



THE AFTER MARKET SHEET



VOL. 51A, No. 7A WWW.SVSM.ORG JULY 2017

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

Red, White and Blue, Our July "To Do"



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

(shameless plug: www.mickbmodeler.com)

“**COUNTDOWN ! ONLY 365 DAYS TO GO**”



Whitey (Login [AWF8251](#))
HyperScale Forums
from IP address 65.99.107.189

THANK YOU WHITEY on **Hyperscale** for posting this “...SHARE, Please” in response to query there about the 2018 Nationals.

As you see, generous hosts again those Mighty Modeler Brethren of The West, Phoenix AZ are taking the humongous responsibility YET AGAIN (FOURTH) of carrying off the IPMS USA Nationals

Unlike the “knowing critics” who’d in this very thread, proving again no good deed goes unpunished; demonstrating a complete lack of ability, tact or single bit of evidence WHO OR HOW THEY CAME TO KNOW HOW TO RUN A SHOW MUCH LESS A NATIONALS, I join with the few like Whitey and the gent Mike Dassele (who has lived in Phoenix 69 years and had an answer for those who took umbrage with his humor) to applaud that these folks cared to make the thankless effort to do this. Knowing like in the thread, “The dates are all so wrong, wah, it’s too hot wah, no one is going to make sure MY NEEDS are ... WAHWAHWAH” typical noise yes all part of the “FUN” staging these.

YET THEY DID So WE’VE a “WESTERN” NATIONALS in ONE YEAR FROM NOW to GO to THANKS AZ

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- 26) FREE HORNETS present TRI CITY CLASSIC THIRTEEN “ AUSTRALIA “ in mid September
- 27) **USS HORNET MUSEUM** Presents Open Cockpit Day & MODEL EXPO in OCTOBER & **UPDATES GIVEN HERE**
- 29) AVG Desert Classic 21 coming this Fall
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- 32) ENDPIECE TEASER and reminder of **NEWLY ANNOUNCED SVSM CLASSIC FIVE for 2018 held in MARCH**

A COLORFUL TURNOUT FOR JULY'S CLUB CONTEST TABLE



Photos: Mick Burton Text: Mick Burton
Models: Not Mick Burton

HOW IT WAS PRESENTED & PROMOTED THIS TIME :

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

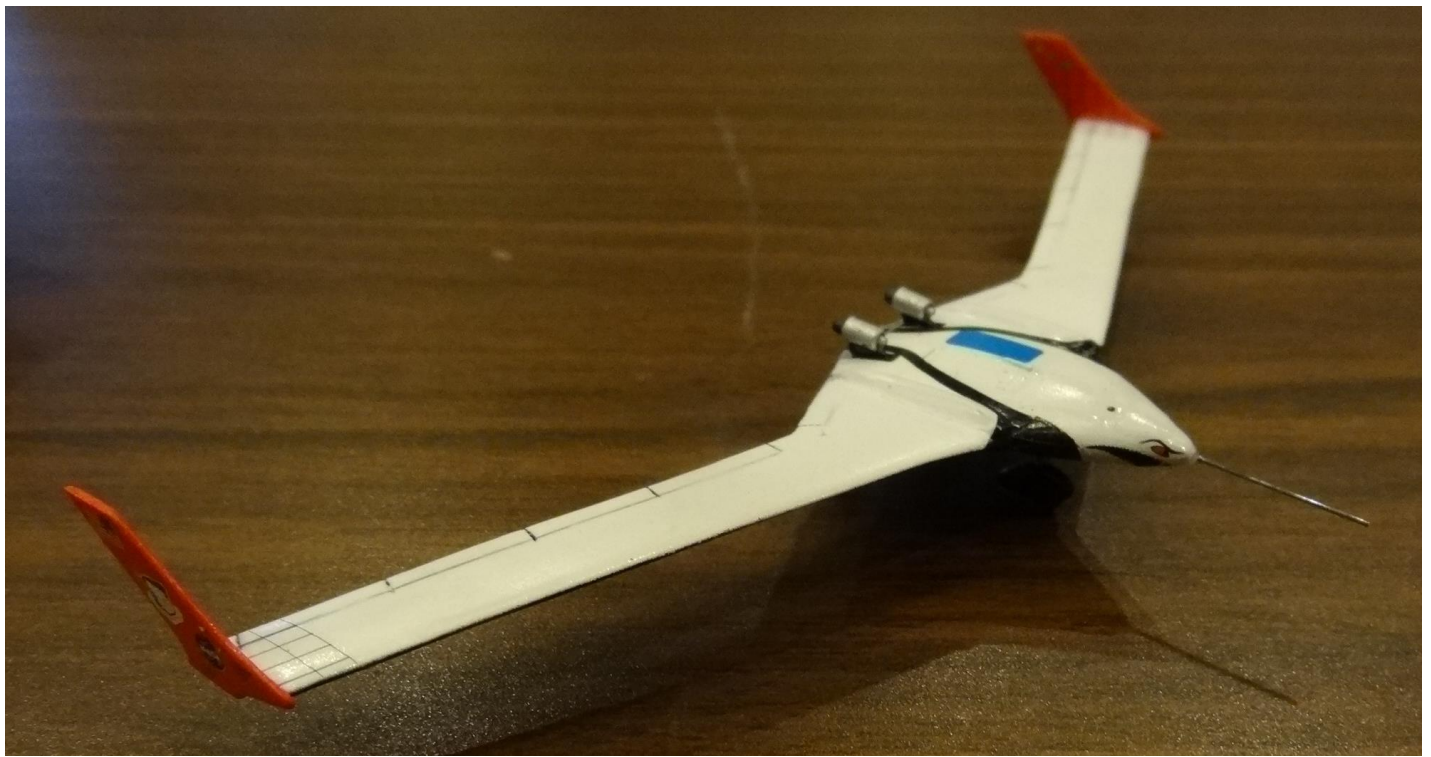
Bell "X" planes would easily find room to compete here, as would anyone who fancies patriotic themes for figures or vehicles that are associated with the USA, France or Russia. A small technicality, ENTRIES MUST BE FINISHED TO COMPETE

For some members, this month's theme didn't seem to faze them in the least, although one contestant didn't start out that way, he'd been too long away I guess to remember how to read what's there and not there for rules strictures ☺ .

Having trudged through yet another stuffed work week, the Editor decided to spare the audience a repeat visit of his own potential entries (an Austin Powers Felicity Shagwell 'Vette, Sox & Martin 'Cuda, Bell L-39, D-558-1 Skystreak and of course his favorite, "Captain America decking The Red Skull") so that he could more fiendishly, be The Judge.



Which gave him leeway to promote at the last, this splendid surprise entry made by a pleasing surprise visit by alumnus & dual passporter, one **David Newman**, from Rosamond CA. Some of you may know him better or only, as sole engine of the aftermarket firm called "Muroc Models" After briefly chatting with Dave before meeting was called to order, I learned he felt his model here didn't quite qualify as it was primarily white, with clearly red accents but a tiny splash of blue. Going over the rules, I got him squared up and in game.



What this is may surprise you, perhaps not. But knowing that David's a long time member of IPMS-AVG now, down in Lancaster, and a valued staff persona of the Edwards AFB AFFTC Museum, would help explain perhaps how he's able to have such a fine rendering of the Lockheed Martin X-56A "MUTT" in a 1/72nd scale resin casting done here. The X-56A is a recent addition to the "X-plane family of research vehicles", the acronym MUTT stands for **M**ulti-**U**tility **T**echnology **T**estbed and the whole program springs out of where else, "Skunk Works" which is the nickname for Lockheed Martin's Advanced Development Programs division. Birth parent of the P-80, F-104, U-2 and entirety of the Blackbird family (A-12, M-12, F-12, SR-71) among their other earlier successes in pushing the envelope.

While it may not look as exciting to some as those aforementioned projects, what it's working to do is just as "Sierra Hotel" as any of them. This aircraft's technology exploration in "suppressing flutter in aero-elastic structures" (i.e; the latest trends in thin, long span composite material wings, etc) will be directly applicable to success in designing for the X-54. Which is a next generation SST research vehicle for getting a means to quiet large supersonic aircraft for travel.





Jordan Li, our fourth generation SVSM'er and prolific kit builder of great variety, managed to be able to beat traffic coming from his summer job as an Instructor at Hiller Air Museum to enter this contest on time !

This lovely space vehicle is Jordan's rendering of Bandai's 1/72nd scale kit for the Star Wars film "A-Wing Starfighter"

Jordan used the original concept art of Ralph McQuarrie's for this scheme, to mighty effectiveness. A critic captured McQuarrie's style as pioneering "used future" aesthetic, in which imagined " a lived-in galaxy, gritty, dirty and in an advance states of decay " . Spectacular and well thought out.

Here's a look at the art, as ref:

<https://vignette2.wikia.nocookie.net/starwars/images/c/c7/MCQ-awing.jpg>





Mark Schynert managed with one of his entries to work in a “double entendre” of sorts. His 1/72nd Hobbyboss kit of the MiG-3, is a “Red” (Soviet) airplane, as well as in a “red, white and blue” color scheme well seen here.



Mark’s other entry again demonstrated his “No Fear” in the approach of subject matter regardless of kit. The Special Hobby Lockheed Orion 9R in red/white livery is not for faint hearted...





Eric McClure also has no trepidation, his GTP class Mustang and Mustang Probe successor racing cars in 1/43rd are again, not subject matter for modelers who live in “shake the box and make it” kit worlds. Getting a smooth resin body for laying down a smooth gloss white base coat, then finishing accent paints and decals, is working master class areas.

Greg Plummer hasn't wasted a minute of his post Presidential period, this magnificent 1/48th Czech (Aero) L-29 is a bit more than just that. While quite happy with the new AMK (Avantgarde Model Kit) edition of this beautiful trainer, he opted for the Quickboost resin add on package to make it into the L-29R recce version, with tip tanks, belly cameras





A better idea of the “belly modifications” may be discerned on the left, on the right is just another “beauty shot” as Editor has seen the original aircraft in person a few times over the years, so simply enjoys looking at them in any way. As to how (since some always ask) this could have fit into “Red, White & Blue” contest ? A careful reading of “rules” did make it clear insignia such as USA, Russian, France were qualifying characteristics, and DID NOT PRECLUDE AN ENTRANT SMART ENOUGH finding “equivalents”. Considering the Czech’s propensity for displaying this tricolor on their vehicles so prominently, it’s a shock to this Editor not a single Armored vehicle in Czech service was in the contest, or that there was only one Aircraft from their vast history, also. Along with complete lack of French or early Russian, USA , or given the upcoming Fall annual contest, Australian or RNZAF insignia’d vehicles. C’est la vie



Jim Priete managed a nice trio for entry this round, with his Primary Color Race Car collection as it was treated by the Judge (hey, I said I was being “lazy”)

In the Red (with a dash of white), a Datsun 240Z #11 car in the East African Safari race.

In the White, (with healthy splash of red), Toyota’s 2000 GT in the Carroll Shelby SCCA “CP” class for 1968 competition scheme.

In the Blue, Lancia Stratos HF “Chardonnet” like the scheme for 1979 Monte Carlo/Tour de Corse.

NOW, ON TO THE WINNERS of “ R, W & B ”!



JULY “ R , W , & B ” THIRD PLACE for “ Ford Mustang GTP Pair ”

Eric McClure



JULY “ R , W , & B ” SECOND PLACE for “ Primary Color Race Car Trio ”

Jim Priete



JULY “*R, W, & B*” FIRST PLACE for “Czech Recce Dolphin”

Greg Plummer



UPCOMING EVENTS CALENDAR AS OF 08-01-17

Friday, August 11 2017

IPMS/ Fremont Hornets host meeting at Irvington Community Center, Fremont CA. Theme “ **Summer Lightning** ”

Friday, August 18 2017

IPMS/ Silicon Valley Scale Modelers meeting. Editor’s Club Contest Theme “ **Show Rats** ”

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.

Friday, September 16 2017

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

Sunday, September 17 2017

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

Saturday, September 30 2017

IPMS/ Orange County host their ORANGECON 2017 at CSU Fullerton, Fullerton CA. Theme is “ SEVEN ”

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 “The Psychedelic Sixties”

Friday, November 10 2017

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

Friday, November 17 2017

IPMS/ Silicon Valley Scale Modelers meeting . Club Contest Theme is “ **WATCH THE SKIES** ”

Friday, December 08 2017

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

Friday, December 15 2017

IPMS/ Silicon Valley Scale Modelers meeting. Theme is “ Theft ” (90 plus days later will be a contest of it)

Saturday, February 03 2018

NNL WEST host 2018 **NNL WEST** themed “**TROG**” @ Santa Clara Convention Center, Great America Parkway, Santa Clara CA. Sub themed “ Movie and TV Cars ” **TROG = The Race Of Gentleman** (see website nnlwest.org)

Saturday, February 17 2018

IPMS/ Fremont Hornets host their meeting at Irvington Community Center, Fremont CA. **SUPER AUCTION NITE**

Saturday, March 31 2018 IPMS/ Silicon Valley Scale Modelers host SV Classic FIVE, Theme “ **Feel The Fury**”

THE WORLD'S MOST NEARSIGHTED WW 2 FIGHTER PILOT

INVITES **YOU**

To Join Him In Showing the Flag for SVSM



SATURDAY, AUGUST 05 2017

at "SPIRIT OF '45"
HISTORY & CELEBRATION EVENT, SAN JOSE



CONTACT-Flight Leader: *Chris Bucholtz* , email bucholtzc@aol.com for all details/info



AND PLEASE
KNOW
THERE'S A LOT
TO
SEE AND DO AT
THIS EVENT
DON'T MISS OUT



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

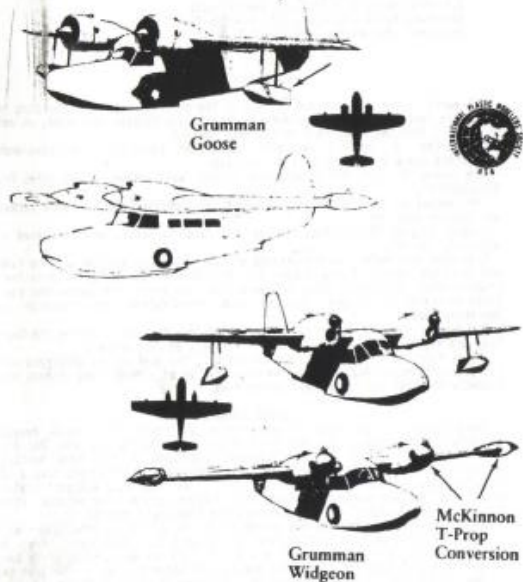
CHAPTER WAYBACK MACHINE !

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

“SPRING into SUMMER and MEMORIES Of NATIONALS Here Unfold ”

SAN JOSE SCALE MODELERS

P.O. Box 1052
Cupertino, CA 95015



IPMS-San Jose

APRIL 1988

Next Meeting: April 15, 1988; Friday

Meeting Times: 7:30 PM - Bab, Shop,

8:00 PM - Business

9:00 PM - Demonstration

Location: Mercury Savings Meeting Room

1977A Stevens Creek Blvd. Cupertino

Which Ireland had just announced was awarded for 1988 to Silver Wings Chapter on basis they would hold it as a two day event ! What is of GREAT NOTE HERE should be taken into consideration: **Silver Wings DID THREE Model Show Hostings in 1988**, the 2 Day Regional and June, December Classics they were normally doing. *I'd say that's pretty damned impressive in attempts by any !*

We'll learn more how all that Regional stuff ran in later Wayback Machine. For now, just go read this old issue!

APRIL 1998- Dual Passporters Brad Chun & Lou Orselli teamed up to produce fine cover article on a 1/48th "Owl" Chris Bucholtz's editorial covers preciously "Assemblers Vs Modelers" hypothesis which by now was becoming the pet rage of some. He also made a call for submissions on "models we'd like to see" and pointed out two of his were 1/72nd scale C-97, C-123. Well, in less than 2 decades ...

APRIL 1988 (again on 30, 20, 10 thread here, with some surprises !)

Editor Alan Wolcott, new VP Eric McClure contribute mightily to the richness of content in this issue, no fooling. Alan reveals yet another of those LHS (Local Hobby Shop) that you probably, like me, never knew existed until it was already history. This one, Allen Hobbies, located in Santa Cruz, apparently handled rare, collectible and estate purchases of model collections, and was a one man operation. Alan also cheered on the Yerba Buena IPMS (the other SF IPMS Chapter) after making road trip to their meeting with Ron Vandergrift and Matt Matsushita. Meeting Mr Tom Young of Model Aire International was one highlight of trip.

Amusing to read now but in a dark humor sense, news from Region 9 Coordinator Jim Ireland and his (to me) sadly named newsletter for R-9 "NINECOMPOOP". The "cute" factor quickly pales and then you're stuck with this hideous moniker, along the lines of "NINECON" which some for years pushed aggressively for Region Nine Regional Name... The amusing dark humor? That REGIXMINCONPAC was given as a "great irreverent name for this same function, namely the Regional here.



The Luftwaffe's wide-eyed owl: the Fw 189

By Bradley D. Chun and Lou Orselli

The Fw 189 was the result of a 1937 Reichsluftfahrtministerium specification for a short-range reconnaissance aircraft that would offer good all-around visibility to its crew. Arado, Hamburger Flugzeugbau and Focke-Wulf responded to the specification with designs, but it was the Focke-Wulf's twin boom design that was accepted by the Luftwaffe.

The Fw 189 "Uhu" was a distinctive, twin-boom design, with an extensively glazed fuselage that provided its crew a 360-degree view in almost every plane. It was an all-metal stressed skin airframe, making it rather advanced for its era, and it could carry three crewmen. The plane was powered by two 465-horsepower Argus As 410A-1 engines, which gave the Fw 189 a rather unimpressive top speed of 208 mph!

Developmental difficulties delayed the type's acceptance into Luftwaffe use until the spring of 1940, which placed it in service just in time for the invasion of the Soviet Union, the theater in which it saw the most service. The Fw 189 was supplied to the air arms of Hungary and Slovakia, and at least one staffel used the Fw 189 in North Africa.

RéD Replicas / Kavo-AS' 1:48 Fw-189 "Uhu" provides modelers with a good starting point for building this unusual

aircraft. Upon opening the sturdy corrugated cardboard box the kit is packed in, you'll find an instruction sheet, a clear vacuform sheet, a bag containing white-metal parts, three bags of resin parts, and three styrene sheets of white vacuform parts.



The Fw 189 was based around an unorthodox twin-boomed platform similar to that of the P-38, as the top photo shows, but its role was observation. The lower photo shows how much visibility the Uhu's crew had.

The instruction sheets are broken down into two 11" x 14" sheets depicting the parts layout, an exploded assembly drawing, several detailed assembly diagrams, and a color and markings section that includes two black and white photographs. There are five aircraft depicted, with their markings, although there are no decals included in this kit. (Another excellent reference guide I highly recommend is Fw-189 In Action, by Squadron/Sigmal Publications.)

One of the sheets also includes highly detailed drawings of the interior of the center nose section and tail cone area. Not only are the drawings highly detailed, but the names of each item, purpose, and the colors each item needs to be painted are also included.

The glass portions of the fuselage come on two sheets of clear vacuformed plastic. The clear parts include the vast green house section and tail cone gunner's

section. The canopy green house sections are nicely molded, with the canopy framing detail molded crisply. A little bit of polishing will make them crystal clear. A spare sheet of clear

Continued on page 12

The Styrene Sheet is a monthly publication of the Silicon Valley Chapter of the International Plastic Model Society (IPMS). Articles and comments should be submitted to Chris Bucholtz, Editor, P.O. Box 361644, Milpitas, CA 95036, or by E-mail at bucholtz@waol.com. Excerpts may be published only with the written permission of the editor.

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THE STYRENE SHEET

VOL. 42, No. 4 WWW.SVSM.ORG APRIL 2008

A Publication of the Silicon Valley Scale Modelers, A chartered Chapter of International Plastic Modeler's Society, USA branch.

All in all, a Civil Hound:



Making Peace with KP's Mi-4 in 1/72

By Mick Burton

While Mi-4 may LOOK like a Soviet Sikorsky S-55 (H-19) to many Westerners, Mikhail Leonovich Mil might have wished you birth in his homeland for saying so! Despite the resemblance, Mr Mil had in fact continued to expand on his extremely successful Mi-1 design layout. Hailing from Siberia, like his rival in Russian rotary circles Nikolai Kamov, Mil created a sound basic helicopter philosophy - (continued on page 3)

MAY 1988 OSS, cover shot is then of a vintage Spitfire not then available outright, the "FW Killer Mark 12" which had only 100 examples produced for two squadrons. Whipping up 20 years forward, we'd be given a superb 1/72nd kitting by the Xtrakit folks (molding by Sword) which finally provided real relief (as Merlin Models, vac & resin conversions weren't...) It would be 3 more years before the spectacular bargain of Airfix's 1/48 Mk 12 would give that scale's adherents a kit in one solution. It's nice to see your cover wishes granted...

Inside, the news not always so cheery for outcome of future days. This cover was actually a "coupon" which Editor Alan invited one and all to keep to use at where else, but D & J in Campbell. The deal was spend 25 or more dollars, present the newsletter with your address label on last page at one of the two front counters, they'd initial it and GIVE YOU (if you then asked) a NEW Hasegawa F-20 TigerShark in 1/72nd. A limited time offer but also was extended to "chapter contact" of associate member clubs, the offer was valid until June 10 1988 and there was sufficient supply to get at least 35 to be "winners" (roughly half of our membership roster at time)

RC-9 Jim Ireland announced the passing of IPMS Update and consolidation into one IPMS-USA JOURNAL. Ire he inspired in his glee expressed about "only 18" of 6400+

Noted also in this issue, Burton's election to his 4th time as President, Barry Bauer as VP ten years from when he was last President (his third), Joe Fleming's 2nd part of his Tiger I article series, Ben Pada looks At 1/48th F-86F by Hasegawa while Brad Chun on his own, regales with tales of new Tamiya A-1H SPAD!

Oh, the Region IX Region Convention and Contest as blessedly now it was simply named, was hosted by IPMS-Mt Diablo, at the Vallejo Maritime Museum!

APRIL 2008 – Editor redux Burton has only his 2nd color cover managed of the OSS, nothing was noted by him on this, as at the time all was still published by master print in gray scale, copied for mailing.

Big features here in this issue: Part Two of Bill Abbott touring us through the surviving local Bay Area Hobby Shops, Calendar noting the 2008 **Region IX Regional** (again, even better naming now) being hosted by IPMS Kings County Scale Modelers with two co sponsors: IPMS/Fresno Scale Modelers, IPMS/Central Valley Scale Modelers. Theme was "The Cold War" which was faintly ironic, due summer weather in Fresno...

Also of note, there were contests from SVSM, Yuba City and Fremont clubs this year in our region, along with shows in Las Vegas, San Diego, Antelope Valley and Ontario to spoil us with choices. Little did we see the shrinkage coming all too soon in that horizon.

SAN JOSE SCALE MODELERS
 P.O. Box 1052
 Cupertino, CA 95015
 IPMS-San Jose
 MAY 1988




Next Meeting: May 20, 1988; Friday
 Meeting Time: 7:30 PM - Gab, Shop,
 8:00 PM - Business, Raffle
 9:00 PM - Speaker
 Location: Mercury Savings Meeting Room
 19376 Stevens Creek Blvd. Cupertino

**** HIGHLIGHTS ****
 * SPEAKER: 20 YRS/NAVY - F2F-1 TO MARTIN MARS
 * THIS NEWSLETTER IS WORTH \$7.00!!
 * MANY NEW VIDEOS
 * BIGGER RAFFLE PRIZES
 * A-7 "AS-YOU-LIKE-IT" CONTEST ONE MONTH AWAY
 * MORE EVENTS THAN TIME IN MAY!

IPMS USA members caring about internal politics enough to declare interest in paying an extra 5 dollars a year for dues to get a “separate publication of politics and internal wrangling of the Organization” really got Editor Wolcott going. This Editor would heartily agree and I recommend you read this old issue and consider where things went for a while after this “splendid result” began to take real shape in who/how/why decline eventually set into motion at “FED”

Yes, 30 years back we had 6400 plus active IPMS-USA (“Club Fed”) members in good standing, a lot less of them were “short timers” and the IPMS # was pretty low still which reflected this “stability”. I had already dropped my # after joining in 1986 at the Sacramento Silver Wings NATS and didn’t bother to retain record when I rejoined in 1995.

Which meant I had a pretty high number by then (#33509) but even now I could care to play “Low IPMS # Thumper” game as it to me, speaks volumes all by itself why in hell this Organization is in the low 4-5000 range, with still some questions about “retentionability” ALL THESE YEARS LATER. The infamous “Scale Modeler Mag vs IPMS HQ” wars that date around this period didn’t help matters much, but you can do your own digging for that mess, thank you.

SILICON VALLEY SCALE MODELERS
THE STYRENESHEET
 Vol. 32, No. 2 May 1998

NASA/Ames' attack chopper: Cobra 736
 By Bob Miller

I got into a conversation not long ago, with a member who was modelling NASA/Ames' AH-1 Huey Cobra. He had seen an article, it seems, in which the author said it was used mainly as a chase aircraft because of its high speed capability. Something about this didn't sound right and, as often happens, this casual comment launched me into a major piece of historical research. The Cobra, NASA 736, seems well documented and supported. Microscale sheets 72-384 and 48-0159 cover this AH-1C in 1/72 and 1/48, and there have been several applicable kits. (These sheets also provide the best starting points for other NASA aircraft that don't have sets of their own.) Problem is, both sheets cover two different sets of markings. Then, upon referring to Art Fency's usually reliable Flying the Frontiers, we read that 736 was a TH-15, assigned to Ames from "1 March 1978 to current." Yup, there's a Cobra (NASA 736) on the line now, all right, but that's no TH-15! What's going on here?

hanging open for a long while, a little tinkering happening in the turret under the nose now and then, and finally the turret was replaced by a ballasted wood dummy. Seemingly nothing useful happened. Little did I know. My problem was that the aircraft was always an Army bird, never actually assigned to NASA, hence never managed by a NASA organization, so I never knew what was really happening. It actually had a very productive research career. I have two photos dated 1981, showing 736 with its rotor heavily instrumented and the rotor painted orange (signifying research installations), lots of wires running outward from the hub, and a drum atop the mast that appears to be bare aluminum on top and bottom and gold Alodine on the outer surface.

The markings correspond to the simpler scheme of the Microscale sheets, generally, but on the starboard side, the yellow data labels are present and the fuel filler is solid red. The Army's usual data graffiti was not applied after it was repainted. On the port side, there was an unusually large red seat-warning triangle.

Note that the blue side stripes need a slight upward bend at the tail boom join in order to end at the right level, rather than assigned as lead center for rotacraft. It sat with panels



NASA/Ames' first Huey Cobra, an AH-1C, wired with sensors on the rotor to detect sound. This Cobra was at Ames until 1980.

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MAY 1998 – We are now only TWO MONTHS counting down from IPMS USA Nationals in Santa Clara now. All the clubs involved (by virtue of “dual passporters” in the IPMS-SEMICON membership plus their own) are running strong you’ll see here. Editorial page has Calendar of events list showing lots going on.

The Cover Article by “NACA Bob” Miller is a grand reason to visit to read or re-read this model/history piece, as is Ben Pada’s review of the Gotha Go-229 in 1/48 or Barry Bauer’s Academy P-47D review. But I just had to clip this Editorial from this issue to get you reading it NOW

My apologies for having to hack it up to place it singly on the next two pages here, but as Editors it’s not often we’re thinking “gee in some damn far flung decade, some other mutt is going to want to be able to subsect this writing of mine for a “clip””, so I should...

Yeah. Exactly. So here in context for then & now, Chris Bucholtz on lower left to start us off.

The best place for this is club meetings or contests, where a number of us can share secrets, exchange research material and admire each others' work. Another great forum for exchanging ideas is the “builddathon”—basically, a party with several friends whether the main activity is putting together plastic.

Once in a while, this interaction can have downright amazing results. A few years ago, I related the story of the completion of my model of Ted Williams' F9F Panther, which came about as the result of two decal designers' response to a rather desperate request for help I published in *The Hook* magazine. While I thought that help had come out of the blue, I recently got an assist that was so unexpected and unsolicited it was almost spooky.

I'm working on a little OH-6A Loach helicopter, and I figured out a way to make the quilted material found in the interior of helicopters using lead foil, screening and a hammer. I posted this tip on the R.M.S. Internet newsgroup to share it with the rest of the modeling community, and a few people made comments about it. But one private e-mail really stood out.

“It's amazing what some of you guys figure out!” it said. “You must have a lot of time to think about this stuff! :)”

The amazing thing wasn't the message. It was the sender: COL Hugh Mills.

You see, the OH-6A I'm building was flown by the very same Hugh Mills—the author of “Low Level Hell,” “Gun-slingers In Action” and himself a modeler!

START HERE and THEN GO RIGHT

EDITOR'S BRIEF

Modeling is all too often a solitary hobby. For many people who choose not to be in clubs or don't know that clubs exist, their work is done without the input of other modelers. These poor folks have to struggle through problems on their own, and the final product of their endeavors is seen by perhaps their family members and no others.

Luckily, clubs are gaining in numbers, and the Internet is providing a way for modelers to communicate and exchange ideas. If you're like me, you've found that the more people you interact with, the more fun you have in the hobby and the better your modeling will be. This comes from a variety of sources—friends at meetings sharing tips, judges at contests offering constructive criticism, and heads-up from hobby store folks about new products.

Well, I couldn't let this opportunity go by, and now, thanks to the Internet and my willingness to interact with the rest of the modeling community, I'm being helped with my project by the single best possible source I could have!

Hugh has already provided me with information ranging from what color the smoke grenades were to the T-shirt stowed inside the bubble for in-the-field clean-ups! He's steered me toward a fellow who has a restored OH-6A, and even forwarded his phone number in case I get stuck on some details. The result of this very generous assistance will be shared with you in a future Styrene Sheet article, by the way!

So, the next time you have a question, ask around. You may be surprised where your answer comes from.

That's all for now--gotta add bulkheads to an OH-6A!

—The Editor

AND THERE YOU HAVE IT, ALL THE WAY BACK IN the "DARK EARLY DAYS OF The Dubya-Dubya-Dubya"

Another true life slice of how "social modelling" manages to in spite of its basis "in a solitary hobby" provide the very best reasons to survive and we could still hope for, thrive on.

This sort of "spooky factor" is another splendid incentive to attend and god forbid, even consider hosting at least once, that Horrible, Wonderful Beast, known as the IPMS Nationals... A great number of friends you never met can be found there ☺



THE STYRENE SHEET

VOL. 42, No. 5 WWW.SVSM.ORG MAY 2008

A Publication of the Silicon Valley Scale Modelers, A chartered Chapter of International Plastic Modeler's Society, USA branch.

TAKING LOOK at the KICKOFF CLASSIC



A Snapshot of History (and eagerly looking forward to making more...) By Mick Burton

Inspired partly by our club website's gallery taking an unplanned vacation, along with having reached milestone of 10 years of contiguous data collected on this event, I threw this photo essay together for you. Sharing perhaps the sense of wonder it evokes in me, considering that in a way it was our own version of shooting for the moon! Upper left corner, a partial view of the KOC 2008 underway at Santa Clara Convention Center, Hall D. On right a shot looking from the DISPLAY ONLY area (6 whole tables!). That was nearly 20 percent of contest area in years past! Lower left, a heartfelt public thanks to some of the many who contributed to our great success, these being suppliers to our raffle pool. To the right of it, the happy warriors Mark, Frank and Dave who turned those contributions into that fuel which enables future events to be planned! Now this year our second at SCCC, was a smashing success. Look back with me at how we got there in less than ten years, on second page of this essay- (continued on page 5)

JUNE 1988 OSS - Our intrepid Editor Alan Wolcott again gets an issue out even with College Finals breathing down his neck. Here inside is also an interesting, surprising, article all about building a model of the Chilean Battleship *Almirante Latorre* in 1/700th.

Likeliest big surprise of this, not fact that this 1914-16 period craft of the "South American Battleship Wars" is the subject, no it's that **I STILL CAN'T FIND WHO WROTE IT !. NOT A CLUE WRIT** inside, so either Alan Wolcott hid this passion for this ship model well or someone wrote this for him and never bothered to sign off.

Some other fun bits inside, but do check this out for fun of ship.

MAY 2008 – Speaking of hosting, and the Nationals, returned Editor Mick Burton manages to punch up short history of how the SVSM wended the Kickoff Classic in for its second foray of several in Santa Clara Convention Center, less than ten years since the IPMS-SemiCon '98 NATS. Familiar and hard working as ever folks like the Mark McDonald, Frank Beltran and Dave Balderrama crew shown on cover are reason it was a success. Inside are the results in analysis and specific winner details.

Among the highlights, the Chapter of the Year Award going to the hard charging IPMS Dragon Lady Club of Yuba City, First Place in Collections for "Sir Reginald Mitchell's Finest Hour" (All Spitfires) to the Fremont Hornets Club as their "Gruppe Build" entry, and to our dear departed Tom "Tom's Modelworks" Harrison, the Tim Curtis Memorial Award for Service to SVSM. We lost him less than a year later, to unforeseen cancer ☹

SAN JOSE SCALE MODELERS
 P.O. Box 1052
 Cupertino, CA 95015

SCALE-FEET
 0 1 2 3 4 5 6 7 8 9 10

JUNE 1988
 Next Meeting: June 17, 1988; Friday
 Meeting Time: 7:30 PM - Gab, Shop,
 8:00 PM - Business, Raffle
 Location: Mercury Savings Meeting Room
 19376 Stevens Creek Blvd. Cupertino



Detailing Mach II's Do 26 flying boat

By Mark Schynert

The Do 26 is perhaps the prettiest flying boat of World War II. Just six of these four-engine Diesel-powered flying boats were built in response to an order by Luftwaffe. The Luftwaffe impressed them at the outset of WWII; two were later shot down by Hurricanes during the Norwegian campaign. Little is known about the fate of the other four, though it appears they served in second-line roles until they were retired.

On February 19, I started work on the 1/72 Mach II kit of the Do 26 as my primary entry for the Nationals. This 350 limited-run injection kit is apparently the only one of the Do 26 currently on the market. At one time Airmodel may have done a vacuum form kit in the same scale, but if they did, it's not presently available.

I could find only 11 references for the Do 26, and most of these had little to offer; I relied primarily on William Green's *Warplanes of the Third Reich*, his *Warplanes of the Second World War Volume 5, Flying Boats* and an article by John Stroud in the June 1988 "Aeroplane Monthly." Fortunately, this last reference gave me a couple of great shots of the cockpit, which is the only part of the fuselage interior visible when the kit is finished. The kit instructions also have a substantial amount of advice regarding color schemes and other details—much of it probably wrong!

The kit allows the builder to pick either the civil or military version. Based on examination of the kit contents, I decided to do the civil version. I think it is the more natural go for

the Do 26, which was an indifferent maritime reconnaissance ship but might have been an excellent commercial flying boat if the war had not intervened. Besides this, the marginal quality of the turrets and guns was daunting.

Looking at the components also told me I was faced with a lot of prep work. Like most such kits, the injection gates are heavy, but there are also numerous surface blemishes, both raised and recessed, a few of which land right on the engraved panel lines. Further, some of the raised detail (external reinforcements, hatch rails, etc.) is irregular. Oddest of all, much of the wing surfaces were covered with a sort of orange-peel effect—very odd for a stressed-skin aircraft.



Do 26 "Seeadler" prepares to tie up following a flight. This shot shows the plane's gull-wing layout to good effect.

I did some other clean-up work on the military piece (sanding, filing) to get the hang of the properties of the brittle plastic. The first thing I looked at were the cockpit "transparencies." The military and civil versions were slightly different. I separated the military one first, and was unpleasantly surprised to find out that the clear plastic was exceptionally brittle, even though I was carefully clipping the piece off with a sprue cutter, a piece of the leading edge coming spalled. It did not reach the windscreen proper, but came within a half a millimeter. I polished the piece with a little toothpaste; this didn't do it any damage, but I can't say it improved it in comparison to the civil-version piece still on the sprue.

I did some other clean-up work on the military piece (sanding, filing) to get the hang of the properties of the brittle plastic.

Continued on page 12

The Styrene Sheet is a monthly publication of the Silicon Valley Chapter of the International Plastic Model Society (IPMS). Articles and comments should be submitted to Chris Bucholtz, Editor, P.O. Box 361644, Milpitas, CA 95036, or by E-mail at bucholtz@aol.com. Excerpts may be published only with the written permission of the editor.

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JUNE 1998 OSS, cover showing Mark Schynert had top honors for the Styrene Sheet that was given at the Santa Clara IPMS Nationals, July 1-4 1998.

As you will soon learn, there was **NO JULY 1998 OSS** created, so this is the inaugural eve item that provided the only local Bay Area Model Publishing in re: local clubs at the time, as Fremont Hornets no longer had any newsletters, nor did most of Region Nine apparently at this juncture. Oh well.

Barry Bauer provides an excellent case for taking up Toko's (nowadays found in boxings by Roden & Eastern Express) 1/72 Bell P-63 Kingcobra kit.

Mark Hernandez gives a treatise on the "winged" V-2 (actually designated in these cases as A-4b, the A9 with the blended chine wing, and A-10 which is two stage booster rocket system to send a "piloted" A9 to terminus in American mainland, uh -huh !) with the Special Hobby 1/72nd A4b & A9 buildups.

Brad Chun points out Murphy's Law for Modelers in his second review (this time on his own) of a 1/48 scale Focke Wulf "UHU" (Fw-189), now by MPM.

Chris wraps things up with a review on a FW-189 book and Ginter's Naval Fighters Series on F-11F.

HOWEVER – I THINK HIS EDITORIAL DESERVES A DIRECT CLIP TO READ AGAIN TODAY, AS WELL ©

EDITOR'S BRIEF

Welcome to our annual Nationals issue! This edition may seem like it has a lot of German subjects in it, but none are of the typical Messerschmitt/Focke Wulf variety! Thanks to Mark Schynert, Mark Hernandez, and Brad Chun, and to Barry Bauer, who squeezed several nations in (U.S., Soviet Union, France,) with his story on Toko's P-63.

Since the Indy 500, it seems like the days have been flying by. Between two contests in California, the Fremont mega-auction and the press to finish up things for the nationals, it seems like there's been little time for modeling!

The two contests your editor attended both provided a more than worthwhile way of spending an afternoon. Good people and good vendor turnouts were common features, and the Planes of Fame show had plenty of aviation history to look at.

It should be clear that a good time was had by all at these events, since the next topic always engenders a lot of negative feeling—judging. In both shows, the judging was somewhat less than consistent with IPMS criteria. Some clubs argue that they should be allowed to do things "their way," and the IPMS e-board often encourages experimentation at the local level. This, I feel, is a bad idea, especially when a modeler cleans up at his local contest only to get pounded at the nationals. That modeler will leave wondering why he lost, and his local chapter will have done him a disservice by emphasizing the wrong things.

The judging criteria the IPMS has used for more than 30 years makes sense—basics SHOULD count more than anything else. Some argue that accuracy should be given greater weight, but nothing defeats accuracy more than a seam down

the middle of a fuselage, tracks that don't link up correctly, or a scale four-foot fingerprint on a windshield.

When a contest gives awards to models that clearly aren't the best basic models, it sends a message to the modeler that other factors—fancy finish, added details or home-made modifications—are more important than the basics. This brings to mind an incident five years ago at the Region IX event in Redding, when Angelo Deogracias and your editor were asked to pick the best junior model. We found that first place in armor went to an open-topped self-propelled gun that had significant seam problems; the same modeler had entered a KV II tank that was less detailed but, as far as the basics were concerned, was nearly perfect. The two of us ambushed the head judge and convinced him to swap these model's places for the sole reason that to pick the self-propelled gun over the KV II would send this young modeler the wrong message—that added doodads were more important than a good basic build.

Before you start complaining about the negative waves, remember this: most modelers who attend contests know what "the basics" are, or should if their local clubs do a good job of sharing information. If your local event is using a home-grown approach, or making things up as it goes along, then winners and losers alike will have no understanding of why things worked out the way they did. If they know the criteria, they're more likely to go home happy—and that should be the goal of every organizing group.

I hope you go home happy from this year's nationals, win or lose! Thanks for volunteering, competing and attending!

—The Editor



THE STYRENE SHEET

VOL. 42, NO. 2 WWW.SVSM.ORG JUNE 2008

Editor's Ravings – this month, Bill Ferrante

The big news this month is again the meeting location. If you show up to the library, you won't find us there. There was a scheduling conflict this month so we are moving this month's meeting again to the Round Table Pizza where we had the Christmas party at. The address is Round Table Pizza, 4400 Stevens Creek Blvd., San Jose, CA 95129. There is a large sign and there is plenty of parking. We had a good time last month so head on out. See the map below.



This month it is time for the club's annual elections. All the offices are up for grabs so if you have ever given it a thought, throw your hat in. On the other hand, if you don't show up, one of your "friends" may nominate you and you may be given the honor in your absence. All in good fun of course. A special thanks goes to Mr. Bill Dye for the fine article on the MiG-9L. Many years ago I selected an Airmodel Mig-9 as my second vac model. I am glad it was not my first. See you at the meeting.

JULY 1988 - Alan Wolcott, Editor with lead off cover that has something you likely would not believe used to happen a lot !

That's correct, what you're reading there. SJSM regularly held an event called the "Swap and Auction", on a Saturday, at the meet locale (Mercury Savings in Cupertino, now long gone) as seen.

What you may not be seeing right away is **HOW WE DID IT**. Do the math now with me: We have the room available for Public to Enter from 11Am to 3Pm, vendor and club staff had access about an hour or so ahead of that to get tables arranged, chairs set up as **first two hours** were needing "free traffic lanes" so that **Vendors, Swap tablers could do their part**. Then in short order, we **cut off the sales/swaps** so we could swiftly do **AUCTION ACTION** and then collect funds, clear out the area in "due diligent fashion" so we didn't lose access next we needed to meet, **in last TWO hours**

That's right, we sold you table or half table at 15 or 8 bucks for a **TWO HOUR SALE WINDOW**. If you are ever a Vendor Chair for a club these days, ask someone how they'd feel doing that nowadays...

We used to raise most of the money for doing the contest from this, **costs have skyrocketed** and "reasonable charges" never could catch up. Now financial model is basically "deficit w/ good cash flow gaming".

JUNE 2008, Burton was NOT Editor, being spelled thankfully by stalwart "Young William" Ferrante for this edition.

Editor's Ravings out on the front cover where Bill has joy of notifying everyone who gets the newsletter of this change in our meeting place for month of June (which always proves mite amusing as then plenty "members" (well, they often were, just got out of habit of paying up dues...) would not find us at "the usual locale" since no communications path was secured. One way to get the point of supporting "your" club across, I would guess.

Now retired "real Rocket Scientist" and alumnus dual passporter (SVSM./Fremont Hornets) Mr Bill Dye has a lovely signature article inside on building the MiG-9L.

Burton found this royally humourous upon receipt, as he knew well how "polite" William F was being in his prefacing thanks to William Dye for this submission.

Young William's first vacform was a Lavochkin La-5, luckily for he as bad as that was to work up. Airmodel managed to make a Yak-15 and a MiG-9 on the same sheet (which was apropos, they were first Soviet Jets and even first flew on same day at same field, hours apart)

That Ferrante created a winning 3-D model of MiG-9 from that sheet years ahead of the "A-Model" which spawned a kit family that Bill Dye did his from, still is a testament to his "master modeler" standing in my book

SAN JOSE SCALE MODELERS

JULY 1988

Next Meeting: July 15, 1988; Friday

Meeting Time: 7:30 PM - Gab, Shop,
8:00 PM - Business, Raffle
9:00 PM - SNJ Spray Metal Demo





JULY 1998 - NO SUCH Animal , anyone who was directly involved with the July1-4 1998 Nationals had no problem figuring out that "no publication month" rationale. Took a while for reactor to cool down and all.

JULY 2008 - Now Burton is closing in on his first year as returned Editor, pleased to have a two part Auto Article for summer ten years after the Santa Clara Nats that now has a full span of Original Styrene Sheets to cover the period. It is also nice to publish the color cover which again at time was not how most of the membership saw this edition. The "E-dition" OSS was just becoming a reality as folks got a look again at what Newsletter looked like to the Editors, as John Heck previewed several issues by having PDFs placed on SVSM Official Website back in 2004, 2005. Later those were removed for Web Editor's reasons, never returned as it worked out, and this Editor was just working out how to be reliably publishing a PDF he could email for testing out.

It would not be until 2009 that the "Per-dition" was being replaced for some with the "E-dition" by Editor Burton, as those who asked to could swap from print to email versions
This was a lifeline in several ways and managed to prolong timespan the expensive & time consuming print edition was to have. It would not be until this Editor got his own site to post his Archives that many would be seeing these old OSS issues in any of the color they had (last 2007, all 2008 thru 2012, as by March 2013 went wholly Electronic Published)

SLAKING A LOOK UNDER THE HOOD (Part 1)



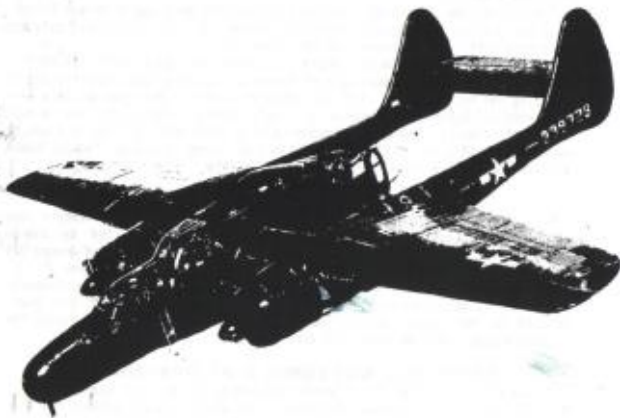
A Tale of Two Cobras
By Andy Kellock

The name Carroll Shelby, and the Cobra sports cars he made famous, are legendary. But a lot of the facts and details have been forgotten in the ensuing 40 years since that remarkable time. In the early 60's the American passion for motorsports was steadily on the rise. Back in those days most of the action was taking place in Europe. Sure there was the Indy 500, but that was about it for big famous races here. NASCAR, or the Grand National as it was called back then, was still in its infancy and wasn't taken seriously outside of the southeast. So if any Americans drivers had made a big splash on the continent, driving for European teams. Familiar names like Phil Hill, Matsen Gregory, Briggs Cunningham, Dan Gurney, Bob Bondurant and even ole Shel himself. There was a sense that Americans were some of the best drivers in the world, but they all drove European cars for European teams.

All this changed forever when Carroll Shelby got the idea to squeeze an American V8 into a relatively obscure 4 cylinder British sports car, the AC Ace. The result, the Shelby Cobra, changed the sports car racing world forever. In a fantastically short 3 year window the Cobras won race after race, taking the USRRC championship by beating out the Corvette and capturing GT class @ LeMans toppling Ferrari's domination of that class. For the first time, Americans won an FIA (Federation Internationale de l'Automobile) race in an American car. Shelby took over Fords racing program, and the GT40 had its first of many wins under his reign. Shelby was responsible for developing the 427 racing engine that powered later Cobras, GT40s and Mustangs.

In this article I describe how to build accurate replicas of two of these historic racing machines.
(continued on page 3)

SAN JOSE SCALE MODELERS



AUGUST 1988

Next Meeting: August 19, 1988, Friday

Meeting Time: 7:30 PM - Gub, Shop,
8:00 PM - Business, Raffle
9:00 PM - Airbrush Cleaning Demo

Location: Mercury Savings Meeting Room
19376 Stevens Creek Blvd. Cupertino

AUGUST 1988 – Yes, this month's WayBack Machine is a LARGE SLUG OF MONTHS looking across span 30 years, a more ambitious project than originally Editor forecast even.

However for cohesion, really necessary and we are near for this edition, the close for the discussion. Being long time fan of all matters Northrop, pleasing to place a Black Widow at the exit path with cover of another "Wolcott's Wonder" issue

Alan and his Dahlia were both ambitious, caring , vibrant and more complex folk than many ever realized, but at core, both loved outdoors and classy auto, competitive auto stuff in 1/1 more than anything. Alan's work as Editor pleased he and she, their work sharing in all things SJSJSM was valuable and their NNL community brethren had even more of them !

I am taking this moment in this summer point nearly 30 yrs back to reflect on them for those who never knew them as I, others did, to note they had values that are scarce resources.

Alan was not an aircraft guy, although he had plenty of them in his collection of unbuilt models, I know. Dahlia didn't at all care for the models all that much per se, she just enjoyed how we all did and the community sharing. In the spring of '89, Alan would be freed of Editorship for SJSJSM and yet his wife carried on as Treasurer, taking over for their mutual pal Rex Barden whom many know today only for "NNL West"

So many folks have made sure we were here today, yet don't get credit for "going beyond themselves" to make that be. In a moment, we're going to go ten years ahead and already the "effect" of that sort of short sheeting resources shows!

August 1998 – While this issue is dear to this Editor as his article is on cover, and it's first one after the '98 bit he was part of, more over it's because of pieces I clipped to illustrate "the cost of not being the same caliber as the Ones we know or knew" which is not always appreciated.

For why I call "Club Fed" for IPMS-USA, read from here

SILICON VALLEY SCALE MODELERS
THE STYRENE SHEET
Vol. 32, No. 5 August 1998

P-59: America's pioneering jet fighter

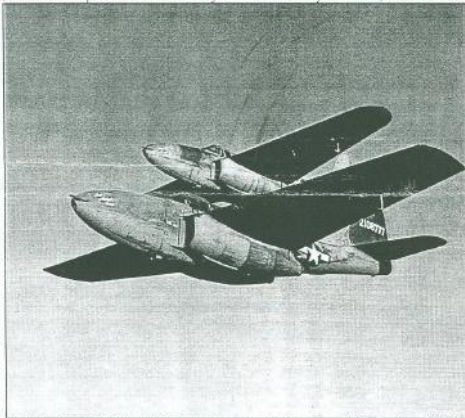
By Mike Burton

(Author's note: In previous issues of the Styrene Sheet, I have covered the first three pioneering jets—the Heinkel He 178, Britain's E.28/39 "Whittle" and Italy's Campini Caproni. These were the first jets to be flown by their countries of origin, and I think they make up an engaging ensemble. To complete this set, I am resuming with the fourth pioneer, America's P-59 Airacomet. In a departure from my usual editorial style, I will not attempt to cover all kit sources for my subject matter. Only the particular model I have on hand will be my basis.)

The Bell P-59 was America's first jet-powered aircraft, and was developed without the fanfare its German and Italian counterparts enjoyed. Bell Aircraft was given the nod to develop the aircraft because its Buffalo factory was close to the General Electric Schenectady plant, where the aircraft's Whittle-type engines were to be built.

Work on the P-59 began September 5, 1941. Because the engines were so revolutionary, the designers opted to design an airframe that took no chances. The two General Electric 1-A engines were nestled in the wing roots of the plane's straight tapered wing. The fighter was initially armed with two 37mm cannon, but armament soon was altered to one 37mm cannon and three .50-caliber machine guns.

Tests began on the P-59 at Muroc Dry Lake on October 1, 1942. The plane's performance was nowhere near what Bell or the USAAF hoped for—409 mph, a number below that of the



A study of two P-59s in flight. The top aircraft, a P-59A has rounded wingtips, while the P-59B below has the later square tips.

current generation propeller-driven fighters entering service. The plane was sluggish, unresponsive and an indifferent gun platform, all thanks to its archaic design.

20 P-59As and 30 P-59Bs were delivered to the USAAF, which assigned the planes to the 412th Fighter Group, a unit created specifically to evaluate the new powerplant. No P-59s ever saw combat.

To build my Airacomet, I started with the Karo-As limited-run P-59B. The kit includes 37 mostly well-molded components including two vacuformed canopies. The instructions, which include a fine 5-view line drawing, are in German and English, and make great reading. Two schemes are provided, one olive drab-over-gray and one overall natural metal. If you plan to use the QD/gray scheme out of the box, be aware that to accurately make a XP-59A from this kit you'll need to add round wing tips and rounded horizontal/vertical tail tips. Nowhere in the Karo-As kit is this stated; thanks

go to Gordon Stevens of Rareplanes for this information, since I used a Rareplanes P-59B vacuform kit as part of my reference material!

Bearing in mind that this is a limited run injection molded styrene kit, the overall quality is quite high. I usually treat these kits like a vacuform and spend a lot of time getting all the parts cleaned up prior to starting construction. What I mean

Continued on page 9

The Styrene Sheet is a monthly publication of the Silicon Valley Chapter of the International Plastic Model Society (IPMS). Articles and comments should be submitted to Ctris Bucholtz, Editor, P.O. Box 361644, Milpitas, CA 95036, or by E-mail at bucholtz@aol.com. Excerpts may be published only with the written permission of the editor. © 1998 Silicon Valley Scale Modelers.

Unfortunately, Fred never called Jim. And then, the real world butted in—Jim got a new job that keeps him very busy. At the regional in Vallejo, Dennis and Jim got together, and Dennis told Jim of his appointment. Problem is, Jim is now too busy to do the RC job. And so, Region IX is still without a Regional Coordinator.

How did this lead to the big weekend of 19-20 Sept.? The RC is the person tasked with making sure that chapters' events don't conflict. Since the post has been vacant since the spring, no one in an official capacity has been keeping track of who's

Oh yes, "The E Board" of the Club Fed is like us, volunteers. I don't forget that, but I dealt directly long time with some of these folks at that point enough to know when "BS" is not a degree after their names. Here's results of that.

doing what. Since the IPMS/USA wants to keep control over the RC's position, the clubs in the region are without a unifying figure who can work to make sure we're working together and not against each other. This pattern has to end, and end soon.

No such divisive issues marred the regional, however. Thanks to Bob Moore, Chuck Speir, John Clements and the rest of the Devil Mountain Boys for a fine event. When you hear no complaints about winners and losers, you know things went as they should.

LETTERS TO SVSM

At the convention banquet in Santa Clara, I announced that the executive board needed more time to chose between the two competing bids (IPMS Metro of Oklahoma City and IPMS North Central Texas of Dallas) for the year 2000 Convention. Though a very unpopular decision, it conforms to the bylaws of our constitution. (article 5, section 3D states "Announcement may be given to the membership at the convention.")

More discussions took place during the awards ceremony. Late that night, the board re-convened and awarded the 2000 Convention to IPMS North Central Texas. However, the ceremony had already ended, so the board's decision could not be delivered at that time.

In same issue, another limp, spineless reply to us all...from the same "HQ" that prided itself on "accomplishments"... BS !!!!

The members of the board would have preferred an easy, clear-cut decision, but it did not happen that way. We felt that delaying the decision was in the society's best interests, but some have chosen not to accept this.

This card is intended to deliver the board's decision to every chapter in the most efficient manner. It will also be published in the next Journal, which will be available in another month or so. I am sorry this situation caused as much disappointment as it did.

Mike Brickman
Second Vice President, IPMS/USA



THE STYRENE SHEET

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A Publication of the Silicon Valley Scale Modelers, A chartered Chapter of International Plastic Modeler's Society, USA branch.

SLAKING A LOOK UNDER THE HOOD (Part 2)

Summary of opening from Part 1 (July Issue Styrene Sheet)

The name Carroll Shelby, and the Cobra sports cars he made famous, are legendary. But a lot of the facts and details have been forgotten in the ensuing 40 years since that remarkable time. Back in those days most of the action was taking place in Europe. By 1963 American drivers had made a big splash on the continent. Familiar names like Phil Hill, Matsen Gregory, Briggs Cunningham, Dan Gurney, Bob Bondurant and even ole Shelby himself. There was a sense that Americans were some of the best drivers in the world, but they all drove those European cars for European teams. All this changed when Carroll Shelby got the idea to squeeze an American V8 into a relatively obscure 4 cylinder British sports car, the AC Ace. The result, the Shelby Cobra, changed the sports car racing world forever.

In this article I describe how to build accurate replicas of two of these historic racing machines.

1963 FIA 260 Cobra (CSX2127) (From Part 1) (all photos courtesy of Andy Kellock and his expertise)

1964 427 Ken Miles Cobra (CSX2341)



A Tale of Two Cobras
By Andy Kellock

Even though the small block Cobra had blisteringly fast acceleration it's top speed was limited. Since the big goal was to beat Ferrari, especially at LeMans where speeds were already in excess of 200mph on the long Mulsanne straight, Shelby experimented with Ford's new side-ouler 427 engine in the Cobra. This car, CSX2341, was raced exclusively by Ken Miles through the 64 season with both 289 and 427 engines. The car was heavily modified throughout the season, as Shelby tinkered with engine and transmission swaps as well as many suspension modifications in an attempt to find the perfect set-up. The car was literally different every time it raced that season, and it's a testament to Ken Miles' skill that he won as many races as he did in this car. The 427 test mule was more successful on ovals than road courses due to the excessive front end weight with the big block. Ken Miles hated the 427 in this car, particularly when it would bog down in sharp corners, and lovingly referred to this car as The Pig.

(continued on page 3)

Oh yes, I am totally aware, more sides to every story. It is merely that the "HQ apologists" are for the most part, the ones listened to or heard from. As such, "nothing changes, who knows why" answered.

Fortunately *many years later*, at least one Ron Bell, who was another person in the background of all the heat generated in that '97-98 time frame, sits at the Head of the Table at Club Fed now. Ron's already gone on, done things he should be remembered for, get credit for doing, and just as I write this up, *put a straight up answer to* "who won 2020 NATS Bid" on the IPMS USA Forums tonite. **Thanks to his early Executive Action, fact that NO ONE DID, SINCE NO ONE BID** is no cause for alarm. His direction to open up "3 year out bids" since it wasn't prohibited to do so, **only NO ONE EVER DID IT, JUST JAW BONED IT TO DEATH AS GOOD IDEA** (sound at all familiar?) made it possible over a year later to have all knowing that AZ in 2018, TN in 2019 in the bag, so only more time to get some real bids for the next show time summer. **THANK YOU PREZ RON**

Nice contrast to "I had to announce at the dinner that blah blah ...conforms to our Constitution...blah blah...sorry it caused as much disappointment" bit that passed for "Executive" action, isn't it? **Or not being bothered to choose us an RC in timely way?**

AUGUST 2008 – NNL West "driving force" and SVSM'er Andy Kellock completes his lovely tale of two Cobras

Later in this issue, you find out that Andy had a sweet Airfix "FORD" and NASCAR "Bird" on the table for Editor's odd but well received, "MiGs, Mopars and Marines" Club Contest. His Ford was a USMC F4D-1 Skyray for that end of the contest, and of course the red # 71 Superbird was there as his "Mopar" entry.

Shockingly missing from inside here is any controversies or contrariness about how "Club Fed" runs or runs aground, but then give "The Eternal Contrarian" another month to compile a "WayBack" research stack he'll manage to grind ☺

OKAY THAT WILL WRAP UP THIS LATE IN PUBLISHING JULY 2017 TAMS "WAYBACK MACHINE" OF COURSE I do encourage one & all to visit "ARCHIVE SVSM Editor Mick B" page, where all PDFs for this post

Located directly at <http://www.mickbmodeler.com/editor-svsm-archive.php>, the current Time Travel is on lower half.

Meanwhile, Good fortune & Good Friends are always worth repeat visits so in that spirit, a look back at Phoenix '83



Tim Curtis's 1/72 Oscar Collection took Hasegawa Silver Award!
Dave Newman's NASA U-2, a 3rd Place in the NATS, good job
Doug Stuart, Editor took a 3rd too!



There were 6 "stalwarts" from South Bay at first Phoenix Nats

Can we match that in 2018?



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)

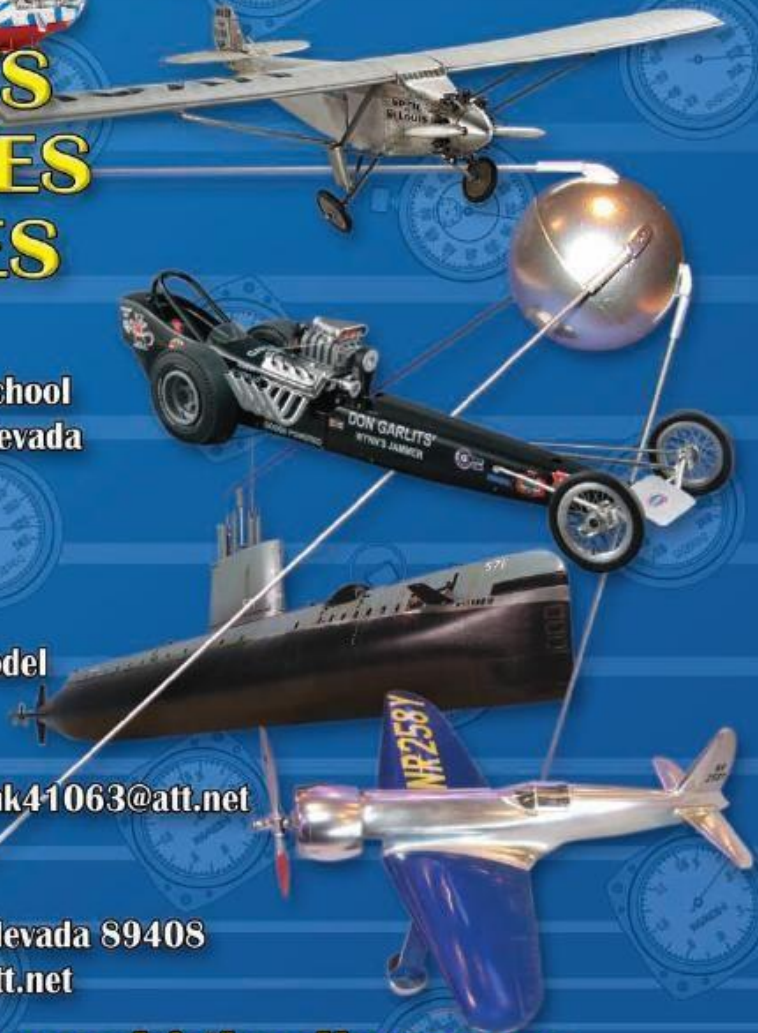
Contact : Neil Hulse for reservations - knk41063@att.net

Chapter Contact:

Douglas Summers

1045 Lasso Way - Fernley, Nevada 89408
(775) 835-0140 - ghpltd@att.net

Visit us at www.renohighrollers.com





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

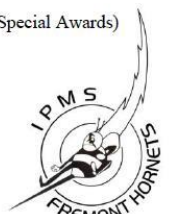
Email Contest Director Mick Burton directly at DAZE61283@mypacks.net with “Tri City 12 Contest” on subject line

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)

1. “ On The Beach ” Award for Best Entry befitting the Contest Theme
2. “ Blast The Bush ” Award (3) Best ANZAC, “ RAAF ”, “ UK Nuclear Weapon “ Subject
3. “ Mad Max, Road Warrior ” Award Best Post 1945 Australian/NZ subject
4. “ Ken Durling Memorial ” Award for Most Creative or Quirky Entry
5. “ Know A Hornet’s Mighty Sting ” for Best American Fighter Aircraft, in honor of Sir Bob 1759 OBE
6. “Diamond In The Rough” Best Finished Model from a Worst Start
7. “At Dawn’s Early Light” Best Prehistoric Creature or Early Man
8. “ 1917 ” Best of Any Subject from the year 1917 (Centennial)
9. “ Lightning Strikes Twice” : Best English Electric or Lockheed Lightning, Arado Blitz (all are Twin Engine Lightning)
10. “ Tasmanian Titan “ Best F1/Tasman Formula Subject (Car or Driver)
11. Awards for Best in Category for: Figure or Robot; Automotive; Ship or SpaceShip; Aircraft; Armor; Show Senior, Show Junior or Youth
12. “ John McLane Memorial Award” Best 1/48 WW2 Aircraft Subject, Given by IPMS-Monterey Bay in honor of a great man and contributing member





SAVE THE DATE!

INAUGURAL

MODEL EXPO & OPEN COCKPIT DAY

ABOARD THE USS HORNET SEA, AIR & SPACE MUSEUM

Saturday, October 14th, 2017
10 AM to 4 PM

In Celebration of the U.S. Navy's Birthday, come aboard for an IPMS Sacramento, Silver Wings Sponsored Model Contest, Food, Model Vendors, and Family Fun!

For more info, please contact Kimberlee at Outreach@uss-hornet.org or Joe (IPMS 17470) at JMH3GUY@hotmail.com



SHIP TOURS

MODEL CONTEST

FAMILY FUN

OPEN COCKPITS



HERE'S WHAT YOU NEED TO KNOW

Fees: General Museum Admission,
Plus \$1 per model to enter the contest

Theme: Navy Day! Happy Birthday US Navy.

Vendor Info/Registration :
Contact Kimberlee at Outreach@uss-hornet.org

Questions About the Competition :
Contact Joe at jmh3guy@hotmail.com

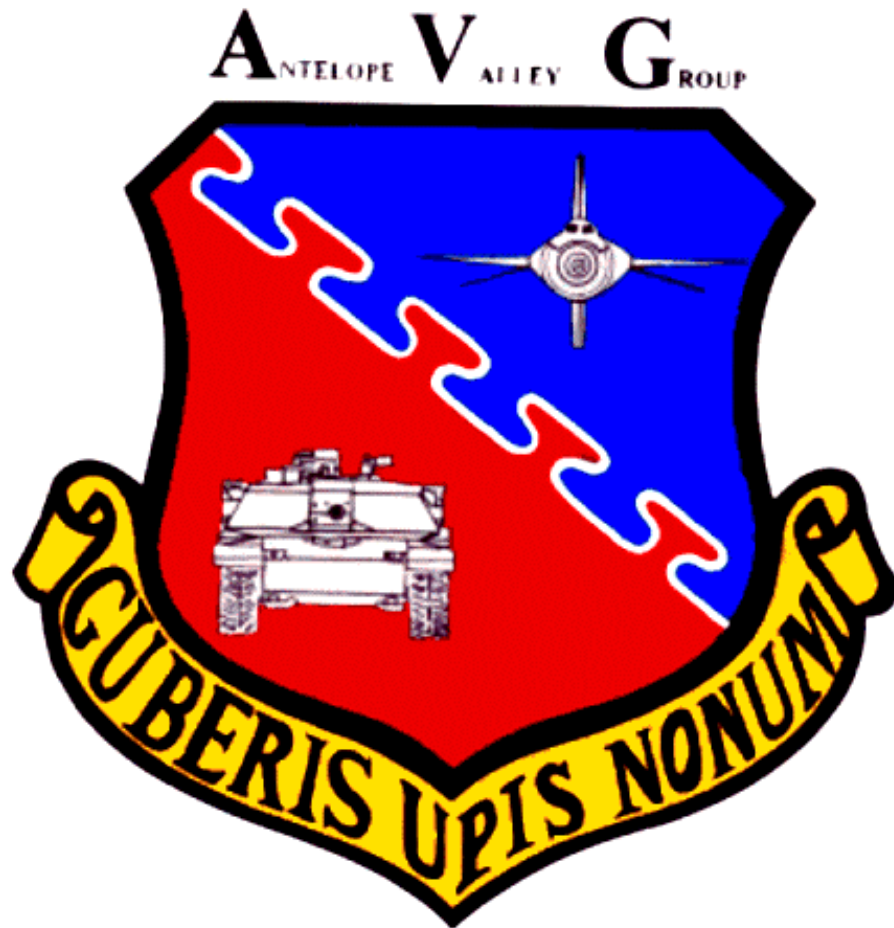
Special Categories:
Best of Show
Best Naval Subject
Best Naval Diorama
Best Naval Aircraft
Best Armor

For complete list of categories, visit
www.uss-hornet.org/calendar/modelexpo/

2017 USS Hornet / Silver Wings Model Expo Contest Categories:

Biplanes, All Scales, All Eras
Single Engine Prop 1/72 and Smaller
Single Engine Prop 1/48
Aircraft 1/32 and Larger, All Eras
Multi Engine Prop, All Eras, All Scales
Jets 1/72 and Smaller
Jets 1/48
Rotary Wing, All Eras, All Scales
Military Vehicles, Soft Skin, Wheeled and Track, All Eras, All Scales
Military Vehicles, Armored, Wheeled, and Semi-Tracked, All Eras, All Scales
Military Vehicles, Armored, Fully Tracked, All Eras, All Scales
Artillery, All Scales, All Eras
Diorama
Figures, All Scales, All Eras
Civilian Vehicles, Stock
Civilian Vehicles, Custom
Civilian Vehicles, Competition
Motorcycles
Ships, All Scales, All Eras
Railroad, All Scales, All Eras
Sci-Fi, Space Fact and Fantasy
Junior Models, All Scales, All Eras (11-16 yrs)
Sub Junior Models, All Scales, All Eras (up to 10 yrs)
Out of the Box, All Scales
Miscellaneous
Special Category (Theme)
Collections
Civilian Airliners, All Scales, All Eras

MARK CALENDARS
FOR A NEW DATE FOR
DESERT CLASSIC EVENT



SATURDAY OCTOBER 28 2017

ANTELOPE VALLEY COLLEGE, LANCASTER CA

DESERT CLASSIC # 21

THEME IS " The PSYCHEDELIC SIXTIES "

ALSO FEATURING ANOTHER ROUND OF SPECIAL CATEGORY

JURASSIC PLASTIC !

LITTLE OUTLINES of CLUB CONTESTS for YEAR 2017

SVSM EDITOR' s CONTEST AUGUST "Show Rats "



Original inspiration for this contest, was then President Greg Plummer's fine looking Rat Rod-ified Pickup model at an SVSM meeting table.

Saying it was finished " a little too pretty to be a true Rat Rod, more like a Show version "

Ergo, thinks the Editor, shooting pictures, thus it's a "Show Rat ", no?

Well, of course, the whole concept has multiplied like what else, rats, into a veritable rat's nest of what have you means to give some fun variety here.

Simplest versions for entry: Any "Rat Rod" you'd say is " too pretty for the street, more in style for presentation at a Show (in real life context) ", any Ed " Big Daddy " Roth creation, as he was father/creator of "Rat Fink" and a whole host of "Rat" related items thusly.



Not a Car or Hot Rod modeler?

The next simplest accepted means for entry: Any version Polikarpov I-16 aircraft, as one popular nickname among others for it, " Rata "

After this point, it only gets mildly more complex for a wee while: There's any number of automotive methods one can build to enter: "Swamp Rat" Don Garlits driven cars (mostly drag racers), any cars using "Rat Motors" aka Big Block 2nd Gen Chevy engines.

"Rat Bikes" are a recognized form of motorcycles that could easily be modeled. Their cousins, "Survival Bikes" will be considered eligible.

For now, the more esoteric means to enter are these suggestions: The US Navy had the "Brown Water Navy" in Vietnam, there were several "Swamp Rats" and "River Rats" to be found among their numbers in PBRs and other equipment that can be modeled.



Same goes for the "Tunnel Rats" who could be figure or bust models. Those also can include ANZACs of Cu Chi tunnel ops, eligible directly for a bigger Contest coming only a month from this :TriCity 13, "Australia"

Surely, some of you can "rat your mind" around some way to play here...

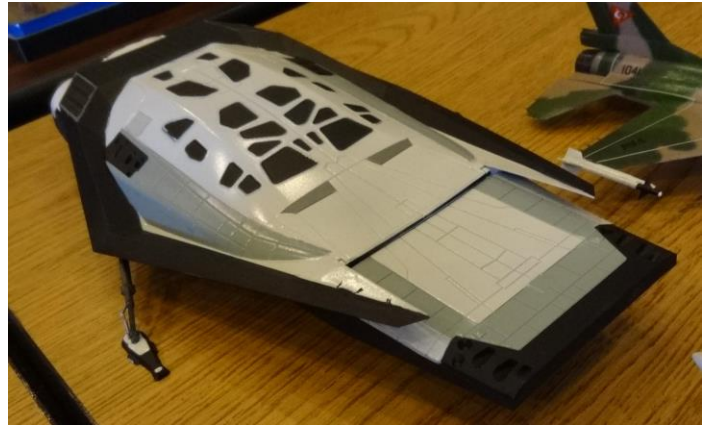
SVSM MEMBER' s CONTEST OCTOBER

“Monsters & ‘Magination”



What this is, simply: ANY Horror or Science Fiction subject, nothing restrictive other than that in entry terms.
Oh ! But for 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**





"FEEL THE FURY" – NAPREDAK HALL - 770 MONTAGUE EXPY. SAN JOSE CA. 95131

CONTEST THEME COVERING HAWKER FURY BASED AIRCRAFT, NAA FJ FURY AND F-86 JETS, PLYMOUTH FURY AUTO'S, COLD WAR, CUBAN MISSILE CRISIS, ICBM, ATOMIC WEAPONS, MONSTER TV&MOVIES, GUNDAM, GUN TRUCKS ALL ERAS, F-8 CRUSADERS/ BEARCATS, NAUTICAL SUBJECTS IN BATTLE, PEOPLE WHO CAUSE BATTLES BY THEIR ACTIONS, BAJA & OFF-ROAD COMPETITION VEHICLES, OPERATION URGENT FURY (MILITARY HARDWARE USED) MORE SUBJECTS TO BE ADD.

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.

VENDOR TABLES CONTACT MIKE WOOLSON swingwingklvk@gmail.com

TABLES ARE VERY LIMITED. A VALID STATE OF CALIFORNIA TAX FORM/PERMIT REQUIRED.

<https://www.boe.ca.gov/info/reg.htm>

www.mickbmodeler.com & www.svsm.org for more information

STILL COMING UP IN AN AFTERMARKET NEAR YOU ! AUG Club Contest News

PLUS

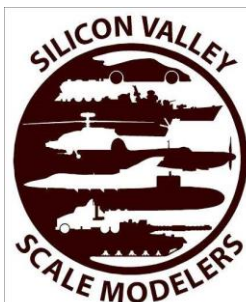
Another bunch of stuff the Editor managed to toss together ☺

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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