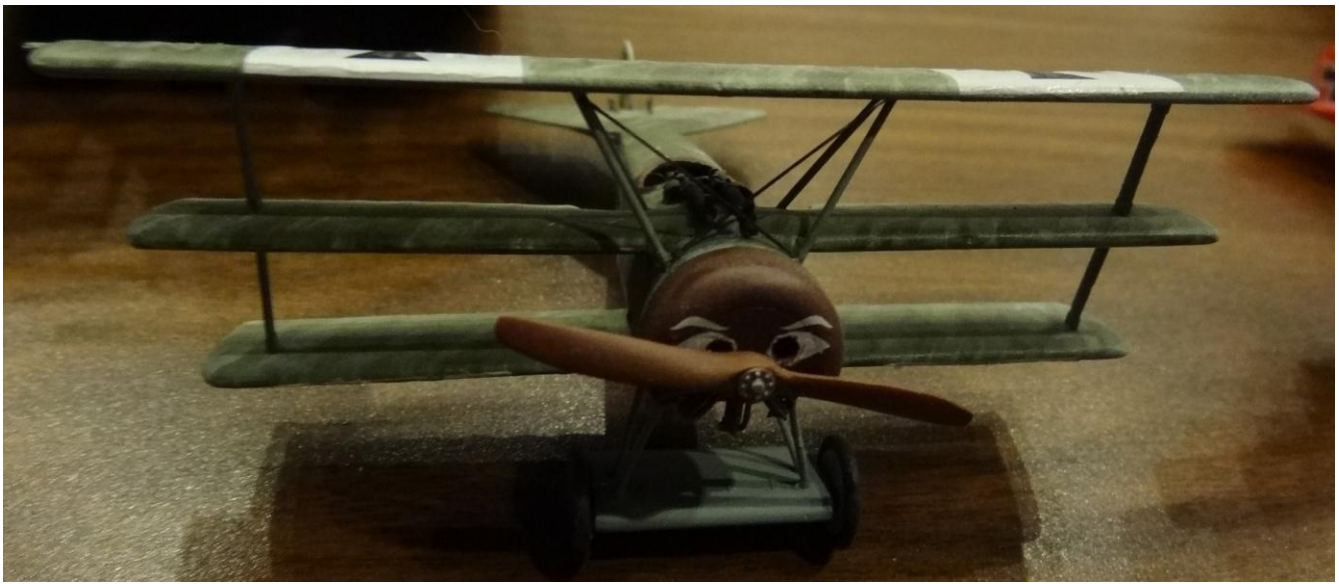
Laramie Wright brought in FOUR items for competition in “1917”, a pair of WW1 AFVs and two Dr. 1s

It is unknown to the Editor then and now, if in fact here fellow competitor Al Kuhn (in the brown) seated nearly next to Laramie, is checking on his PDA all that Mr Wright is speaking, but all’s fair in contests & war, no?

SVC Director Mike Woolson and he may just be texting each other, politely quiet !



Yes, on the left, the twin stack of pics are detail shots for the red Dr.1 in 1/72nd by Laramie. The old but still serviceable kit of Revell; done in “alleged last scheme” of well known German WW1 Ace, Manfred Von Richtofen, aka “The Red Baron “.



Everyone reading now who guesses this too is the Revell Dr.1 in 1/72, consider yourself rewarded spot on.

Laramie's rendering of Werner Voss's "comic face" on his Dr.1 in the "streaky camo" deserved a better picture, so here you are.

Another angle to show more of his four 1917 entries, here on the left.

One fun and educative aspect of scale modelling is perfectly done here, in that scale of the Tripes is basically exactly 1/2 that of the AFVs

So, a viewer could be told rightly, to imagine either the Tripes "twice up" size to get idea relative to tanks of the period here, or "half size" the two tanks to match with the planes



Bedeveled, the Editor managed to be able to "match" the photo scale sizes relatively wise, to better show in an overhead aspect, how really small a Renault FT-17 compared to British "Whippet" of the same period, was.

Laramie's FT-17 in tri-color camo, in 1/35th by kit maker I didn't note here, was pretty nice build he reports. The tracks apparently the only true pain.

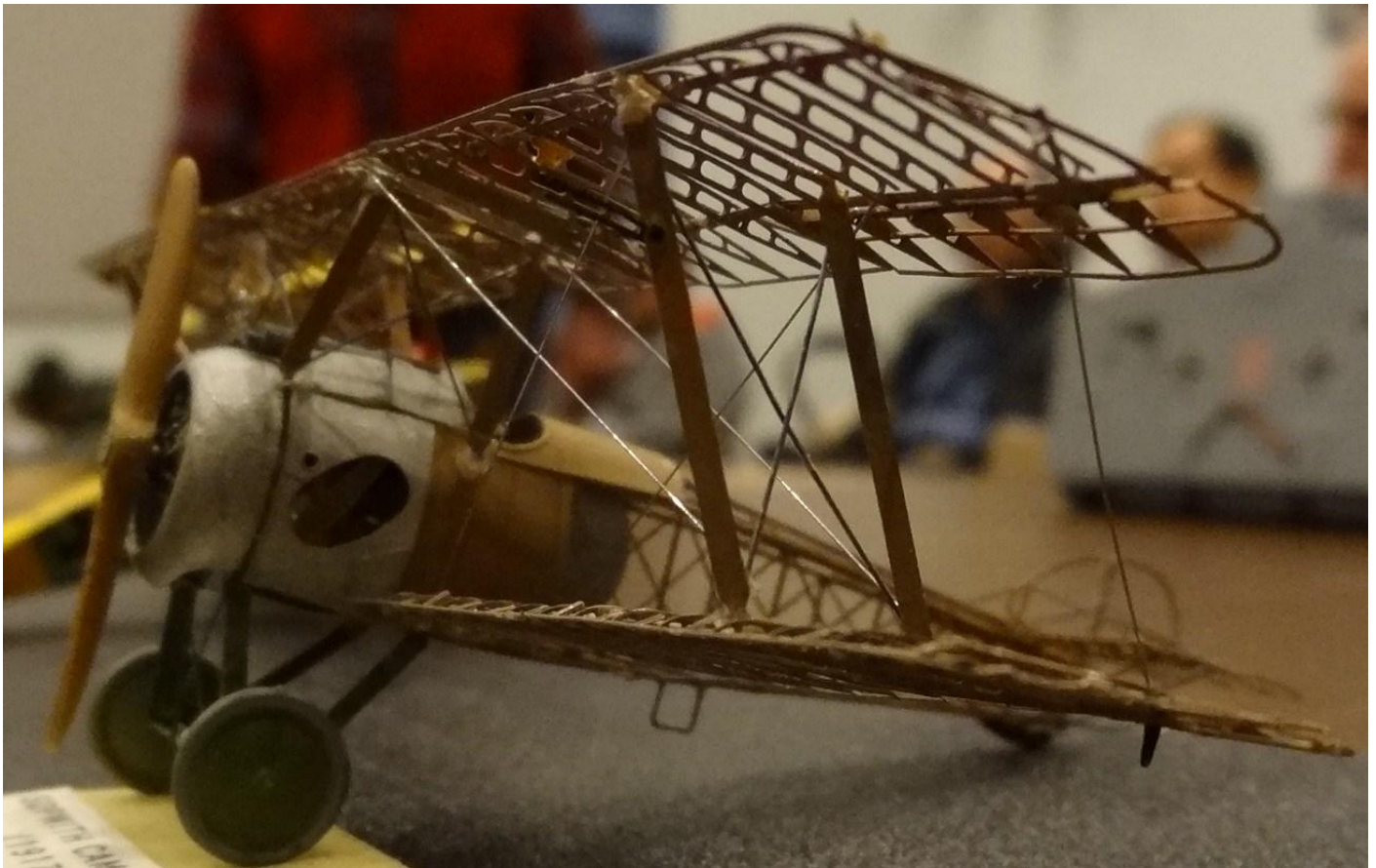
The "Whippet", of course also 1/35th scale, is a quandary again for Editor, only due to fact he didn't note at time whether Laramie said his build was the new Meng or the Takom kit.





Al Kuhn certainly made the Editor's night with his own "Group Four", shown above in all its 1/72nd glory. Capt. Roy Brown's legendary Sopwith Camel F.1 with its aggressive red nose leads off, next to the Dr. 1 he





was credited with downing, that of Manfred von Richtofen, The Red Baron. As Al pointed out, history has been agreed upon that in near certainty, the killing shot came from ground AA guns manned by Australians of the 24th Machine Gun Company. This shortly after Richtofen had been engaged by Brown, defending a fellow pilot whom The Baron was trying to make his 81st kill. The “naked Camel” seen above, is another F.1 of Al’s, and included here now as it’s same pose / angle as the “skinned” one, for a comparison.

If Editor’s notes are correct, Al used the Roden edition for his Roy Brown Sopwith, and the Eduard Photo Etch metal kit limited run edition for of course, the lovely and educational “unskinned” Camel. Quite a feat to construct one of these, Mr Kuhn was pleased to share he finds the “one shot bending” challenge enjoyable.

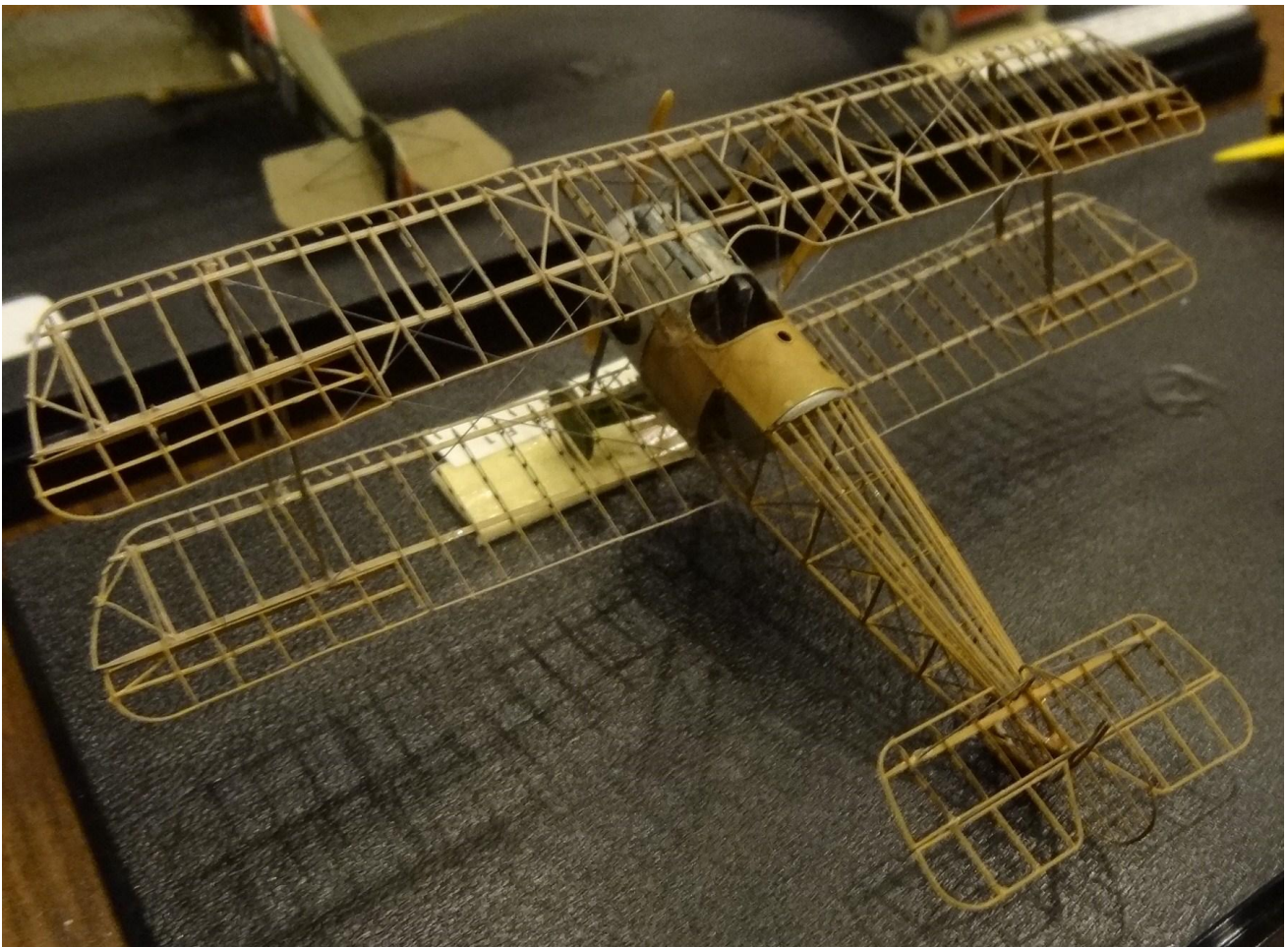
“The Baron’s Last Ride” Fokker Dr.1 Triplane in the well known overall red scheme was of course next to

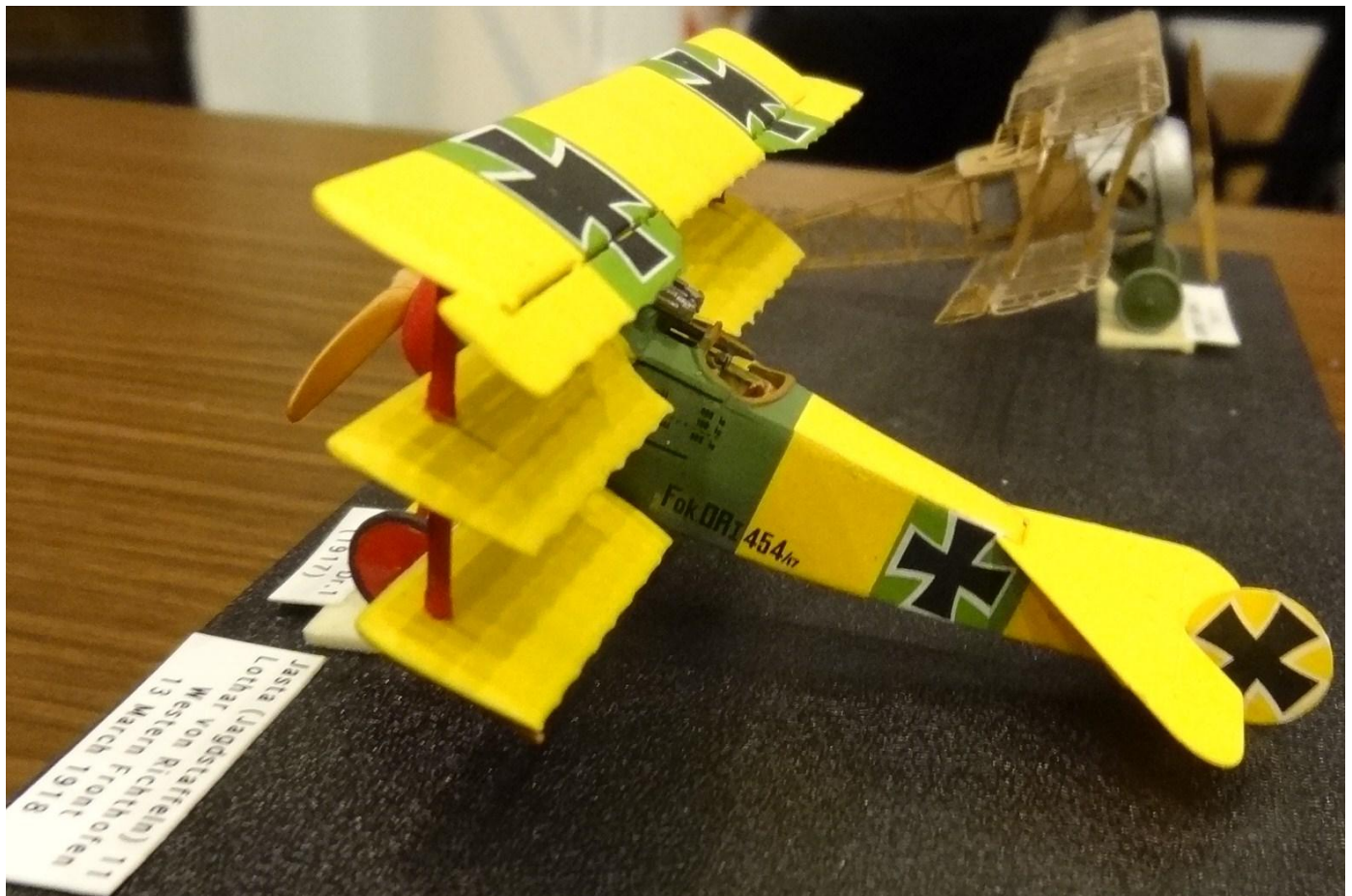


Roy Brown’s Camel, on Al’s display base. Pretty sure he said this was also a Roden kit, but will plead that I didn’t set out to take notes or minutes at the January opening meeting, just made the best scratch references as I tried to relax, catch up on other business with those I often only see at once a month gathering.



Since these were so damned fine to look at, seemed a shame not to share at least two more looks at those Sopwiths of old. So here you are, one more aspect share of “skinned” and “unskinned” F.1 Camels .





Last, far from least of Al's four, was Lothar von Richthofen's Dr.1 in this attractive tri color scheme. This my own favorite of them all. *Thanks to all who competed and to President Greg for being in the judging SO now, on to WINNERS!*





JANUARY "1917" THIRD PLACE for "FT-17"

Laramie Wright

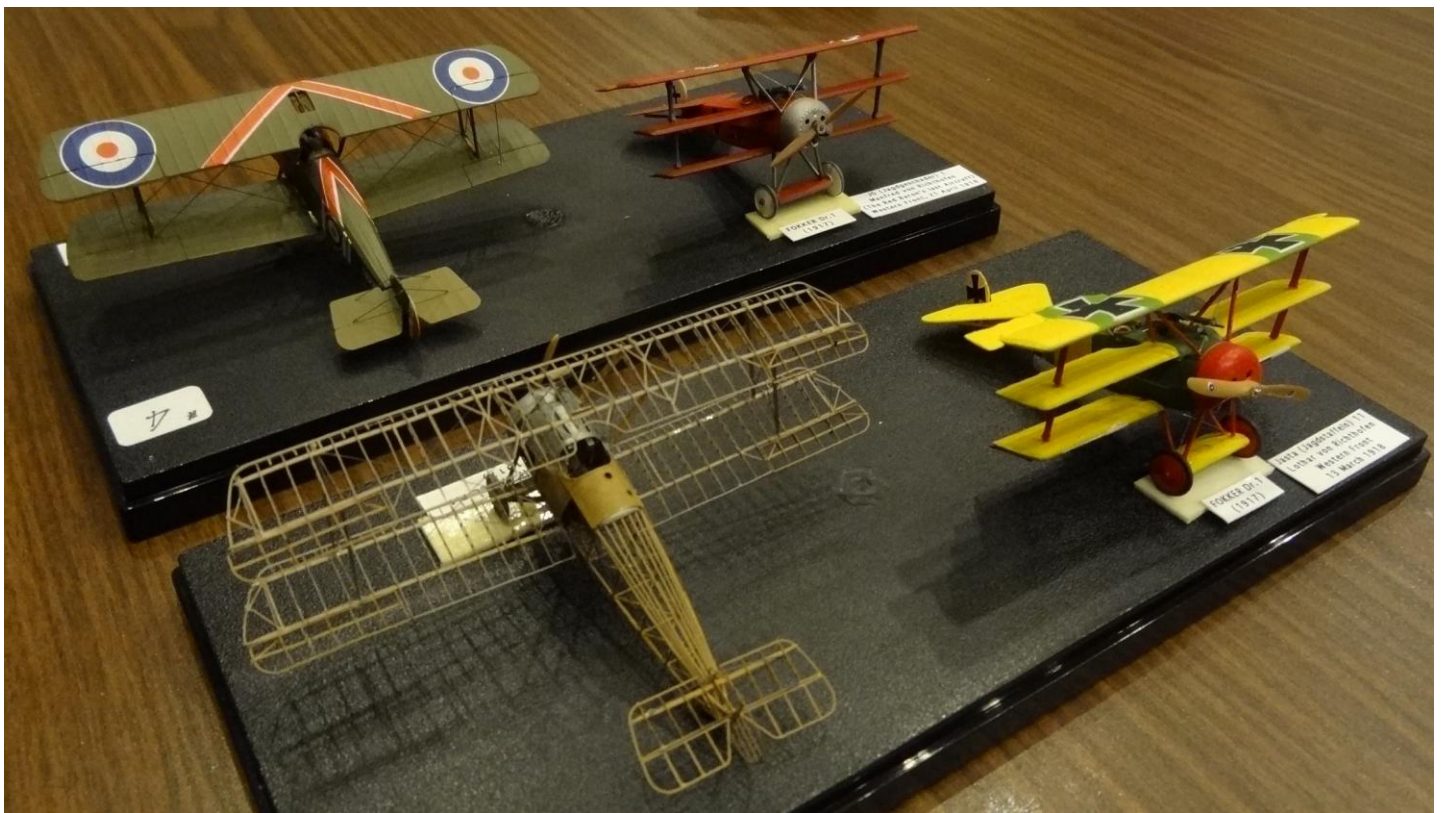




JANUARY "1917" SECOND PLACE for "Dirty Dreidecker"

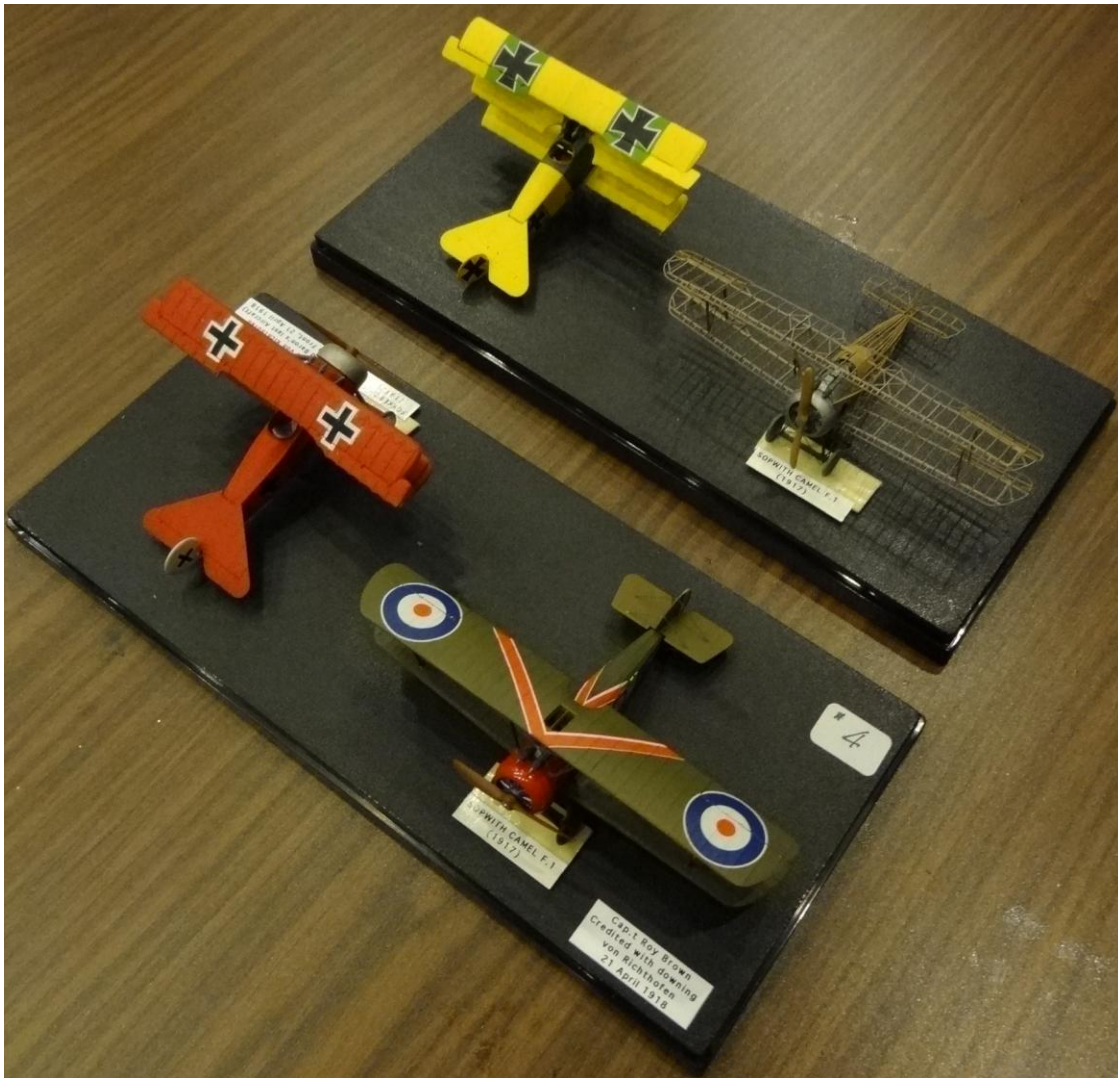
William Ferrante





JANUARY "1917" FIRST PLACE for "Group FOUR"

Al Kuhn



UPCOMING EVENTS CALENDAR AS OF 01-25-17

Friday, February 10 2017

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

Friday February 17 2017

IPMS/ SVSM meeting. Editor's Club Contest Theme " **Northrop's Notables** " See www.mickbmodeler.com

Saturday, February 18 2017

IPMS/ Silver Wings host "Silvercon 2017" at Town & Country Lutheran Church and School, 4049 Marconi Ave Sacramento, CA. Theme TBA. Vendor tables \$ 45 each, contact Russ Niles r_niles1@juno.com for more info.

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** "

Sunday, September 17 2017

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

Friday, January 19 2018

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

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

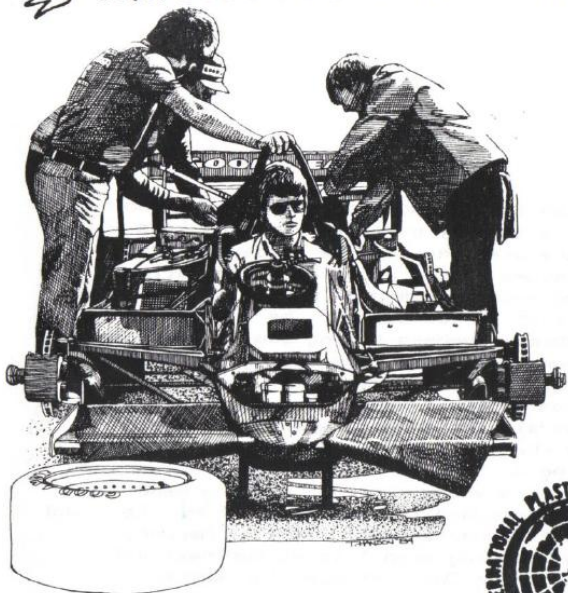
OH NO ! NO NO NO NOT THAT. ANYTHING BUT THAT ! Oh SO SORRY KIDS BUT HERE RETURNS THE

CHAPTER WAYBACK MACHINE !

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

"The Third NNL West , Plenty of Proof Over 3 Decades We May Have Been There, Done That, Let's Do Again "

SAN JOSE SCALE MODELERS



FEBRUARY 1987

Next Meeting: February 20, 1987
Time: 7:30 PM Pre-Bus & Bull
8:00 PM Real Business
Location: Mercury Savings
19376 Stevens Creek, Cupertino

SAN JOSE
CHAPTER

Next Contest: San Jose Scale Modelers
1987 Region 9 Contest
Time: 8:00 AM - Crew Panic
10:00 AM - Doors Open
1:00 PM - Registration Closes
4:00 PM - Doors Close - WHEW!
Location: Milpitas Community Center
Calaveras & Milpitas Blvd's

FEBRUARY 1997 OSS, cover shot . With editorial by Chris B, noting the particular great value to all who come participate in the imminent March '97 Kickoff Classic. Especially, he makes a very good case for our Judging, which we had worked very hard to make "better than that at NATS !" Other words, if you make it to 1/2/3 with us, you're more than likely to have an "edge" at "bigger shows".
"NACA Bob" Miller's take on the Merlin TSR 2 Gave plenty of clues why this is a legendary kit of "nearly unbuildable or re-install in packaging" proportions. Bob doesn't let this one beat him... There is also a review of Pavla's K11W, SVSM's Haze Gray Admiral Bert gives finishing tips for WW2 US Carriers and planes, "NACA Bob" has

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

Our " half scale " Newsletter with timely topics, all thanks to the willing, able, ready efforts of Editor Alan Wolcott . He had an excellent review of the 1987 NNL West Nationals, which had just occurred. Comparing stats then which were nice jumps in forecast v. actual, Alan recounted 1986 NNL West of 65 modelers showing 300 car models...1987 got 300 models in just the first hour ! They would see total of 100 modelers and 500 car models on display, many from So Cal guests! Now, I ask many of you to show up this year (30 years later, WOW) as likely NNL West will have again OVER 1000 car models !

Alan's minutes of the estate sale which basically comprised January '87 SJSM meeting, worth a read all by itself.

	THE STYRENE SHEET
	Vol. 30, No. 12
	February 1997

Problem plastic: taming Merlin Models' TSR 2

By Bob Miller

Ever wonder if it's possible to make a model out of some tubes of white putty and some kind of vaguely airplane-shaped mandrel? Could you just spread on putty and sand until you get the shape? The answer is "yes," the Merlin Models kit of the British Aerospace TSR 2 proves it.

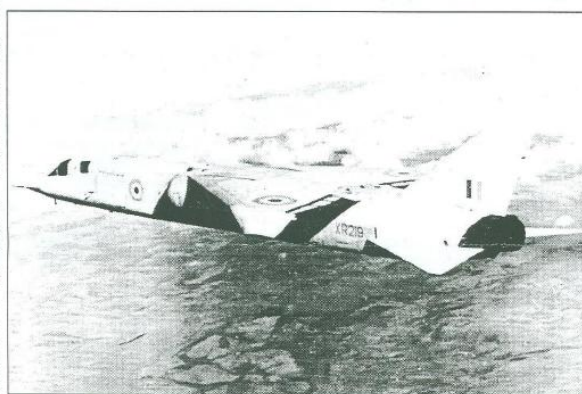
Actually, the story began several years ago, at SVSM's annual contest at the Oakland airport. This kit was on then-editor David Sampson's vendor table, and as I looked it over and contemplated re-boxing it, he cried "Stop! I can't stand seeing anyone try again to stuff all that back in there! Take it for \$4. Take it for free, if you'll write a review on it!" I enjoy writing. I can write on anything involving aircraft, can't I? I figured I could pay him \$4 and still write a review. Sure, and do you know the meaning of the word "hubris?"

The TSR 2 is an airplane of almost mythic proportion in Britain, comparable perhaps to our B-35 and B-49. Making its first flight in 1964, it cruised at over Mach 2 at altitude but could operate from semi-prepared strips 3,000 feet long. With its thin, heavily-loaded 60-degree swept wing, it could safely navigate and cruise supersonic "on the deck" in desert turbulence. (That's a far more demanding spec than the words suggest!)

It was cancelled and completed airframes were destroyed, when parliament decided that it would be less expensive to purchase F-111s to do the job. But the F-111 price escalated and Britain ended up with nothing remotely comparable until the Tornado appeared 20 years later. Good kits of the most

obscure and improbable German projects are widely available, so it seems surprising that this interesting craft isn't better represented.

The problem with the Merlin kit is that you have an airplane that, in 1:72 scale, is 13.8 inches long, with a 5.9 inch wingspan and 4.3 inch root chord, stuffed into a box that's one by three-and-a-half by eight inches. The fuselage is divided into five



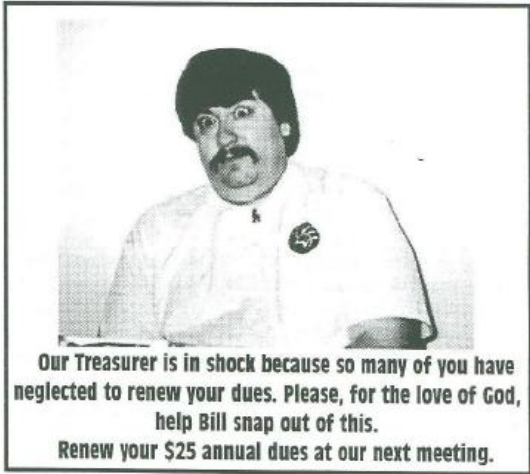
The TSR 2 could cruise at Mach 2 and fly at supersonic speeds at very low level. British politics and budget cutting kept this most capable plane from reaching service.

sections length-wise, the biggest being five inches long. The fit is the worst I have ever encountered in a molded kit. (For the record, I think my worst ever was an Airmodel vacform Blackburn Firebrand, which I couldn't finish.) This weird parts breakdown seems to be governed by Merlin's molding equipment. The TSR 2's center and aft fuselage sections were split horizontally and were unusually thick, so when the resulting channel (or broad "U") shape cooled, the web (the base of the "U") shrank more than the flanges, warping the pieces away from centerline. To further complicate matters, the flanges splayed outward, and the splay was more severe at the ends than in the middle.

One reason I find vacforms easy is that the material is thin enough to be tractable, so the first thing I did was put a coarse burr in my Dremel and hog out as much material as I could safely do, leaving only the mating surfaces thick. I made a series of sawcuts through the flanges, barely into the webs, pulled emery paper through the cuts to get enough relief to straighten the bow, sanded the mating surfaces, then straight-

Continued on page 8

has another major contribution in his 1919 Junkers F.13 by Revell Germany in 1/72, with of course plenty of good history before he goes into tackling the build of the kit. Not that February '97 was all aircraft and ships mind you, a review of the DML Pzr II is neatly tucked in before the January meeting minutes (two pages, no pictures!) come.



FEBRUARY 2007 with Jared Bishop still at the helm. This time, a well known modeler and also writer, Mr Floyd S. Werner, Jr had us a cover article of note. Jared's dad Paul rendered fine review of the IPMS Santa Rosa/Mt Diablo hosted Scale Model Expo 2007, now being held at that well situated Petaluma Community Center. The photos and writing will definitely bring back a few memories for many of you, I'll bet money.

Someone perhaps also known to some of us, namely one Vladimir Yakubov? Well in this issue he's got this 1/700 Armored Cruiser Rurik, by maker by name of Kombrig, and in several pages of hardwork he provides a solid review and proof he's done all that he said. Excellent article. One last notable part of this issue, there *isn't any* Editorial page or *comment, anywhere!* Amazing.

*THEN, there's this Editor's favorite part of that issue, this candid shot of Treasurer (yes, we aren't kidding, poor William has not had a break from the damned Comptroller post since like forever...) in the Editorial page, with our then fairly new dues of *gasp* 25 dollars*

Little did we realize how long they would be that, after all they were still that come ten years later February, and by then, it was a steal!



Vector- 1/48th Lavochkin La-5 (Early Version)

By Floyd S. Werner, Jr.

History The La-5 was the amalgamation of the Lagg-3 airframe with a M-82 bomber engine. The resulting airplane took a mediocre airframe and turned it into a match for the Luftwaffe. The new airframe was heavier than the Lagg-3 but the additional power made the La-5 an outstanding fighter plane with good developmental potential.

are heavy handed and still want to pose them open. The decals are nice and offer options to do three machines. They aren't as crisp as Western decals but appeared to be useable. Considering that they were painted on the real airplanes by unskilled laborers they may be more accurate. You will need to scratch build three things, the antenna masts on

The kit

Vector is a new company out of Russia, distributed by Buffies Best. Vector has made resin aircraft engines that are the ultimate in detail and accuracy. The La-5 is their first full resin kit. The kit is molded bubble free in straw colored resin. The details are exquisite. All the parts are easy to remove from the pour gates. There is no flash anywhere. The panel lines are fine, crisp and very nicely presented. You are treated to four vacuformed canopies. Two of each type for those of you who, like me,



the spine, tail and pitot tube. These are easily done and should cause no problems.

I got an early production version of the kit and the wings and ailerons were one piece but my later production version had separate ailerons, which I thought were a very nice addition. My early production kit had rubber wheels from



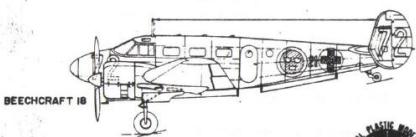
A bit of sand, couple of figures, and little camera trick and this well built La-5 is ready for its close up. Avia Equippage that I couldn't bring myself to use (except for the tail one), but the later versions have resin wheels, which are more accurate than the Squadron ones.

The instructions are on one sheet of paper and are pretty basic. Good thing everything is numbers on the instructions. Remove the parts one at a time and attach them and you won't have any problem. You are given an acetate instrument faces to add to the back of the panel.

Continued on page 12

The *Styrene Sheet* is a monthly publication of the Silicon Valley Chapter of the International Plastic Modelers Society (IPMS). Articles and comments should be submitted to Jared Bishop, Editor, P.O. Box 361644, Milpitas, CA 95036, or by E-mail at editor@svsm.org. Excerpts may be published only with written permission of the editor. ©2007 Silicon Valley Scale Modelers

SAN JOSE SCALE MODELERS



BEECHCRAFT 18

San Jose Chapter IPMS



MARCH 1987

Next Meeting: March 20, 1987
Time: 7:30 PM - Models & Tall Tales
8:00 PM - Barry's Last Rites

Location: Mercury Savings
19376 Stevens Creek Blvd.
Cupertino

MINUTES FROM FEBRUARY MEETING

First off, Cliff Kranz corrected my correction from the last newsletter. The Moffet NAS airshow is on July 4th weekend, not later in July as I stated, and the show will include the Blue Angels (F-18's). See elsewhere in this newsletter for the show schedule for the Blue Angels, Thunderbirds & Golden Knights.

A discussion of activities/projects to encourage juniors was tabled.

A reminder was again brought up that many of the models signed up for are still needed for Moffet's display and many have not even been signed for so there are plenty left to choose.

Dahlia Wolcott had secured \$25.00 sponsorship from 2 car dealers, for our Reg. 9 contest.

More amazing, we're going to check out the next month!

MARCH 1987 Our "half scale" Newsletter is HUGE for this month!

Editor Alan Wolcott, Contest VP Rodney Williams, President Nominee Bert McDowell ALL offered material on subject CONTESTS and BEING A PART OF THE CLUB EXPERIENCE. Easily say 1/3 to 1/2 of 12 pages of this issue are intense writings on the subject. Keep in mind, at this point 30 YEARS AGO, Rodney was "the New Guy" and yet he'd just done our REGIONAL contest.

Bert McDowell was our "Old Vet" who was just nominated to become next Club President, and Editor Alan Wolcott had been in club awhile but this was first time as Officer, he'd just finished a rock and roll year as Secretary/Editor plus working as Contest Staff. Yet he clearly explains what he found positive!

Today's readers and membership REALLY OUGHT TO LOOK INTO this '87 issue and read all the material from then. You might find it eerie as Hell to what has been YOUR club experience or knowledge of our days near and past.

What's past is prologue, indeed. I've reformatted archive issue for reading



THE STYRENE SHEET

Vol. 31, No. 1

March 1997

Killer with a camera: building an F-6 Mustang

By Chris Bucholtz

The motto for photo reconnaissance pilots in the recent past has been "alone, unarmed and unafraid." But for the F-6 Mustangs of World War II, all of those descriptions were far from true.

The photo recon Mustangs—starting with 57 F-6As and continuing through 35 F-6Bs, 91 F-6Cs, 136 F-6Ds and 163 F-6Ks—retained their armament and, to a certain degree, their offensive roles. But each of these variants was intended for a specific mission: getting into a hostile area and getting photographs of people who were strongly opposed to having their pictures taken! In that role, the Mustang succeeded ably, and survived into the Korean War to fly as the RF-51.

The aircraft flew in pairs, and the 118 kills scored by the 10th Photo Reconnaissance Group's Mustang squadrons shows that they were just as lethal in combat as their fighter brethren.

I became interested in building a photo recon Mustang after reading an article in Sport Aviation on "Lil' Margaret," the restored F-6D which won Grand Champion WWII Warbird at the 1993 EAA Fly-In in Oshkosh, Wisconsin. Lots of people build Mustangs, but I had yet to see a photo variant, so I put the project on my list of "things to do."

Between 1993 and the start of the project in 1996, a few fortuitous things happened. First, Hasegawa issued a re-tooled kit of the P-51D, which builds into a splendid model out of the box, as examples by our own Bill Ferrante and others show.

The kit features petite scribing, an accurate shape and a terrific six-piece propeller. It's one of those kits that you can piece together just after leaving the hobby shop and know that the fit will be magnificent.

My pen pal in the Czech Republic, at around this time, set me some new brass photo-etched detail sets from an upstart

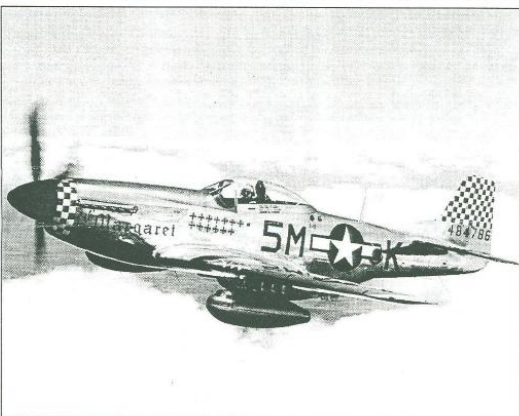
Czech firm named Eduard. While that firm has now firmly established its reputation, it was unknown to me at the time, but the F6E, P-40N and, yes, P-51D sets I received whet my appetite for some propeller planes.

By the IPMS/USA Nationals in 1996, I was dead set on constructing a photo Mustang. While in Virginia Beach, I stumbled into another happy coincidence.

One of the vendors had on display a resin wing and control surface set from Puget Sound Models; the wing featured a deepened pair of wheel wells and more accurate pylons, and the control surfaces were all separate, including the rudder and elevators.

Since a Mustang really doesn't look right on the ground without its flaps drooped, I reasoned that this set would save me the hassle of carving away the flaps on my kit wings. As I was contemplating the purchase of the wing set for \$12, the vendor offered me the set plus a book for \$20. The book he pulled out: *P-51 Mustang Restored*, a detailed account of the resurrection of... "Lil' Margaret," the plane that had inspired me in the first place! That closed the deal!

Continued on page 10



The restored 'Lil' Margaret,' the last flying F-6D. Note the camera fairing on the rear fuselage.

MARCH 1997 OSS, cover shot. With editorial page of some variety, portion of which Editor has clipped for use in this month's TAMS Editorial as he'd been in midst of his second SVSM Presidency then, yet he has found yet more "parallels" to the past and now.

Chris Bucholtz's lead article is a powerful reason for going to look at this issue, but far beyond that is the entirety again of this document, nearly 20 years ago published new! You'll as well find all results of 1997 Kickoff Classic, congratulations back at us for a 500 model (over \$4k estimate valuation then) VA Hospital donation from them, Jim Lewis's Mule M274 article, Rob Mackie's Italian Cruiser "ZARA" of the 1930s model review, my own personal fave of Ken Miller's "Depicting D.B. Cooper's legendary airliner", Matt Reich's "Pony Power! Detailing your '94 Mustang GT", "NACA Bob" Miller's writeup on modelling the Junkers G24 which he calls Grand daddy of all airliners, and lastly the Feb '97 meeting Minutes with a lead off "about a new IPMS Club in area" (the birth of IPMS-Oakland/Alameda, which later became IPMS-PTA). I bring all this to fore now to ask, how many know Chris Bucholtz, Jim Lewis or Ken Miller today? Sure, easy enough. "NACA" Bob Miller? Rob Mackie? Matt Reich? Yeah, I'll be betting not so easy. Yet they too, Members in Good Standing with our club then and mighty contributors to the history here now to read and the fun of being in club then.

Standing with our club then and mighty contributors to the history here now to read and the fun of being in club then.

So, perhaps keep in mind, how fragile in some ways our imprints on all that we consider "solid". Or take for granted will be there while we're away.

IPMS-PTA? Long gone club now. As sadly, one Founder, taken too soon from us. He lives on in our local memory, as "KDMA" at TriCity Classic of Fremont Hornets. Award for "Most Creative or Quirky" entry, in Memory of Ken Durling, That "PTA" name stood for "Planes, Trains & Autos" but Ken knew it would be flexibly redefined, and being a perpetual youth/mischief maker, happiest to depend on his fellow modelers to do just that.

We will wrap up this month's WAYBACK with a look at a cover that ties to an imminent event, in a fashion not obvious to most, again I'll bet money.

MARCH 2007, cover story by none other than "Mr. NNL West" these days himself: Mr. Andy Kellock, with muscular write on Dodge Muscle.

Andy's covering a conversion to a Super Bee as well as his "somewhat stock" build '71 Charger, using same kit each time. One more "link to NNL today from yesterday" in here... In "February Minutes" early portion, the '07 NNL was reported 'slightly down, with only 1100 cars' (G Plummer)

THE STYRENE SHEET

Vol. 41, No. 02 www.svsm.org March 2007

71 Scat Pack pair

By Andy Kellock

Dodge introduced an exciting new Charger shape in 1971 to capitalize on the success of the 70 Challenger/Cuda family. Gone was the familiar long two-door pillarless coupe design and now the Charger had the quintessential long hood/short deck silhouette of the muscle car introduced by the Mustang in 64, although in a more streamlined design. Top of the line Scat Pack muscle was again the R/T version with the usual 383/440/Hemi engine options. Ever since 1968 budget muscle was also available in the Super Bee, which was a stripped down Coronet two-door with similar drive train options to the Charger R/T but without the fancy frills. However in an effort to control costs Dodge deleted the long-running Coronet line and for 71 the Super Bee was a stripped down Charger instead.

AMT/Ertl recently released an excellent kit (30053) of the 71 Charger R/T. Follow along as I build this kit as well as a conversion to the 71 Super Bee.

This kit is a good example of the new generation of what AMT/Ertl has to offer. The kit is very well engineered, packed with detail seldom seen in an American styrene kit and goes together very easily. In addition to the usual items you'll find in a typical car kit this comes complete with heater hoses, an air conditioning



Recently released AMT/Ertl kit (30053) of the 71 Charger R/T is the basis for the two models described here.

compressor with lines, a molded-in headliner and vanity light. Even the underside of the hood is beautifully detailed with louvers and in addition to the usual battery and brake master cylinder you also get a windshield wiper motor, ignition coil and nicely engraved air cleaner cover. There is even a pair of Bazooka pipes — an option in 71 and the first time in a kit. The molding is crisp with a minimum of parting lines and ejector pin marks. There are only two obvious flaws in an otherwise beautiful kit—the nicely molded headliner results in a series of parallel sink



The Charger got a shapely new streamlined body for 1971. The R/T was the top performance model and came with a fancy stripe and blackout appearance package.

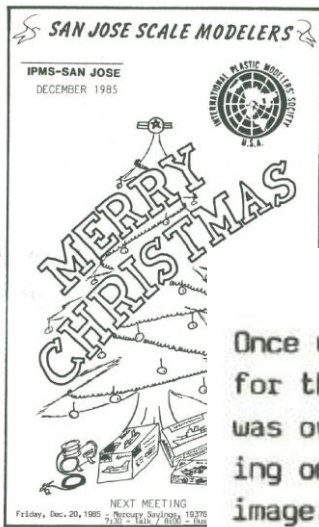
marks in the roof which need to be filled and for some reason the model comes with a split bench seat, which was a budget option on the real car. Almost all Charger R/T's came with bucket seats, so it's very curious that this model doesn't have the typical option.

Since the Superbee and the Charger share about 90% commonality I'll describe the build-up



For 1971 the Superbee was a Charger model instead of a stripped down Coronet. The new body style had the typical muscle car long hood/short deck look introduced with the Mustang.

Continued on page 3



OH NO ! *Here's Yet Another* **“WAYBACK” REPRINT ARTICLE**
(*Month's still within the “holiday” spirit, so, returning at 32 years ...*)

A CHRISTMAS FOIBLE

Once upon a time there was a modeler named Benny. Benny had worked for three years on a 1/144 scale diorama of European WW II and it was over 10 square feet and was magnificent. However, it was missing one model that Benny desperately felt he needed to complete the image. Benny needed a Widget brand 1/144 scale Horsa troop glider. Widget was a small firm that had only produced a small quantity of these kits before folding and the kits had steadily increased in value until they commanded a tidy sum. Benny was willing to pay the price or more, just to get the Horsa kit.

Benny had a good friend name Fritz who had given invaluable insight into details needed for Benny's diorama for Fritz had been on the other side in WW II. Benny had a great respect for Fritz. One day Fritz called and said to Benny "Benny, mein friend, I haf met a man whom haz joost moved to dis town, and I thinx he may haf de kit dat you seek, de Vidget Horsa. Hees name is Harold." Benny was ecstatic. He took the information that Fritz gave and immediately got in contact with Harold. Yes, Harold had the kit, but it was built and painted. Benny told Harold he didn't care, he just wanted it so badly.

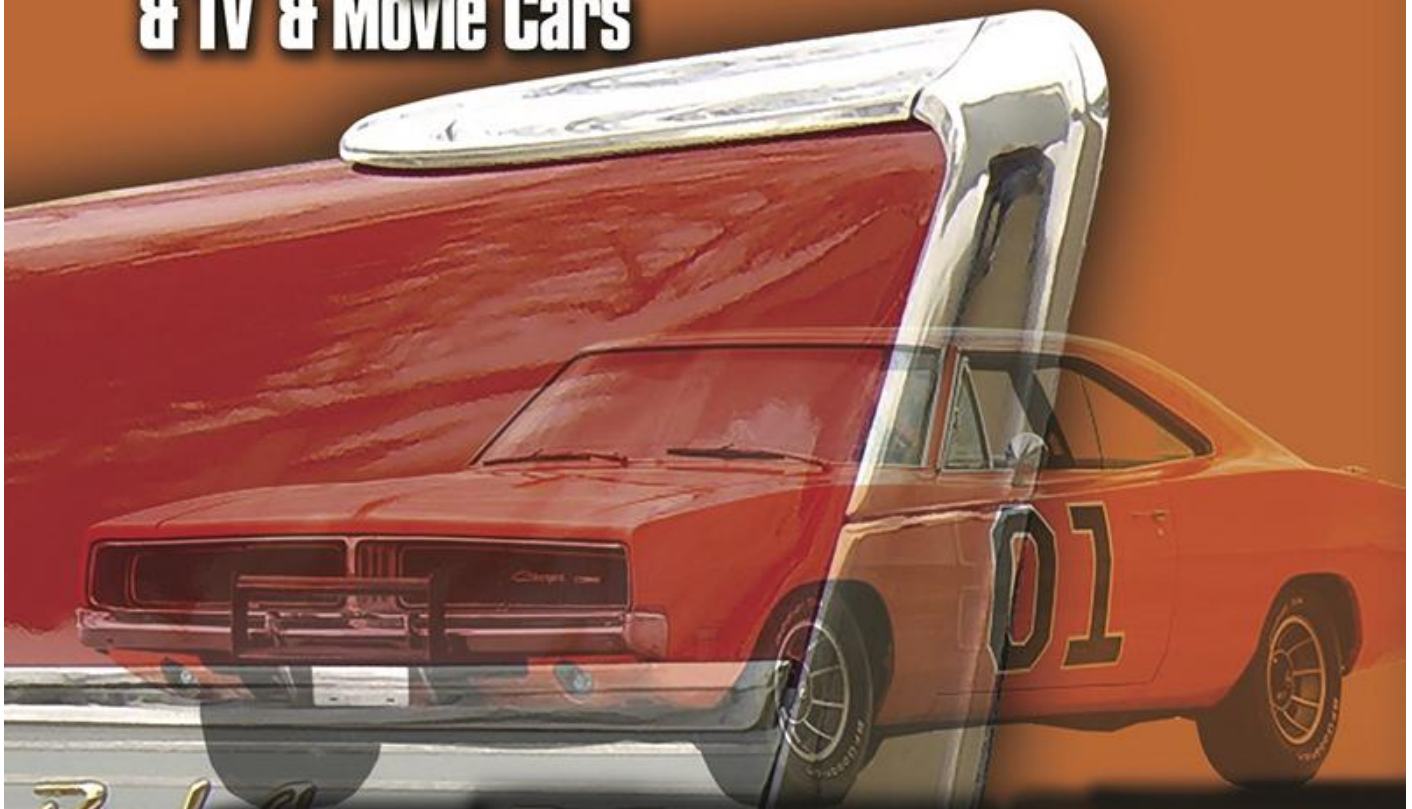
Harold invited Benny over and they talked for hours. Harold was so impressed by Benny's enthusiasm for the diorama project that he took out the Widget Horsa and just gave it to Benny. Benny was in shock and thanked Harold unceasingly without ever even opening the box and looking at the Horsa. When Benny got home he opened the box and noticed that the kit hadn't been built very well, sloppy glue and heavy brush painting. Benny called up Harold and started to ask questions about the why Harold had built the valuable Horsa that way. Pretty soon Benny was getting belligerent and openly criticizing Harold's workmanship, whining about this joint, that paint color and so on. This went on for over an hour and Harold was now pretty disgusted with Benny and his whining and told Benny "Why don't you just lock the Horsa kit in an old ammo container, filled with top quality Vermouth for a week and that will get rid of all the paint and glue!"

Benny stopped, and then figured that if that would solve the problems of the Horsa, he would give a try. Benny did just as Harold had told him, and sure enough, after a week had gone by Benny opened the ammo container and the paint and glue had vanished. But so had the plastic, the Horsa was gone. Benny called his friend Fritz and bemoaned his loss. But Fritz told him he should have known better, "You never lock a gift Horsa in Vermouth." The End.

AND NOW SHIFTING FORWARD SEVERAL DECADES TO TODAY...

NNL West '77

- Theme: “7” (Cars from ‘57, ‘67, etc...)
& TV & Movie Cars



Belfair

Jan. 28, Santa Clara Convention Center
www.nnlwest.org

9am-4pm • Model Car Display & Swap Meet • Door Prizes • Admission \$15



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**SILICON VALLEY CLASSIC IV
MARCH 4TH 2017**



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USAF P.J'S,BRITISH SAS,PEOPLE WHO SHOT OFF THEIR
MOUTHS AND PRODUCE NOTHING*



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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 &
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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
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VENDOR TABLES CONTACT MIKE WOOLSON SWINGWINGKLVK@GMAIL.COM
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www.mickbmodeler.com & www.sysm.org for more information

LITTLE OUTLINES of CLUB CONTESTS for YEAR 2017

SVSM EDITOR'S CONTEST February "NORTHROP'S NOTABLES"



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.

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

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.

PLEASE READ & PASS ON
This TIME SENSITIVE MESSAGE POSTED HERE
ON BEHALF OF A GOOD FRIEND
TO US ALL
AND
TO THE HOBBY COMMUNITY FOR MANY YEARS



I am referring to " Mr Model Aire International " himself, Mr. Tom Young - mick

From: Lynne Young

Sent: Sunday, January 22, 2017

Subject: Tom Young's model collection

Tom has been a member of IPMS since the 1960's. He is now quite ill and we are selling off his collection. He has easy access to WWI tanks, figures, etc. He also has many, many, many military airplanes. All are in 1/72nd scale (there may be very few exceptions.)

I am asking you to please forward this to any modeler that you are in contact with, so we can get these sold. I do not have a database of what he owns, and he is too ill to climb around dozens of cases of models to complete a database. If someone is interested in specific models, contact him as he probably has them. If you like a specific modeling company, he has them sorted by companies and may be able to access those boxes if you want to know what he has.

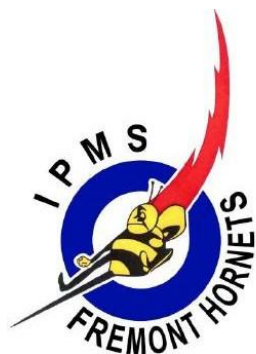
Please contact him at our phone number, if you know it, or at maiesm72@att.net. Thank you again.

Lynne Young

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 ☺



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

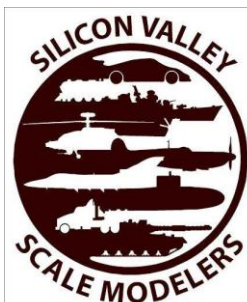
Email Contest Director Mick Burton directly at DAZE61283@mypacks.net with "Tri City 12 Contest" on subject line

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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