



THE AFTER MARKET SHEET



VOL. 50A, No. 6A WWW.SVSM.ORG JUNE 2016

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

RED's MEMORIES & MODELLING THE WHITE & BLUE



Minitcraft 1/144 Scale Boeing 707-320B PAN AM Jet Clipper.



PAN AM AIRLINE MODELS : 707 & 747 , by Rodney J. "Red" Williams

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

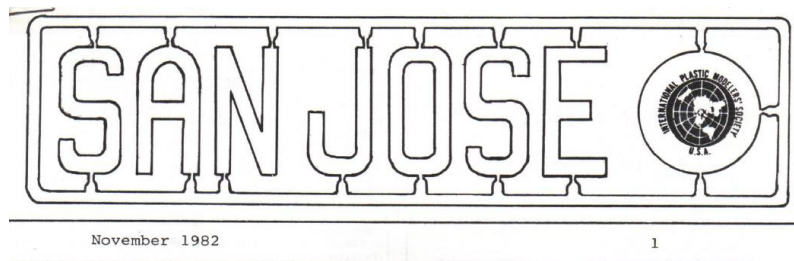
(shameless plug: www.mickbmodeler.com)

“REPEAT DO WE : BEYOND MEASURE WE’VE BEEN THERE, DONE THAT, HAVE THE SHIRT”

The very recent events occurring “across the pond” have caused me to move ahead a look at where we’ve been and managed better to be going, than many before and after us, as club. Below are two great reasons why, RAP66 & RJW



Rich and Rodney both are long term members of this odd outfit now over 53 years old. They continue to write, give a lot of themselves to it, without a doubt, true “great citizens” in their model society. Both were “my signups”, from me



To be, or not to be...

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

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

MOTION FAILS 15 - 22

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

first learned of story captured here in the above headlines. Of a very cataclysmic point in our history that I was apprised of by Sec/Treas/Editor I took the post from, only a year after these headlines. This vote could have been “BREXIT – SVSM Style”, back in the day. There were good reasons to be, and not to be. Glad we chose to be... in the end - mickb

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Red Coming Back To Modelling Via The Islands of American Samoa Wreaks Havoc on Local Model Club (from 1)



Text/Images: Rodney J Williams

White and Blue Models: "Red" Williams

During the early 1950's , I learned 16mm motion picture production, including 35mm, 70mm still film applications. In 1962, I lucked out and got to marry a beautiful Polynesian lady from the island of Tutuila, American Samoa. The Samoan Islands lie south of the equator about half way between Hawaii and New Zealand. In early 1971, I received a contract to go to Samoa and help produce documentary films on the "Arts & Crafts" of the Polynesian people for CPB-PBS-TV.

My first jet aircraft ride was in a Pan Am 707 aircraft from Cleveland, Ohio to San Francisco and on to Honolulu, Hawaii with a final destination to Pago Pago-Tutuila-American, Samoa. This airplane ride was about 7,000 miles away from my home in Akron, Ohio. Upon landing in Samoa, I got out my professional 70mm Hasselblad-500EL still camera and took the enclosed photo of PAN AM's jet on the tarmac on April 14, 1971. My "sojourn" lasted for more than 7 years in Polynesia.

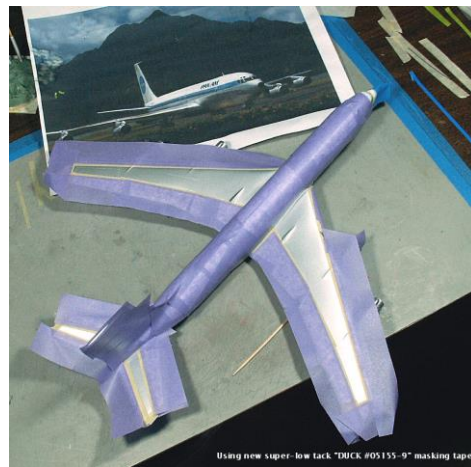
I return to America in mid 1977 and somehow got back into model building, as I had left the hobby in 1954. I joined SVSM in 1984, along with IPMS/USA and the "Society of Air Race Historians," (SARH) of Cleveland, Ohio.

These two creations were made by Minicraft. The 707-320B was crafted in 1/144th scale while the 747 Jumbo Jet was produced in 1/200th scale.

BUILDING MY FIRST 707 JET MODEL

From 1977 until 2008 I had built many models. One day, while at San Antonio Hobby Shop, I came across this model and as you know " I just had to have it at any cost. " I thought it would be nice to build a model of a jet that I got to ride in more than once.





During decade 2000 to 2010, I did not take many "in-progress" building photos, like I have done over last ten years.

So bear with me, as I show you just a few photos of the finished model.

There was no cockpit, nor clear plastic windows to install. The engines were of a standard simple design. The three landing gears appeared to look like real landing gears but there was not much detail in the wheel well bays.



PAINT & DECALS

I recall painting the 707 model with Tamiya X-2 Gloss White, including their Chrome Silver paints. As well, I used some of Scott Bells' "SnJ" Bare Metal Aluminum paints.

I clear coated the model with Future Floor Wax, and after a few days of drying time, I applied the kit decals.

More Future finish was added a few days later. Upon final assembly, I carefully mounted all three landing gears with the tires attached.

For a couple of decades I have used white/grey/black roll-up paper as background to place my models on, for their portraits.



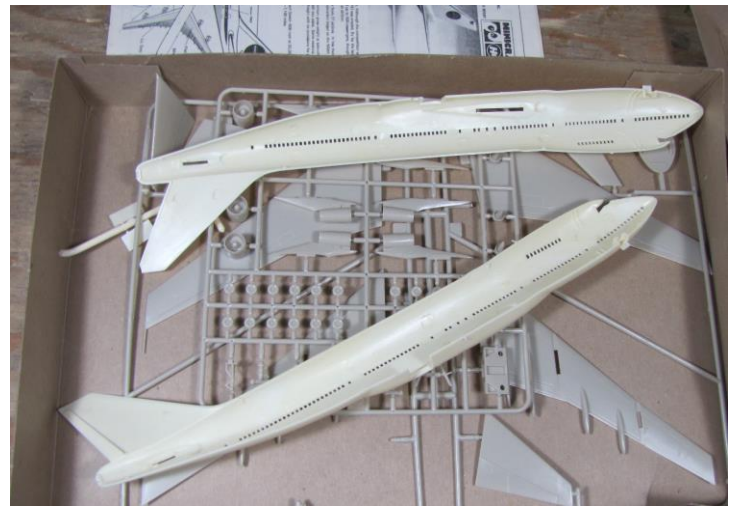
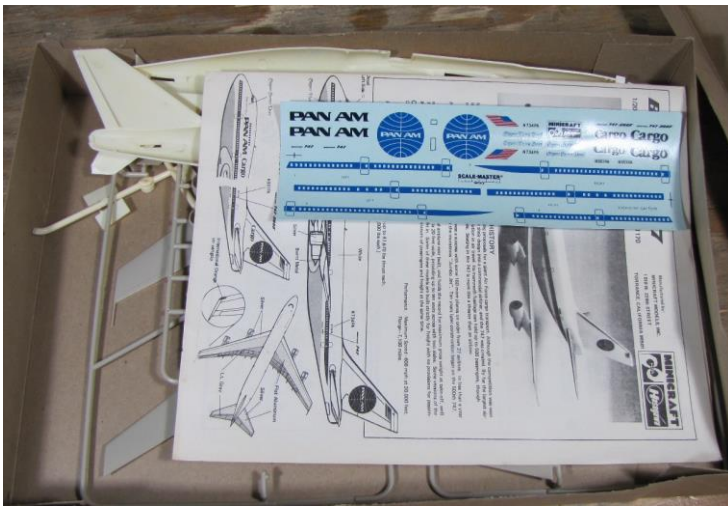
The big 747 Jumbo Jet

While surfing EBAY I found this model for sale, so like the 707 I just had to have it, bar none. The 747 kit arrived, having some "fixable" broken and missing parts. I let the seller know of this problem .

Lo and behold , he gave me half of my money back ...

GREAT !





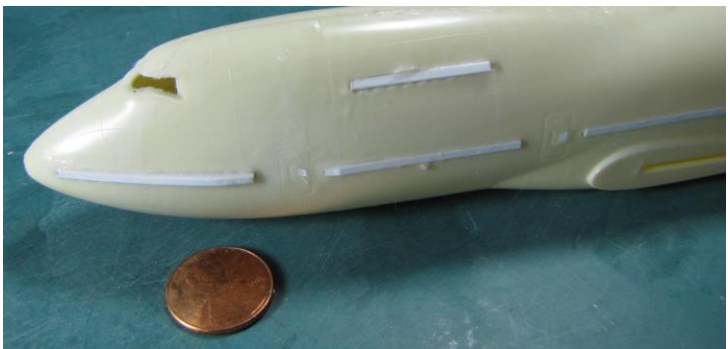
The 1/200th scale kit came with clear plastic windows , and the decal sheet had excellent looking decal windows.

“BIG QUESTION” *What should I do?* Put the plastic windows in, or leave them out, instead use the decal windows.



I choose the latter.

Construction started with filling in the window sections with Evergreen bar stock, including cockpit window area.

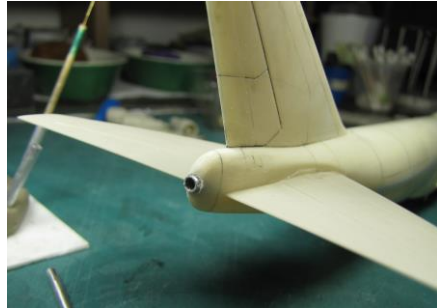
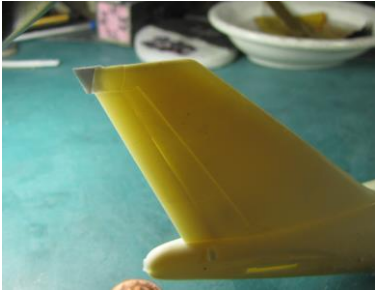
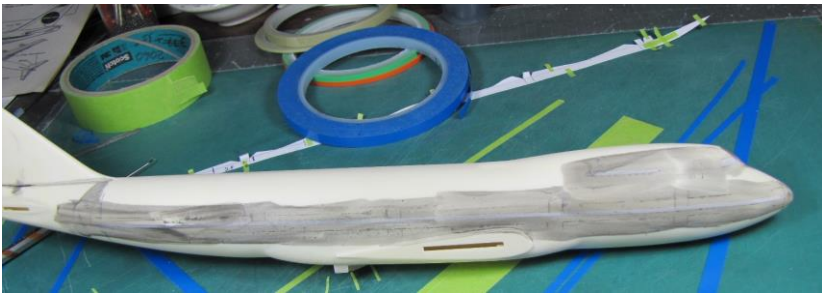


Lots of weight was placed in the nose section , so model would not be a “tail-dragger.”

The 2 fuselage sections were mated. As they fit together nicely, I just super-glued them together. After sanding the fuselage smooth I started to re-scribe all the panel lines back into the plastic.



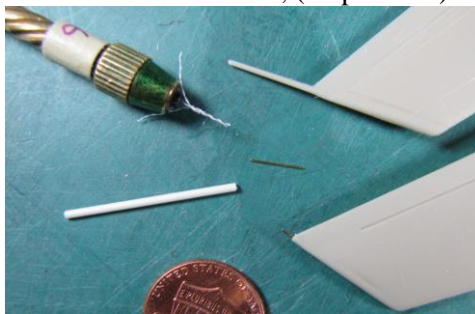
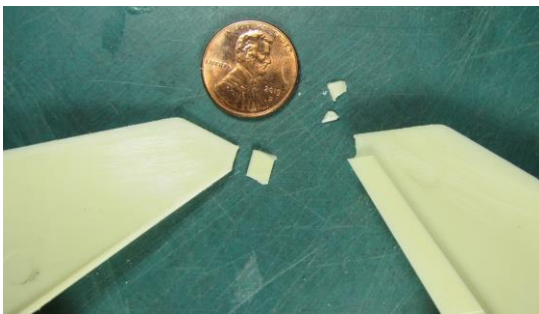
I sanded the model with more 400 grit and on down to about 1200 grit. The tail plane parts were glued together and sanded then I re-scribed in the missing panel lines. More sanding was necessary and when I was happy with the end results, I attached the 3 parts to the tail end of the fuselage.



After the 4 engines were built I installed them onto the “pre finished wings.” I checked these 4 engines for alignment and they looked ok, so each wing was carefully aligned and attached to the fuselage.

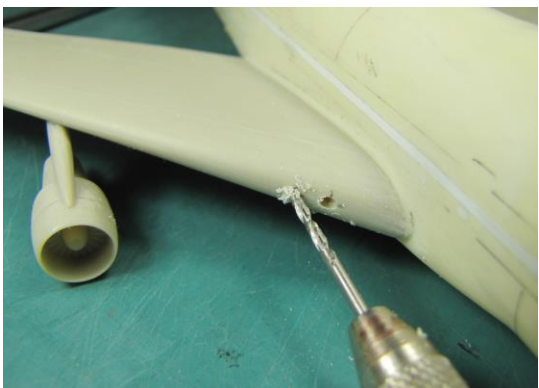


Each wing tip had an elongated tapered part attached to it but one was broken off when the kit arrived so I had to re-attach it, (no problem).



After all the gluing and sanding was finished, I got the bright idea (??) to drill in some holes on the leading edge of each wing. There to install clear round rod to represent the 4 landing lights.

NEXT TIME: Drill in the holes, insert the clear plastic rods, sand them flush with the wing leading edge



**BEFORE
YOU
ATTACH
THE
WINGS!**

PAINT – DECALS – FINAL ASSEMBLY

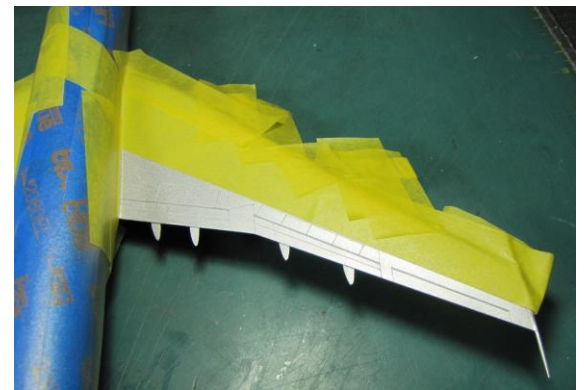
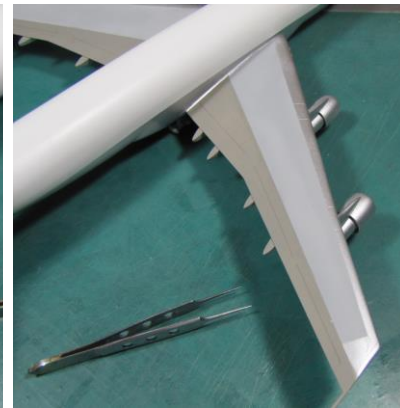
My old standby paint has been Tamiya since the mid 1980s.

So I used X-2 Gloss White along with some Chrome Silver and their new Titanium Silver paints.



Masking became easy on this big model.

None of the paint came off when I removed masking tape that I buy at Walmart since 1998. The blue tape is by 3M, while the yellow tape is by "FROG."



BTW: This kit, so I was informed, made in the 1970s. So the decals are very old.

I just assumed that they would break up after I put them in water so I clear coated them with Future and they went on the model A-OK.



The landing gears were installed prior to the painting process and were painted so all I had to do on final assembly was to attach the tire with white glue.



Epilogue

The real reason why I wanted to build this model is: While living in Samoa, the Pan Am crew would lay over a day or two. So I met a Pan Am Captain and somehow we became good friends, whereupon I found out that he liked to scuba dive. I took him on many a dive over a 4 year period.

When I got ready to leave Samoa, he told me to let him know my flight plans, so that he would be pilot on my return trip from Samoa to Honolulu, Hawaii. I booked a first class seat for June 1, 1977 and got on board.

After the doors were closed, we were ready to leave the terminal, then taxi out onto the tarmac. I was informed by one of the lady air hostesses to go upstairs, enter the cockpit as a guest of my Captain friend. I watched with amazement, how the jet was programmed to go down the 9,000' runway, turn around and take off, via the autopilot. We got to our

altitude of around 30,000' and on proper compass course towards Hawaii. The Captain ordered his First-Officer out of his seat and said for me to occupy the seat, which I did.

I now had a birds-eye view out to the wild blue yonder via the front windscreen. With headphones on, I could hear all of the inflight conversations. So the Captain says: "Rodney, I'm going to take the 747 off of Auto-pilot " Then he said " you can fly the plane to Honolulu, so please stay at this altitude and compass course ". I had flown in the low wing , two seater airplane that our neighbor owned in the 1940-1950s, during the 1960s I used to fly a Beechcraft Bonanza ,so steering a 747 was no big deal... but it was a dream come true. I had to get used to the hydraulics on that 747, as you just move the steering wheel and/or push on the foot pedals slightly, the plane would go up 3-4-5 hundred feet, and/or 3-6 degrees left and/or right of your flight course.

About 100 miles out of Honolulu, Hawaii, I had to get out of the seat and let the "First Officer" back in, so I sat in the "Jump Seat." Naturally, we landed safely, and if I live to be 200 years old I will always remember June 1, 1977.

Enjoy my model's and as usual if you have any "pro-con" comments please email me @foxx700777@gmail.com.

Rodney





THE FREE HORNETS
INVITE YOU & FRIENDS
TO OUR
2016 TRICITY CONTEST
FUNDRAISER AUCTION

CURRENTLY SCHEDULED TO BE HELD ON

OUR MEETING NIGHT OF FRIDAY **JULY 08 2016**

AT OUR USUAL MEETING LOCATION

Irvington Community Center, 41885 Blacow Road, Fremont CA

There will be a FIVE DOLLAR DOOR CHARGE , and plenty of bargains to be had !

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

ADD TO THE FUN !

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

Queries may be directed to our contact – DAZE61283@mypacks.net please allow for 2-3 days response time



UPCOMING EVENTS CALENDAR AS OF 06-26-16

Friday, July 15 2016

IPMS/ Silicon Valley Scale Modelers monthly meeting. Club Contest Theme “ **Apollo Ascendant** ”

Friday, August 19 2016

IPMS/ Silicon Valley Scale Modelers meeting. President’s Club Contest Theme “ **It Figures – Eight is Enough** ”

Saturday, August 27 2016

IPMS/ Fresno Scale Modelers host their latest contest. Fresno City College Cafeteria, Fresno CA

Friday, September 16 2016

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

Sunday, September 25 2016

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

Saturday, October 08 2016

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

Saturday, October 15 2016

IPMS Sonoma County host their show “ **Hobby Expo 2016** ”. Lucchessi Center, Petaluma.

Friday, October 21 2016

IPMS/ Silicon Valley Scale Modelers monthly meeting. Club Contest Theme “ **Frankenstein’s Model** ”

Saturday, November 05 2016

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

Friday, November 11 2016

IPMS/ Fremont Hornets monthly meeting.

Friday, November 18 2016

IPMS/ Silicon Valley Scale Modelers meeting. President and Editor’s Club Contest Theme “ **The End All and Be All Contest** ” See www.mickbmodeler.com

Friday, January 20 2017

IPMS/ Silicon Valley Scale Modelers meeting. Editor’s Club Contest Theme “ **1917** ”

Friday February 17 2017

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

Friday, January 19 2018

IPMS/ Silicon Valley Scale Modelers meeting. Editor’s Club Contest Theme “ **1918** ”

YOU MOTHER – SVSM Member’s Club Contest Theme



2016 JUNE CLUB CONTEST

Photos & Text : Mick Burton
Models: Host of Others

“ AS IT WAS OUTLINED & PROMOTED ”:

A rare and creative direction for competition with a wry titling ! Will be aeronautical in approach, but

requires some forethought as you must plan for Mother & Child. Check it out.

*Per Member who came up with this fiendishly fun scale fight, qualifying contesting entries are listed for ref. Note, they **must be finished** to be award eligible, and “**in combo**”, not **single ships**. Pylon references plus any requisite modeler tech to produce, not considered being outside your skill sets by the Member Sponsor.*

Sponsoring member suggests reference to https://en.wikipedia.org/wiki/Mother_ship for anyone seeking additional guidance or an idea where maritime/land options lie.

Looking at the subject matter and the somewhat strict “in combo only” rule, would expect light turnout, right?

If you responded YES, YOU WOULD BE INCORRECT ! Take a look at left picture above, shot at June meeting ☺

An exotic and pleasingly variety of subjects from a goodly number of entrants, including several from a long time “dual passporter Alumnus” who was making us part of a “model club odyssey” (having been at Fresno Scale Modelers meeting earlier in week, and plan to be at AVG meeting next day!). 5 entrants, 11 entries !

Sponsor David Balderrama even created this pleasing Award for First Place, which you can see below left.



On right, a closer look at some of our entries and nearby



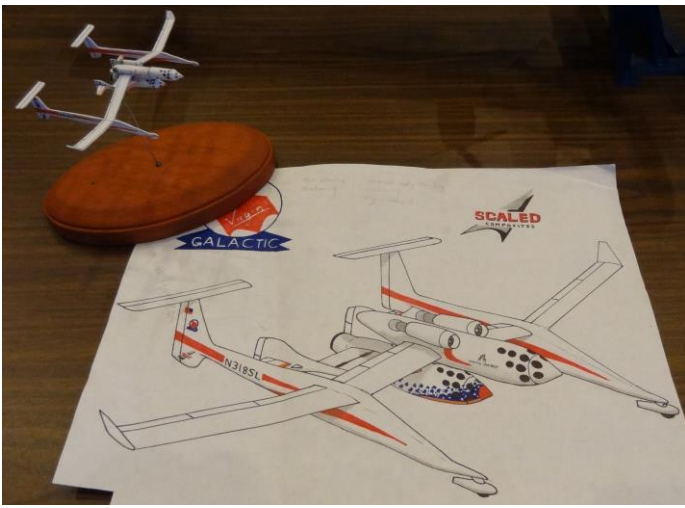
mod company. Next page, the rest of look closer up story



Again, for fun and educational purposes, allow Editor to point out in this above shot, all but one of models shown in the contest main table are “in constant 1/72 scale”. Which makes relative size comparisons for one, much easier, plus to this modeler, reinforces why that’s still the best single scale for “aircrafting” many items

Short one entrant in above pic, which also didn’t hit the 1/72 marker, is shown at right. Since these shots are taken all during meeting, sometimes best shots aren’t always in same timing ☺





Mark Balderrama took us into orbit of his dad's contest theme with his latest Composite composition, done in wood products mostly. That's Mark's drawing to illustrate the really small scale Scaled Composites "White Knight (Mothership) / SpaceShip One" he had modeled in flight, using a paper aircraft model.

David Balderrama chose to concentrate on creating the award for the Contest he launched, rather than try to rush this project seen on right, it being the FROG 1/72 scale model of the German WW2 Jet Bomber and Recon Plane, the Arado AR-234. Kit offered the option to do "paper" project AR-234C (4 engined) with "pick-a-back" Fieseler Fi-103 (aka the V-1 Buzz Bomb), out of the box, back in the late 1970s ! So Cool.

This kit was a vast improvement then over the Lindberg Arado-234, so this extra parts option was an incredible bargain feature, "back in day"

In any event, Dave brought along in support, knowing as an "unfinished" there was no possible award eligibility. Look forward to seeing done.



With "back in the day" and what we had in kit choice then as segue, **Cliff Kranz** came through with "circa '65" That's when he recalls, he said, build of this Focke Wulf 190A/Junkers 88A "Mistel". He said the Fw-190 was the 1/72 Revell "Box Art U Can Frame" edition, mounted atop an Airfix Ju-88 built stock (glass nose, cockpit) then. He found photos of the warhead bird, so redid this combo with scratchbuilt

“long fuse version” shape charge warhead. Meant sawing off the original nose, pretty gutsy move back then.

The camouflage work was accomplished with “Official Paints”, which was pretty exotic finishing then. The “Official Line” ran pretty expensive full color ads, extolling their “extremely well researched, documented and matched to original sources” enamel paint color sets (that’s right, you had to buy them in sets...) which were put into specific classes, Early WW2 Europe, Mediterranean, Russian Front (Early) or (Late), Defence of Reich, etc. For the average dimestore shelf modeler, not easily obtained but oh so made into “must have”, the one true way (especially for “real Luftwaffe modelers”) paints for “master modelers”. Cliff’s models are first in a long time that I have ever encountered, that actually showed having employed this paint system. I digress here, because “back in the day” Official Paints turned out to be more “market than material” by long shot, and apparently left more than a few “mad as hell, not going to take it anymore” customers in their wake as in hobby shops as much as individual modelers. Because it seemed, they didn’t always seem to be able to deliver all the product they promised after a huge sales surge, and the paint, while pretty well matched, did seem to have an extremely short shelf life...not what someone raised on 15 cent and 25 cent Testors/Pactra was accustomed to dealing with, especially when this exotic “premixed, perfect color” cost you 3-5 times more. My hat’s off to Cliff here for providing me a happier ending to this tale, and chance to tell any of it.



Flash forward to June, 2016 to see Cliff’s latest addition to Luftwaffe’s last hours.

This is Huma’s Me-328B, a twin (pulse) jet mounted on the back of an Italeri Do-217

Cliff of course this time was working with Testor’s line of “official German WW2 RLM shades” for painting.

Cliff demonstrates regularly what a diverse and fearless range of scale modelling he’s productively party of. Below is another “when the choices were one, for these two” that he mastered in the “early golden age”. This is “Fertile Myrtle”, the P2B-1S (USN version Boeing B-29A), created from the Airfix kit, complete with the mods to bomb bay for fitting of “Glamorous Glennis” Bell X-1, from the 12 Squared limited run kit. Neither of these kits is exactly “box shaker” building, and to do this entire combo was again, a gutsy bit of modelling





From another angle, “Fertile Myrtle” just looks like another postwar B-29 (most of the remote control turrets removed, no tail guns).

Now, Editor will cease avoiding 900 pound 1/72nd Scale Gorilla in the picture room. Namely, the one Cliff brought in as centerpiece of his entries here.

Below, say hello to “Project Tip-Tow” (for real !)



Many interesting and out of the box projects came up in the years following World War Two, especially in seeking ways to provide “escort” for long distance strategic bomber forces. The losses suffered during the years bombing Nazi Germany, before the advent of the P-51D Mustang with drop tanks, were seared into a generation of US military thinkers. Cliff’s B-29 from the Academy kit, combined by his own scratch built efforts (from his own research , available pics) with two Heller F-84Gs backdated to “D” models,

captures “in flight” the daring (and ultimately, sadly doomed premise) that was Project Tip-Tow.



Done prior to successful development of large scale, reliable, front line daily operable “in flight refueling”, a concept which finally proved out sufficient for militarily useful range. While the “Tip-Tow” experimental project ended up killing an entire project test aircrew during flight tests. Although the “tip tow” mechanism that literally linked up F-84 Fighter to the B-29 Bomber did prove to be workable, it wasn’t practical. Testing from 1950 to 1953, this was borne out in deadly fashion. On April 24, 1953, early testing of “auto flight controls” that utilized only one at a time EF-84D hookups, saw the left one pivoted on the tip axis without a warning, after AFC turned on. Rolling flat backed onto top of B-29 wing, breaking it off, causing loss of all.



Cliff’s nearby pairing, weirdly paralleled in its own way, tale of “Tip-Tow”. Again in 1/72, this is the Italeri SR-71 base kit which provides the Lockheed GTD-21A for the conversion you see here.

Reshaping nose, leaving two seat configuration in place, install the piggy back pylon. Voila, you now have the ill fated M-21/D21 here.

One still survives, splendidly on view at Seattle Museum of Flight. The other prototype sadly lost as

the GTD-21A, shortly after a Mach 3 launch, struck and crippled the M-21 which broke up mid air.

The D-21 Launch Officer, M-21 Pilot survived that, landed by chuted into the Pacific Ocean, where LO drowned... Cancel all.

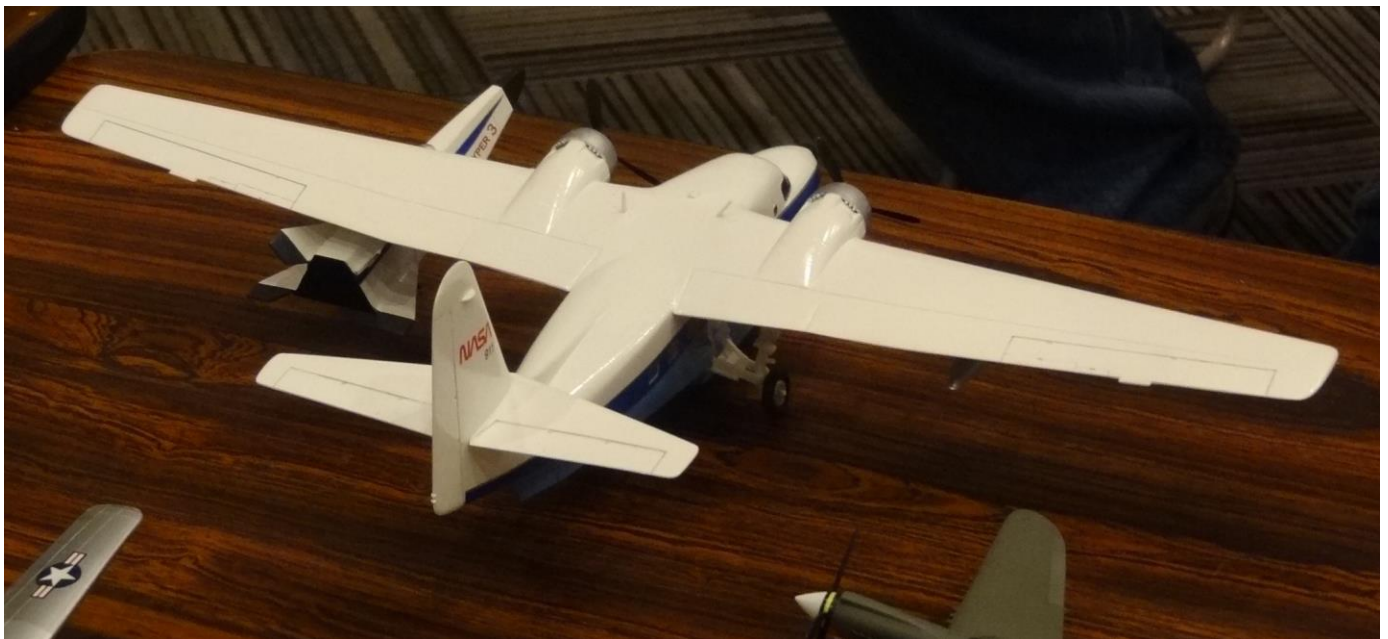
Concept of launching drone Recce D-21s revisited after this tragedy, with limited success. By launch from subsonic B-52s, ala X-15A concept. Next up, **Dave Newman**, also subsonic ☺





A definite “subsonic” combo here, and a greater tribute to skills and revealing somewhat obscure but important aeronautical history, by Sir Dave.

The Hyper 3 was a 1969 NASA prototype support of Lifting Body Program, specifically towards vehicles M2F-1, M2F-2. You may recall the -2 as that craft, tumbling at obscene speed across the Mojave Desert floor, in opening footage of “The Six Million Dollar Man” series. (this was edited footage of the real vehicle crash, which was rebuilt and flew again as M2F-3) The M2F-1 vehicle, aka “The Flying Bathtub”, achieved its own sort of notoriety by virtue of being “flown” by towing at high speeds with the hot rod modified 1963 Pontiac of a test pilot, across that same famous Mojave lakebed. All assisted by the single flight of the Hyper 3, which was prove out the “flat bottom concept” for lifting body series. It wasn’t launched by HU-16...



David braved remodeling the raised rivet vault molded in styrene that others may better know as ancient Monogram 1/72 kit of the Grumman HU-16 Albatross, into this NASA “Mothership”. To hang his ‘might have been” Hyper III. which of course, was totally scratchbuilt by him. He straightfacedly said that was easier than building the Albatross...





David had also brought along some Lockheed P-38s in 1/144 scale, he parked them nearby his other entry in “You Mother”, this fine “littler” example of “Fertile Myrtle”.

In case you’ve already forgotten who that is, look immediately below for an excellent compare/contrast. On the left, the 1/144 version, on the right, the “big tail” of the 1/72 version which Cliff Kranz had there. If you’re not “scale savvy”, 1/144 is “half 1/72 scale” (1 inch = 12 feet vs 1 inch = 6 feet) Kind of cool fun that we should have two versions of this hardworking, long run single example of the Edwards flight testing

“Mother”. The logo for “Fertile Myrtle” is prominent in each case, a blue backgrounded cartoon Stork with a swaddle



This Fujimi kit of the B-29 Superfortress was converted by Dave (the suspicious fellow in blurry right corner above), into the famous Mothership. Using a conversion kit set instruction that was part of an aftermarket production company model for the Bell X-1A mounted in belly here ! This mysterious model company happens to also have a tie in to this Mojave desert, it goes by the name Muroc Models. This 1/144 X-1A is just one of the many precious jewels that have sprung forth from the Rosamond, CA headquarters of this firm, which happens to share the same address as David’s home. Go figure.

Final member entry to review here, takes the prize from Dave for “smallest scale model”, by a fair distance. Sail away



With the nose of Cliff's "Myrtle" in upper left corner for scale/size reference, take a good appreciative look at **Brian Sakai** entry for this Member's Club Contest, the 1/700 scale Skywaves kit of IJN "mothership submarine", I-400. With a complement of her "aggressive children" on display to great effect. The huge submarine was purpose built to carry in a special submersible external mounted hangar, floatplane Bomber/Recon aircraft built Aichi. Known as the Aichi M6A1 "Seiran", one can be seen in flight leading the way, while on forward deck another is being unberthed.



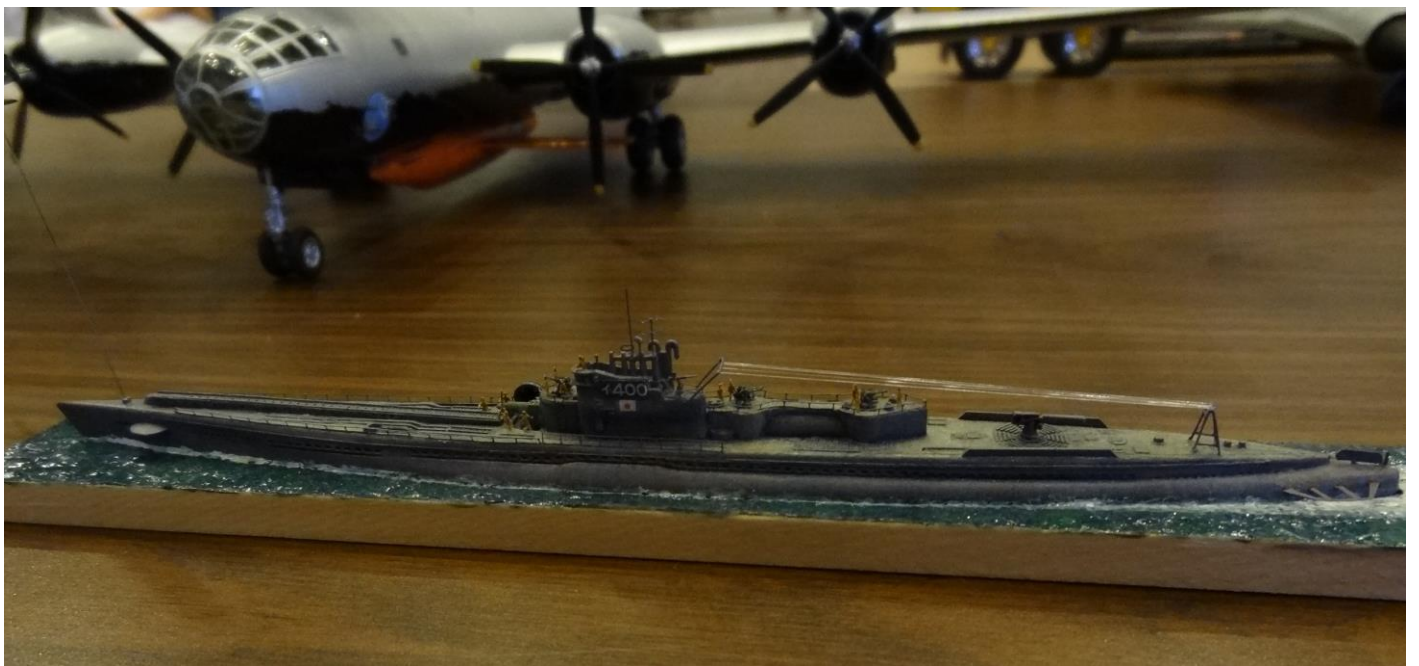
Brian definitely sparked up the proceedings with this project and made the Editor's night by taking a "nautical turn" for what was perceived as an "all aircraft theme"

The crew "peopling" the deck here are aftermarket items that I am sorry to report, I didn't record details of. Must say, like the Aichi in the air, Brian's detail work is an inspiration to behold. So much "life" in the "wee folks". Okay, with a look at Judge Plummer and crew here at work, time to wrap up *SO Now*, on to **WINNERS!**





JUNE *"You Mother !"* THIRD PLACE for " M-21 & GTD-21A "
Cliff Kranz



JUNE *"You Mother !"* SECOND PLACE for " IJN I-400 & Seiran "
Brian Sakai

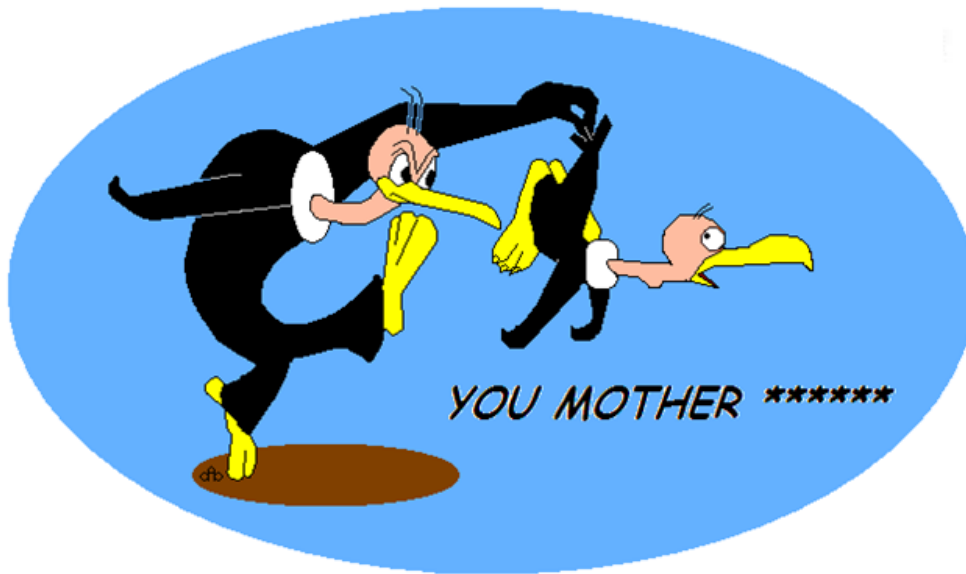


JUNE “*You Mother!*” FIRST PLACE for “HYPER III / NASA HU-16”
David Newman



How

to



painfully create a club contest theme

A Colorful & Cautionary Tale from David Balderrama

Many of you may ask how some of the club contests get their name as some may be quite cryptic in their wording.

June month's theme "You Mother" is no exception as I'd say it was born of a rather painful event equivalent to giving birth through your foot.....

Flashback to a year ago....

After being motivated to complete the dreaded "Honey do" list we married model guys endure before sneaking off to our man caves, I was motivated to continue the requested cleanup. As in, apply it to my work area/book stash in the living room which I grudgingly have to share with the rest of the family. I have 3 boys who will on a regular basis, pull books, models, paint, X-Acto knives, pliers, cutters etc. and will not in any way return them. No matter how many reminders to do so are given out. Maintaining my tools and cleaning up after them is a full time hobby in itself. Now, their mom is included and guilty on the coming mayhem too. As her recent hobby is to collect and repaint those nice little light-up plaster and resin "Holiday Houses" we see in the windows every Christmas, and which thereafter, are choking up the clearance racks anytime afterwards from Dec 26th on. Guess where the odd color green and brown, or paint brushes come from, to repaint those little treasures?

Now here's where two completely innocent and different activities come tragically together.....

While sorting books on top of one of my many shelves, one of those very resin houses, with a rather nasty edged 3 inch pine tree sticking out the top, strategically gets placed on the floor by my youngest son. In just the exact area my foot will land ON when I accidentally slip off the couch I've been standing on. Quick fade to black, as bottom of my foot makes contact with the three inches of said resin tree. Followed by sound of squishy breaking celery sound, a rather loud 310 lb thud on a 121 year old wood floor. All followed by very loud random vocabulary that would make a salty sailor proud.

Forward to an unplanned and rather unproductive 8 hour trip and \$25 Co-Pay to Urgent Care... Sitting in the waiting room patiently waiting to be seen (as you are slowly allowed to bleed out by the admitting staff) you're not inclined to do anything else too exerting, as you're repeatedly passed up by others more in "severe need", such as the executive secretary that has a horribly broken nail. After finally getting admitted to the exam room 2 hrs later, I was told by the doctor that I was lucky that I had come in and had socks on to assist the tree "extract itself" and that I didn't need a trip

to the hospital to have surgery take it out. Now the next problem: its exit has left a rather nasty ragged roughly 2-inch wide, 3-inch deep wound in your foot that (which due to it like looking like ground beef), can no way in hell be stitched shut. So will of course need more specialists (expensive) give their 1 minute opinions on what to do next. 4 hours later and the verdict of 3 doctors who left with that "I'm about to gag" look, after seeing the mess a rouge resin Christmas Tree can inflict on the human foot - the doctor announces we are going to take the age old route of pretty much bandaging the whole mess together, pump you up with a butt load of Military grade meds and hope like hell nature can take its course to naturally close that abomination of a hole over the next month you'll be out of work.

My reaction to this in a cloudy pain filled realization: WOW ! I have a month of model making coming !

Forward to the following day after the said Hospital drugs wear off and the weaker generic home prescription drugs take over... Sitting on a couch with your foot up elevated, drugged up on pain meds (that don't really work) does not promote serious modeling no matter how hard you try, and is an experience I don't recommend.

It's a formula that adds to the already ongoing pain you're in. Everything drops out of reach, you can't concentrate and a banged up foot seems to act like a magnet to any object daring to hit it no matter how big of a no-fly zone you put around it.

Now comes the subject of this Article and fate coming together...

So while sitting there trying to work best I can in a medically induced stupor, my oldest son Mark comes in and begins to watch dad attempt the joy of modeling. We begin settling in, innocently working away talking airplane and model shows.

Dad, what's the next model club contest we're having ? - Answer unfortunately forgotten to the ages.

Dad, if you could do one of the monthly contests what would you do ?

Me: Oh, X-planes, One Ups stuff like that, weird-really weird off the wall stuff.

Like ?

Me: Well, like carrier planes, drop ships, one ups, drones etc....

What would you call it ?

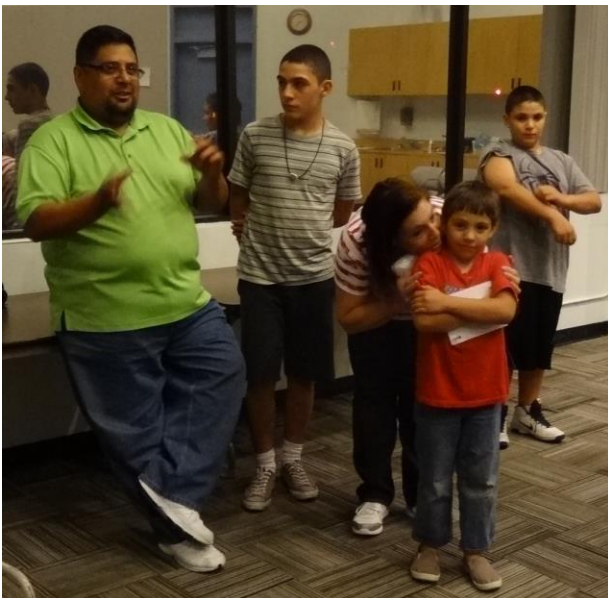
Now as destiny would have it, at the same exact moment the question mark is placed, the sun, moon and planets align with karma- my son bangs the aforementioned bandaged foot HARD. Next comes pain shooting up from my leg to my brain like " follow the NOS injection to the engine combustion " shots in " The Fast and The Furious Movies ".

Reactive curling up to a seated fetal position which causes a secondary bang as the tray falls over causing model parts, tools, hobby knives and bottles to be flying everywhere **-and out it comes.**

"YOU-MOTHER-(biting lip cutting off last word)...!"

So there you have it, starting from the innocence of Christmas to its spontaneous creation in the heat of summer, thanks to my foot and that Christmas house tree, birth of a monthly contest theme. Funny how things happen that way.

Forward to a year later... I'm still picking up after them, and the theme song of "Jaws" is for some reason playing in the background behind one of the most recently acquired Christmas houses...



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 – June's editor, Mick Burton (don't forget, this month we have others who haven't forgotten...)

“NOW and THEN, It Becomes Necessary to Shoot The Editor and Begin Publication”

As it happens, this issue TAMS ended up planned week ahead of the June 2016 SVSM meeting with RJW article and Rich Pedro's return to the Styrene Sheets by virtue of this new (to him) vehicle, already in the galleys. Then our meeting happened, YOU MOTHER Club Contest turned out ever better than Editor's layout optimistically forecast, and the original "WAYBACK" decisions went completely into unworkable mode. Thusly this issue has now passed the deadline set by the creator and gone into overtime. Making him paraphrase an old maxim from his "pro work".

As he first encountered it in the Golden Age of Modern Electronics (too many decades ago to reveal here), this was apparently an axiom borrowed from another "tech industry" (either Auto or Aircraft, no one could tell him surely) His "big boss", the VP of R&D, whose door literally outside in hallway he (Editor) he was drafting desked at, had this prominent red/white sign, that Editor recalled seeing at prior employ two jobs ago, and had now gotten idea of well the spirit from whence it came. Having now worked in Inventory, Shipping, Materials, Mfg Engrg and plenty of time already with "Change Orders" before going into R&D, Editor had "hands on with others" dealing with why stated: "In Bringing Life To Every Product, It Becomes Necessary to Shoot the Engineers & Begin Production"...

On that muse, motivates me to shape out something swiftly, while also keeping the promised "launch article"

Lastly, a note now that you may go to my Editor's Archive Home Page at www.mickbmodeler.com to find uploaded the referenced *items in full* you find in this month's WAYBACK Machine. Of course, in PDF format, from scans of copy mailed out to membership, not the digital or typed hardcopy originals, so forgive me now if they're hard to read.

The JUNE 2016 WayBack is divided into the "3 decade retro look for a month" section, and a few specific snips of a 1995 year Styrene Sheet that provided much useful material. Including complete article "teased" in May TAMS promo

NOW review: 10, 20 and yes, THIRTY years ago the month of JULY, the "cover articles" for monthly Newsletter.

Alan Wolcott, still Editor for the **July 1986** works the magic by swiftly covering a brief of June Meet in two pages. Then leaves it to then VP Rodney J. Williams (name seems to crop up here and there...) and Brian Geyer to fill in the remaining pages. At the time, IPMS Fremont was on schedule to do the Region Nine Regional, the month after the 1986 IPMS Nationals hosted by IPMS Sacramento ! So of course Rodney's writeup is promoting efforts for the SJSJSM hosting of 1987 R-9 Regional ☺

Brian Geyer gives what one would call "honest & with the bark off" review of the Hasegawa 1/32nd scale Grumman F6F Hellcat. If you ever knew him or meet him now, you'll soon enough find out how passionate he is about certain aircraft and models of them. You simply must read this review for the full effect, and also see how reviews by IPMS R-9 folks don't fit the "fawning, nary a problem 'cause we love the Model Company too much to call BS" mold that sometimes even today, IPMS USA gets accused of. ☺

SAN JOSE SCALE MODELERS



San Jose
Chapter IPMS

JULY 1986

Next Meeting: July 18, Friday
Time: 7:30 - Juniors Workshop
8:00 - Ye Ole Business

Location: Mercury Savings
19376 Stevens Creek Blvd.
Cupertino

June Meeting Review -

Well, was the June meeting ever a turnout from the May meeting. Things sped right along, smoothly and calmly with members very cautious about commenting.

Rod asked for Judges for the evenings quarterly contest and got six volunteers. Rod also reaffirmed details and procedures for the Nationals at Sacto. Norm Engle's cancellation of his sale was noted. It is likely to go on shortly after the July meeting. The next days Sale & Auction were discussed.

Next came voting on several issues. Dues were discussed, a vote was taken on raising (adult

only) dues to \$10.00 per year - accepted 34 to 1. This is effective immediately. As for our Regional contest in Feb. 1987, the trophy package described in the last newsletter was approved by 32 to 2, with one abstention. The Milpitas Community Center was approved as the prime site choice by 32 to 0.

Next was a nice long break for the judges to earn their titles and for the entire audience to view and vote on the models in the contest. Just over half those attending turned in a vote with the overwhelming results for 3 models. 1st went to Matt Matsushita for his Avenger (altered since our Feb. 86 contest), second to Ron Van der Grift's vacu-formed Savage, and third to Andy Garcia's Voodoo.

The audience requested that both Matt and Ron describe their models and their construction, which they did with the full attention of all present. I apologize to the winners of Best Finish, Detail and Operating Features as I did not get their names down.

We had two new members, Pat Levy-Salleguillos, who has already won some of our contests with his highly modified battleships, and Larry Gross from Morgan Hill, interested in everything, but primarily A/C & cars.

Do not forget the Nationals at the end of this month. Same weekend is the IMSA Camel GT at Sears Point Raceway in Sonoma, where I will be busy pit-crewing.

IPMS/Fremont is hosting the Region 9 IPMS Model Contest & Expo on Sunday, Sept. 21, 1986 from 10 AM to 4 PM at the Newark Hilton. For information, call 415/451-4066 or 651-4383.

At this meeting, John Sciaccero will be selling LOTS of literature & some models. Prices of Lit. should be very reasonable as he asked me to use the word "Dumping".

Rodney & Brian finish the issue while I relax.



THE STYRENE SHEET

Vol. 30, No. 5

July 1996

Straight-winged wonder: Hawker's Sea Hawk

By Bob Miller

Hawker Sea Hawk: evocative name, isn't it? The name was in the best British tradition, and the aircraft fit Sidney Camm's tradition of graceful birds going back to the *Fury* and the *Osprey* of the 1930s. The Sea Hawk's nice lines first caught my interest, but it also rates a spot in history as the Royal Navy's first effective carrier-based jet.

The design originated in 1944 as a proposal to the RAF, but it was the Fleet Air Arm that ordered it.

The powerplant installation was unique, looking at first glance like a twin-engine jet.

The two wing root-mounted exhausts mirrored contemporary twin-engine jets like the FH Phantom or F4U Corsair, but the Sea Hawk actually mounted a single Rolls-Royce Nene, the same engine that, as the Pratt & Whitney J-12, powered the F9F Panther. Several references claim this unorthodox exhaust arrangement was chosen because it allowed two fuselage fuel tanks to be installed near the center of gravity, which obviated the need for drag-inducing wing tanks.

However, Robert Jackson in *Combat Aircraft Prototypes Since 1945* writes that the design was chosen to minimize tailpipe engine thrust losses. This might be credible; designers chose some odd solutions to minimize tailpipe length in such contemporaries as the F9F, *Vampire* and *Sea King*. The Sea Hawk design had to be exceptionally well done, or the losses in thrust from two 90-degree bends would cost more than the shortened tailpipe would save. Whichever the real reason, the idea worked well.

It's tempting to compare the Sea Hawk to the F9F. The F9F



A Hawker Sea Hawk, prior to its delivery to a Fleet Air Arm Squadron. The pilot gives a nod of the small size of the airplane.

design began in 1946, some two years behind the Sea Hawk, but the F9F first flew on Nov. 27, 1947, barely behind the prototypes Sea Hawk on Sept. 2. Development was slow in post-World War II Britain, also. The first production F.1 didn't fly until November 1951, when the F9F was already in action in Korea.

The Sea Hawk was about a foot bigger in span and length and about 1000 pounds lighter, but performance was essentially the same as the *Panthers*, varying more within models than between the types. Sea Hawk production reached 542, a rather modest number in comparison with the *Panther* (1349), but it was exported to Australia, the Netherlands and Germany's Bundesmarine, and it was used aboard India's aircraft carrier *Vikram* until replaced by *Sea Harriers* in the 1980s, an amazing record of longevity for a first generation jet that makes up for its slow start.

Even then, the story didn't end. In the mid-'50s, Hawker was looking for work because of the cancellation of a project they had been counting on to pay the rent for the next several years. A French inventor had proposed extracting shaft power from a jet engine to drive blowers that would give a bit of extra lift to a STOL aircraft, and two of Sidney Camm's assistants, on pondering this idea, realized that if you could successfully split the core engine exhaust and deflect it downward through rotating nozzles, you might solve the heretofore intractable problem of a practical VTOL jet.

Could that double 90-degree bend be done with low enough loss of thrust? Been there, done that! The concept had already

Continued on page 6

JULY 1996 sees this cover article on one of Editor (then) Chris Bucholtz's favorite straight wing jets. By one of our more prolific and varied article producers, dear Robert "Bob" Miller. Also known to several of us as "NACA Bob". More on that score, here soon.

I can't stress enough, my recommendation that you readers go to this issue and read it entirely. Editorial by Chris is one reason, it's a splendidly topical piece for matters IPMS USA today that I may still revisit.

Regarding one John Noack of the IPMS USA HQ, a familiar namer to perhaps some of you as he is now returned to that fold this year as Director of Local Chapters, and his "100 Percent USA Membership" Plan. If you've ever wondered where my attitude of "Club Fed" (IPMS-USA) VS. "Club Med" (your own Local Chapter(s)) came from, read and meet one of the larger black holes who fostered this philosophy.

There's also an excellent large article by Jim Gordon on detailing a 1/700 USS Cleveland from Skywaves, model ship articles do and did then show up in our "Club Med" newsletter by others besides "Haze Gray Admiral" Bert McDowell. Who also provides work on "Re-planking your WW2 Carrier Decks in 1/700" in first of two part article here. Santa Maria Air Muse Is visited by Jeff Hargis with a great photo-essay. **Rodney Williams' "FIRST ARMOR MODEL"** is in here, a now legendary M-47 Patton in some circles.

"NACA Bob" had another article in this issue, one he attributes being due to one Mike Burton's challenge in an earlier issue Book Review. See this "Memories of Moffet" for first of two parts on his "Bubbletop Beast"

BEST PART YET- "Young Randy Rothaar" provides first article on his series of splendid helicopter converts which he still performs with seeming effortlessness now. If you've ever wanted a USCG HH-3F Pelican, Randy shows you how to find one from an SH-3 Sea King kit. Chris Bucholtz's minutes for the June meeting happily recount "we had NO BUSINESS TO DISCUSS" which for some, still seemed a nearly an impossible occurrence

JULY 2006 with Jared Bishop now at the helm scribing his first editorial bemoaning "dearth of articles" barely after his taking helm from John Heck. This issue has the aspect of being best described as "The TomCat Issue", a focus that has been employed by Editors fore and aft. (i.e., practiced by others in the future and in the past).

Another fun aspect to looking up this particular issue, is the contest calendar (then the 10th AVG Desert Classic, and 2nd Kings County IPMS Classic, sadly only one of these is still ongoing a decade later) and the minutes of June 2006 meeting. (Kranz's Peterbilt, Chris Zanella !)

THE STYRENE SHEET

Vol. 40, No. 04 www.svsm.org July 2006

"I got the need, the need for speed"

By Jared Bishop

I love tomcats. Why I don't know. I think I've been brainwashed. I have seen them everywhere. Most notably I've seen them in Top Gun. I think that some of it has to do with their use in Robotech. Robotech is an 80's anime cartoon that has jets, which look like a tomcat and transform into robots.

Gun. There also seems to be a bit of sibling rivalry between the pilots of the F-14 and those of the FA-18.

The FA-18 was built to replace the F-14. Even though it's an old bird the replacement still can't out class the Tomcat with speed and in my opinion looks. The F-14 clocks in at March 2.34 while the F-18 Super Hornet maxes out at March 1.84. In



Or maybe it was G.I. Joe, where a robot Skyfire is a copy from the anime cartoon Robotech. Then there is the television show Jag, which also uses some footage from Top Gun. However if I got here I can't get it out of my head. So I guess I'll build a model of it. 17 of them to be exact. Well no, I started 17 of them. I've only actually finished four of them. 3 1/32 Revell and 1 1/48 Hasegawa. I'm working on one 1/32 Tamiya and my 1/320 Tamiya Enterprise.

Hasegawa 1/48 VF-103 Jolly Roger. This front view show off the wonderful curves that make this model so appealing to build.

any case the F-14 was built on the back of the F-4 Phantom II to replace it. In the end the Tomcat seemed to be a great stepping stone in advancing our lighter arsenal. Taking the advances in technology to the digital age the F-18 may take over where the F-14 left off. As far looks, well I believe the smooth curves and long wings give it a very exotic look.

From the banks I've read Tomcats have not seen much air to air combat. Too late for Vietnam and too old for Desert Storm. It was however credited for 30% of the kills while in Kosovo. It is my understanding that in its final days it was limited to bombing runs, and surveillance. Now they're off the carriers and moving into museums and air shows. I've talked to a few Tomcat pilots that said they joined the Navy because of the movie Top



I found information on 5 variations of the Tomcat, F-14A, F-14A+, F-14B, F-14C, F-14D. In the final days of the Tomcat there were a few F-14Bs including VF-103 Jolly Roger. The majority of them have been upgraded to F-14Ds. On the F-14A they use Twin Pratt & Whitney TF30-P-31A turbofan engines. F-14B, C & D use Twin General Electric F110-GE-400 turbofan engines. On a kit this is the major difference you'll see.

So on to the kits. The Tamiya
Continued on page 3

"OKAY, NOW ON TO THE NEXT WITH TIES BOTH PAST AND FUTURE"

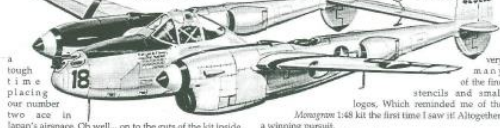


THE STYRENE SHEET
Vol. 29, No. 1
March 1995

En-Lighting kit information about the P-38
By Mike Burton
Part 6 in a series

(Editor's note: In this installment, Mike wraps up his discussion of the plane that changed the fighter's role from that of a pure interceptor to a "jack of all trades." This is the second part of his analysis of kits of the P-38, starting with the newest kit, the DML 1:72 kit.)

1:72 DML P-38 Lightning (Golden Wings Series)
"Golden Wings," indeed! This little P-38 retails for over \$169 I got one anyway because DML's box art really tugs my heart. Our editor kindly points out the scene depicted is likely made up of whole cloth, as Tommy McGuire in "Dudley V" is being rolled by a JM Kadon over what appears to be a homeland harbor. I don't know if the ace ever met a Kadon, but even aviation historians will have



have detail inside, are thin, and include main actuator arms/hinges. Each wing mold has a top outer piece carrying solid flight surfaces (again, this aids re-positioning of the control surfaces) with a bottom outer inset. The outer horizontal stabilizer is a lovely thin single piece, with a similar quality in the stub struts. Supercharger plumbing, inner pylons, antennas, and stabilizer counterweights are all one-part moldings with high quality.

The propeller assemblies consist of single blades, backplates, and spinner caps. The canopy is well made, but would not be easy to cut and reposition in the open mode. The payloads provided are two drop tanks and two of the well-known 50-caliber "V" ones. There are decals for ONE plane and "Tusday V."

The decal sheet includes:
42255
very small
of the fine
stencils and small
logos. Which reminded me of the
Monogram 1:48 kit, the first time I saw it. Althoughter, a winning pursuit.

So what's the catch? Two things seem to stay with me... I really like this kit now, but I didn't at first opening. I deliberately did not peek inside before purchase, to get a true reading of "perceived value." My first take: this was a triumph of marketing and sales, a low save kit spotted by a too high retail price. The subject matter is popular, as is the scale, but the likelihood of seller sales for this kit is still iffy because it looks a lot more like \$11.75-\$13.25 material. Of course, mail order cuts down on maybe even below this, but this plane is as much a staple of World War II as the Mustangs, T-boles, Spitfires and Bf-109s that keep hobby shops selling kits.

The other best: the surface finish! These beautiful recessed details are great but are ruined by the "eggshell" of the plastic. The rest of the box kit is a natural-metal finish, yet to achieve this with current materials will mean having to sand and polish the eggshell to a high degree of smoothness. I don't see how that delicate scratching is going to survive. Okay, sure you

length time placing our number two ace in Japan's airspace. Oh well... on to the guts of the kit inside.

It's not a great start when you find a "corrosion" slip mode. The kit instructions lacked any detail of the propeller blades which come separate of the hubs, so the addendum shows you how to turn the blades for the left and right booms.

Overall, this is more delicately molded than any other 1:72 P-38 kits I've seen. DML's effort is full of nice little works. The cockpit is a relief molded tub with seat head rest, pedals, and main panel all in single pieces, and the control column is two parts with the "wheel" separate from the stick. The center post is broken down as the nose is separate, and the gun barrels are loose. The booms have the rudders solid on the outer halves, so if you press the light switches there they can't cut away. The cooling scoops have separately-molded fronts, and the main intakes in front use the same way, though an "F" wouldn't use these booms. The gear bays are relief-molded tubs with an extra bit of plumbing supplied loose, and the gear legs are all multi-piece with separate one piece wheels/tires. These have good tread/spoke detail. The gear doors

Continued on page 9

March 1995 shown as cover, so that 1) if you look it up in Editor's Archive, you'll know on sight of the PDF open, you're finding the right one 2) another chance to shamelessly self promote by the current Editor. I have collected for a possible future series, the majority of articles done by yours truly for this publication over his membership, prior to resuming as Editor. Scary, really.

While this "P for Pursuit" article series may still retain some material for the current reader, this 2nd of two parts on the P-38 article is only relevant now as cover reference. Inside though, are TWO definitely topical and timely to now writings, from alumnus Prez and expatriate Bill "C2C" Dye and from me.

ELECTION STUFF

(Editor's note: March is the month in which we elect new officers. As of this writing, only four candidates had been nominated—Bill Dye for President, Jim Lewis for Vice President, Bill Ferrante for Treasurer and Chris Bucholtz for Secretary/Editor. Here's Bill's statement of candidacy.)

Although there were no other nominations, I still feel it is fitting to make a statement pertaining to my candidacy for President.

I have enjoyed being a member of the San Jose/Silicon Valley Scale Modelers for several years. The recent change in the meeting format emphasizing model talk and show & tell has been favorably received by all of us. As your new president, I intend on continuing this format to keep the meetings light and enjoyable.

What has impressed me about the Silicon Valley club is the acceptance by everyone of the diverse modeling interests—armor, dinosaurs, airplanes, ships, figures and, yes, egg model-

els! Speaking of egg models, I will be promoting one or two wild, wacky (whimsical) club meeting contests that might give us all a break from our other projects and get the smile muscles working even more.

The terrific quality of last year's annual contest, produced by Mr. Mike Meek, is exactly what my running mate, Mr. Jim Lewis, has in mind for '96.

I want to be President of Silicon Valley Scale Modelers because I feel an obligation to contribute to the club. My running mates and I will keep you interested in models, modeling and Silicon Valley Scale Modelers. I would appreciate your vote for me and for: Jim Lewis, Vice President; Chris Bucholtz, Secretary and Bill Ferrante, Treasurer.

Bill Dye, Candidate for President,
Silicon Valley Scale Modelers

As Bill points out eloquently, we're as successful in longevity due largely to our members and their diversity!

What SVSM election night might hold in store

By Mike Burton

(WARNING: this is an opinion piece whose views are solely those of its author, not SVSM)

Yes, it's upon us, a fearsome burden of club contest business that arrives in February and lasts until March every year, it seems. Oh, not our annual model contest. It starts and ends in the same month. The nomination and election of new club officers is the contest I mean. We do have some interested in running (for the door...oops) for the positions that come open this year.

Our intrepid treasurer, Mr. David Sampson, after much service (he was Editor/Sec. not so long ago) will be rejoining us Loyal Throwers of Rocks & Bombs in the audience after the March election. Our current editor/secretary, Mr. Chris Bucholtz, is out of his mind, and has agreed to remain in office for a THIRD full term. It will be a new record for us at SVSM, and if you wanted to run for this office, well...

Our fine vice-president/contest director, Mr. Mike Meek, will be vacating his office this year. Last but not least, the current president, Mr. Jim Lewis, has term limits pressing him.

At the February meeting we must nominate for the open slots. We face the possibility that unless someone really wants to run, our constitution requires a vote right away to amend it, allowing the President to succeed himself (for this term). Not necessarily a big deal, since any member can propose change to make this permanent, or limit it to a case by case basis or (perish the thought) give it a sundown clause, good for this one time without us having to make a damn constitutional convention out of our meetings hereon.

The club has managed for many years to keep operating with the President as the only term-limited office, but nothing says we can't try something new in the next year and leave it at that. So either someone tosses their hats in the ring or I for one will propose a one-term "Indian Summer" amendment so if the President wants to run again this year we can vote for him.

Beforehand, a motion to limit ALL this business to one minute of discussion from each paid member present (no proxies or sharing) may arrive to insure we don't waste a meeting night, so come prepared to act quickly. There's models on the table!

That is a truth in fact that this Editor and also a former President, understood well then too.

Sharing the March 1995 Editorial Page was one Mike Burton, who reminded everyone of how our (then and now) chapter infrastructure works in skeletal form (the rules of it all) and the full red blooded flesh of things. Namely, how it's members like then outgoing Prez Mr Jim Lewis, VP Mike Meek, Treasurer David Sampson and returning (then for a third term) Editor/Sec Chris Bucholtz, being willing to be taking on the extra & constant responsibility of being Club Officers, that make it HAPPEN

And without a doubt, adding the emphasis here that it also is in fact that there are members who would take the time to write articles, share photos, memories, thoughts and often very controversial/contrary opinions, that put the LIFE here.

Again, in this very same March 1995 issue of the OSS, you will find this especially fun and specific local interest piece, by none other than "NACA Bob". **GO READ THIS, YES!**

What finally closes out this edition of "WayBack Machine" is the complete (and best I could do, "sharpened" digitally" article by one Rich Pedro, on our improving your airbrushing. I suggest you open this March 1995 for a read "to the end" as you'll find out Rich also got Model of the Month in June, in a very fine & original manner. Bee seeing you. - mickb

The day the NACA bombed Milpitas

By Bob Miller

When I set out to describe some NACA-Ames airplanes that I suggested as good modeling subjects, there was one I planned to save for myself. But, I am slow to finish anything, and at my age, I may never get there, so, what the heck...

Photos are occasionally seen of a P-61C and an F-15A Reporter with a streamlined, aerodynamic "shape" mounted like a torpedo under the center nacelle. These came from around 1947, when transonic and supersonic testing was being done here by dropping shapes from high altitude and telemetering the data. A parachute opened later to save the model, but it still finished the flight by spearing its nose probe well into the ground.

NACA appeared to have first used the technique at Langley's Wallops Island range in about 1944 or '45, but I haven't yet found the first reports. In 1946, "Bomb-Drop Tests," as they were called here, were proposed at Ames, and

charger packs well, but the aft end details are missing. The Reporters were pretty obscure birds, so this represents a unique opportunity to model one with a story, as well as NACA test markings. These included, for the -C, the white block "TEST" atop the right wing.

It gets a bit speculative, but you could model the combination with a P-61A. Ames' Seth Anderson, our ultimate "Corporate Memory," says that while the actual tests were done at Muroc from altitudes like 45,000 ft., the first checkout drops were done out of Moffett, in empty areas to the east. The actual release was by a mechanic in the third (radar-operator's) seat, with the pilot up front and the crew chief or one of the project people riding the second seat. Since the mechanic doing the actual drop saw nothing out front, he had to be told when to release, and hand signals were agreed on. I presume as a backup to a lost-intercom situation. (This gets interesting because, as Monogram models their 1:48 kit, there are two



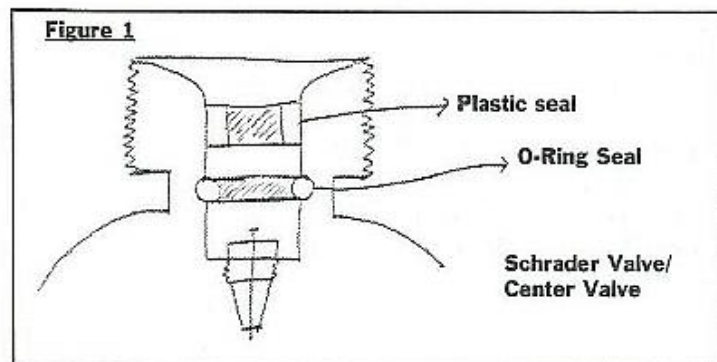
F-15A-1-NO Reporter 45-59300 is shown with an aerodynamic test shape. This plane was delivered to Ames on Feb. 6 1946, and served until October of 1954, when it was salvaged by the Navy.

Using backup tanks for constant air pressure

By Richard Pedro

Do you spend a lot of time fidgeting with the air pressure on your compressor, or adding thinner when you really shouldn't have to? If you answered *yes*, or even paused to think about those questions, this article may be the solution to your air compressor woes.

Those of you that have a hobby-size compressor know what a dream they are. Their small size and somewhat quiet operation makes them perfect for those who have little room to store a full-size compressor. But the small size is their main drawback. These little things can only supply so much air to run our airbrushes. Oh sure, for those little jobs they operate just fine,



but for the larger jobs you begin to notice what many call "sputter." Compressor sputter may botch your paint job with an uneven coat.

How do you get rid of this nuisance? As far as I know, there are two options: become a paint brush god, like Larry Roberts, and hand paint your model, or build a reserve tank for your compressor. The theory here is that by directing the air into tanks like those found on real compressors, you can virtually get rid of the dreaded compressor sputter.

The pressure coming out of the tank will be almost a constant. Just for fun, put your pressure regulator with a pressure gauge on your compressor and while it's running watch the gauge... All over the place right? By the way, how would you know what pressure you're at if the needle bounces around from 20 to 45 psi while the compressor is running?

Before I begin, I have to confess that the idea of adding the tanks to the compressor isn't mine. It's a modification of the original that I saw, so I have to give credit to Chuck Davenport, Director of Publications for the IPMS. The original set up can be seen in the Video Workbench *Model Finishes & Painting Techniques*.

For the videophiles in the club, this series of "how to" videos is an excellent reference source. It covers many different techniques, including battle damage, forced panel lines, weathering, fiber optics, and so on.

This article was also written as I built the first prototype, that way I wouldn't forget anything, when it came time to type everything.

PARTS LIST:

- 2 propane tanks (essential)
- 1 water trap, pressure regulator & pressure gauge
- 2 wood bases for mounting the setup

- 4 pieces of 1" x 1" pine, wood dowells, or threaded rod for mounting
- Teflon pipe tape or pipe dope
- Bailing wire or nylon ties

2 TANK VERSION:

- 1 1/8" brass tee
- 3 1/8" drain valves
- 2 1/4" flare x 1/8" fpt elbow
- 2 1/4" x 2" fpt brass nipple
- 2 1/8" x 2" fpt brass nipple
- 2 1/4" fpt x 3/8" compression fitting
- 1 ft. 3/8" copper refrigerating tubing

1 TANK VERSION:

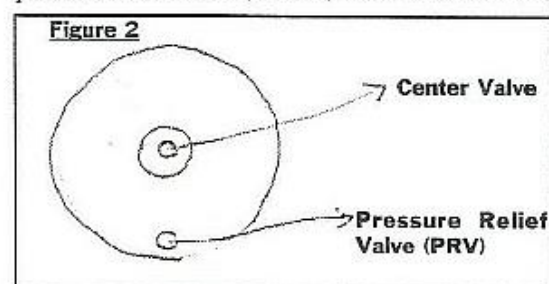
- 1 1/8" x 2" brass nipple
- 1 1/8" brass tee
- 1 1/4" fpt x 3/8" compression fitting
- 1 ft. 3/8" copper refrigeration tubing
- 1 1/8" x close brass nipple

STEP 1: PREPARATION OF TANKS

ITEMS NEEDED: empty propane cans, needle nose pliers, stiff wire, Dremel tool with fiberglass cutter, 5/32 solid brass rod, adjustable pliers.

The main item is the propane tank. If you have one that's not quite empty, you will need to empty it first before starting. Have a barbecue with some of your SVSM buddies.

Before you begin, some words on safety. While removing the valves & cutting always wear safety glasses. Absolutely NO SMOKING while working on the propane tank, just in case there is some fuel left over. Work in an area that has plenty of ventilation, since you don't want the gas (if any) to



accumulate as this could be a fire hazard.

Begin by removing the seals (Figure 1).

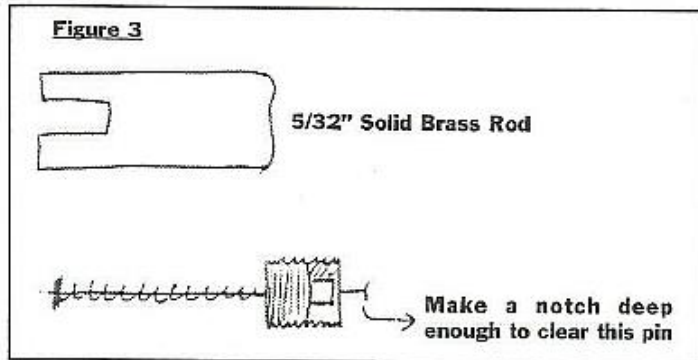
Use a stiff wire and

pry out the plastic seal, then bend a hook in the wire and lift out the O-ring seal.

Now that your tank (or tanks) is empty, you're ready to begin. At the top of the can there are two valves (Figure 2). Both are similar to the schrader valves found on bicycle tubes and car tires. Remove the Pressure Relief Valve (PRV) first, because it's the easiest to get to. With a small pair of needle nose pliers, grip the PRV and rotate it counter clockwise (Remember: Righty, tighty; lefty, loosey). For safety, point the PRV in a safe direction, away from your body and others, just in case there is some excess pressure that may blow the valve out. Save the PRV.

Next, remove the center valve (CV). Needle nose pliers won't remove it, so you will need to make a tool. Take a 5/32" solid brass rod and cut a notch in it with the Dremel tool

(Figure 3). Remember the PRV from earlier? Use this as a "master." Periodically check that your notch fit over this valve, and be sure the notch is deep enough to clear the pin in the PRV (Figure 4). Fine-tune your notch with a needle file. Take your time and don't forget to wear safety glasses while cutting.

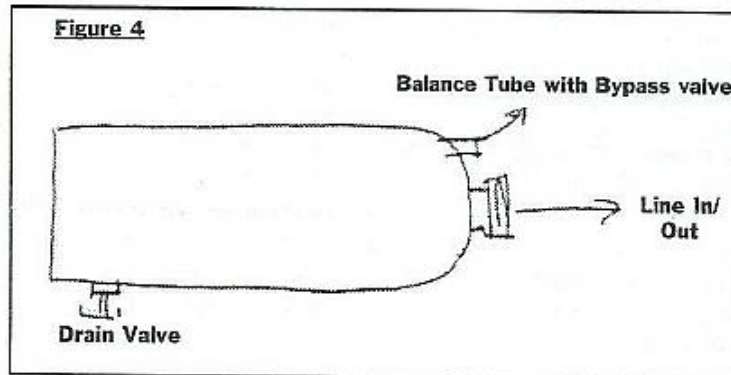


Using the adjustable pliers turn the CV counter-clockwise until the valve falls out.

STEP 2: SETTING UP

ITEMS NEEDED: Drill bits up to the size of the outside diameter of your pipe (about 9/16" and 3/8"), oil to aid in drilling, depressurized canister.

Drill out the two holes on the top of the canister. Work your way up gradually to the outside diameter of the pipe that you will be using. Add a drop or two of oil to aid in the drilling. Most of the debris that falls inside the tank can be shaken out later. When the holes on the top of the can are drilled out to the correct size, pick a spot on the tank that will be the bottom and drill a hole that is about the same size as your valve. I recommend this set up (Figure 4). This will be used for the drain valve. This drain valve allows the removal of moisture from the tanks, just like in real compressors.



STEP 3: SOLDERING

ITEMS NEEDED: Silver solder & flux, propane torch, tank(s), sandpaper, wire brush, all fittings, safety goggles

NOTE: WELDING SKILLS ARE A MUST! If you don't have some experience welding, then I suggest that you find someone with experience to do it for you.

DO NOT BRAZE THE PARTS - I did this on the first prototype and the heat involved literally melted the fittings, although I did get a good braze joint. OhWell! Live and learn.

In order for the solder to stick, the surfaces need to be free of oils, rust and paint. Use a wire brush and/or sandpaper to clean the surface down to bare metal. Apply the flux to both surfaces and assemble them.

1. Take a 1/4" x 2 1/2" brass nipple and insert it in the center hole (This hole is for the line in and line out). Solder it in place. Repeat for the other tank.

2. Take a 1/4" flare x 1/8" fine pipe thread (fpt) 90 elbow. Insert this into the PRV hole and solder this in place. Don't repeat yet.

3. Solder the drain valve(s) in place. Try to keep these as low as possible in the tank. That way almost all of the water can drain out.

4. Let everything cool down and inspect the solder joints. They should be clean and strong.

5. Dry fit the balance tube/drain assembly on the tank completed in step 2. Take this and use it the positioning of the second 90 elbow. Take note of its position. Disassemble and solder into place as in step 2. Repeat step 4.

STEP 4: ASSEMBLY OF TANKS

ITEMS NEEDED: Teflon tape or pipe dope, prepared tank(s), remaining fittings

NOTE: I made my setup with two tanks, so I have a balance tube between them. If you are using one tank just omit the balance tube, you will have a line in from the compressor and a line out to the airbrush. At the end of this article there will be a drawing of a general one-tank setup.

Wrap all threaded portions of pipe with teflon tape or pipe dope. To keep the tape from unwinding, wrap in a clockwise fashion (Figure 5). Because all of the fittings are NPT (pipe thread) they **DO NOT BOTTOM OUT** like a nut on a bolt. Rotate the fittings together until snug,

then with some pliers or pipe wrench turn the fitting in the direction you want the final assembly to be. **DO NOT OVER TIGHTEN—IT MAY STRIP THE PIPE AND/OR FITTING**

ASSEMBLE AS FOLLOWS:

1. Take the brass "T" coupling, insert two brass nipples and breeder valve as in the exploded view. Do not snug together yet.

2. Connect the tanks with the balance tube assembly and snug them together as explained earlier.

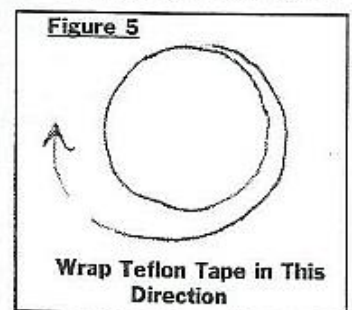
3. Use a 3/8 CMP (compression) x 1/4 FPT elbow. This will be the line in from the compressor. At the compressor head, if you don't have a threaded fitting already, you will need to attach one. Use a 1/4 x 2 brass nipple, on the end use a 3/8 CMP x 1/4 FPT elbow at this end also.

4. Leave the pressure regulator/gauge and water trap off until everything is assembled to keep from damaging it.

STEP 5: MOUNTING

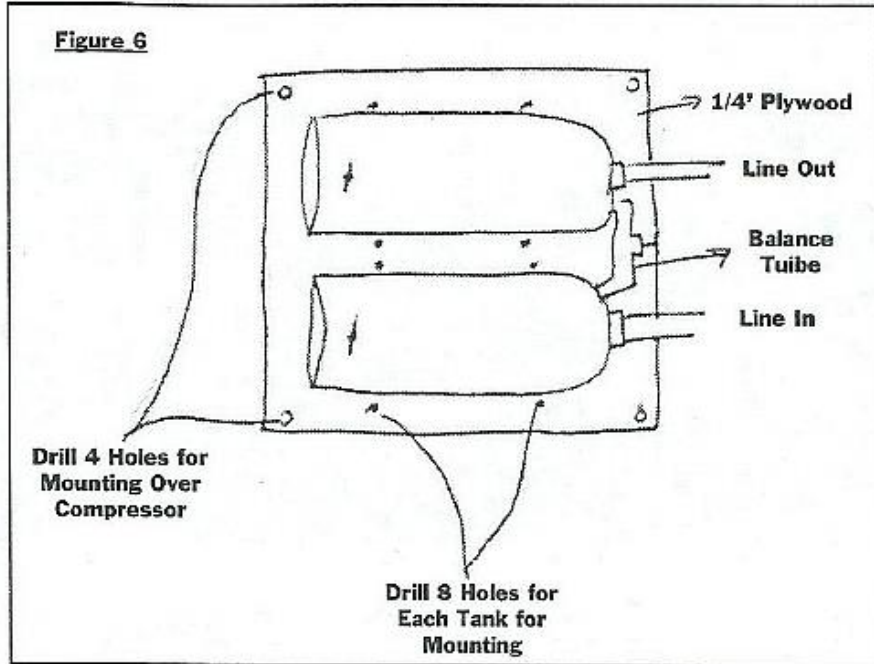
ITEMS NEEDED: 1/4" plywood or similar item, compressor, partially assembled tanks, bailing wire or nylon zip ties, rubber padding, drill & bits, something to mount tanks above compressor (such as threaded rod, 1x1 pine stock or wood dowel).

Figure 6 shows the overall setup to mount the tanks on the wood. Lay the tanks on the



wood to get an idea where to drill the holes. Drill four holes in the corners of the wood for mounting later. Drill two holes on each side of the tank, for a total of eight holes. Tie the tanks to the wood with bailing wire or nylon ties. If you want, for noise insulation put a piece of rubber between the tanks and wood. Mount your compressor to another piece of wood with nuts and bolts. You may have to drill mounting holes in the feet of the compressor. Take four pieces of equal length 1x1" pine, wood dowel, or threaded rod, and permanently mount the tanks

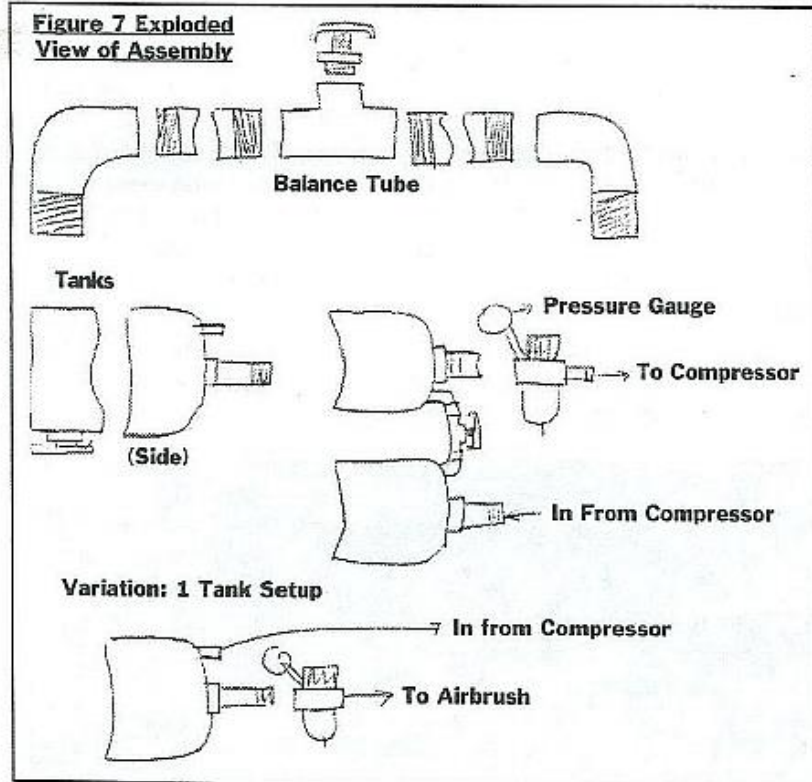
3. For those of you that have more than one airbrush, it may be a good idea to add quick connects. You will need one female coupler, for the compressor side, and however many male connectors for your airbrushes. Make sure that you get the same series of connector, i.e. Type M Female connector will only accept Type M male connectors. Failure to have the same kind of fittings may result in the connections leaking or not fitting at all.



Make sure that you get the same series of connector, i.e. Type M Female connector will only accept Type M male connectors. Failure to have the same kind of fittings may result in the connections leaking or not fitting at all.

OPERATIONAL NOTES, CAUTIONS AND ADVICE

- Figure 7 shows exploded views of the assemblies and general setup for a single tank.
- Before you begin to paint open the bleeder valve, so that the compressor will run. When you're



above the compressor. Be sure to leave enough room between the tanks and compressor head (about 4-5 inches). Also be sure to leave enough room so that you may drain the tanks from time to time.

STEP 6: FINAL CONNECTIONS

1. Connect the compressor to the tanks with a few inches of 3/8 copper refrigerator tube. Put the tube in the compression fitting and tighten.
2. Now connect the pressure regulator/gauge and water trap to the other CV location.

ready to paint, simply close the bleeder valve, adjust your air pressure and paint. When finished, open the bleeder valve and shut off the compressor

Don't let the compressor IDLE for extended periods of time w/ out opening the bleeder valve. Failure to do so may damage either the compressor, blow apart one of the solder joints on the tanks, or blow apart the airbrush line from excessive pressure. In turn, this may cause personal injury.

• Always, before starting to paint, drain the tanks of any moisture. Doing this, along with a water trap, will greatly reduce or prevent water contamination of paint.

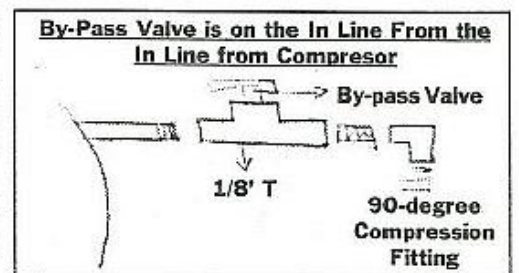
• To set the air pressure, depress the trigger of your airbrush to let the air flow. Turn your pressure regulator to the desired pressure. One side note here: for every 20-25 feet of air hose the PSI in the hose after the regulator drops approximately 5 PSI.

• Periodically check your solder connections for leaks, cracks, or corrosion. If you find any, FIX THEM RIGHT AWAY to prevent future problems.

• It is very important to remember that your tanks are not storage tanks like those in full-size compressors, where they shut off at a pre-set PSI setting and start again at a certain low pressure.

• For those of you who would like one of these setup for your own use, but you don't have the means to make one.

I am willing to build this setup for you. Please contact me at (408) 262-5412 between 5 p.m. and 10 p.m., and we can work something out.

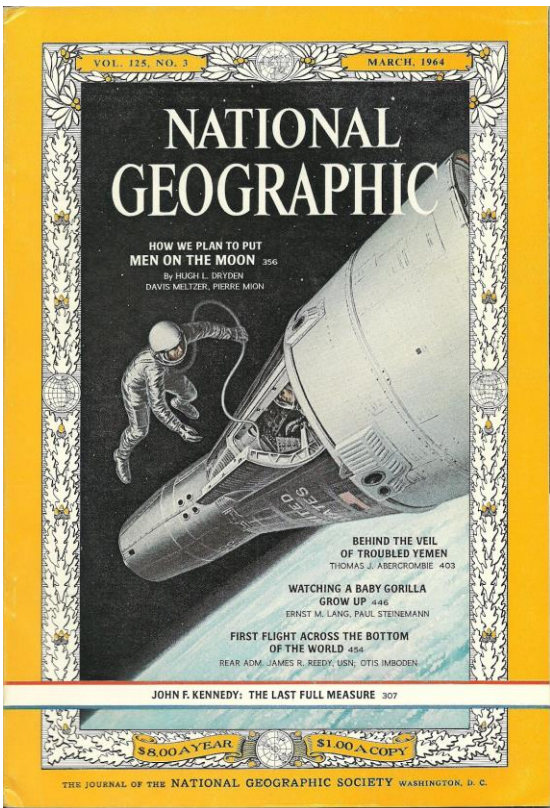


SVSM EDITOR'S CONTEST THEME JULY 2016 "APOLLO ASCENDANT"

My MANNED SPACE PROGRAM club contest model competition celebrating 50 years since first of the Saturn 1B launches to test USA's Apollo hardware took flight in Feb 1966



Now, of course, one canny modeler competitor or another will likely realize as I will blatantly point out, that definition does include a LOT MORE than MEETS the eye, so if you're not a "flaming tube fan" or "spam in a can orbiter maker", there are several options still open to you.



Say, the X-15, X-24, M2F-1, 2, 3, HL-10 vehicles with direct tie to US Manned Space effort. X-20 DynaSoar may not have flown, but it counts too, like the USAF MOL project.

On the off chance that you're still not quite with this, or really not a fan of USA space hardware/programs, remember there's plenty of other options still here

Russia and China for two.

There are others, but I can't do all your heavy lifting

FINISHED ENTRIES ONLY
ones eligible for awards, but all entries welcomed



SVSM PRESIDENT'S CONTEST August 2016 *"It FIGURES"*



AKA; "EIGHT IS ENOUGH REDUX" (return of the Max of 8 Parts Model)



Some days back (okay, try March 2006) we tried out this idea where any models entered had to consist of EIGHT OR FEWER PARTS. That was it .

Figures or ANY OTHER KIND OF MODEL SUBJECT, *finished* , for the purpose of entry into this utterly ridiculous gig (that's why it's FUN, okay ?)

And that's just how "It Figures" (an entendre of multiplicity less than 8)



2016 Far West Region Contest

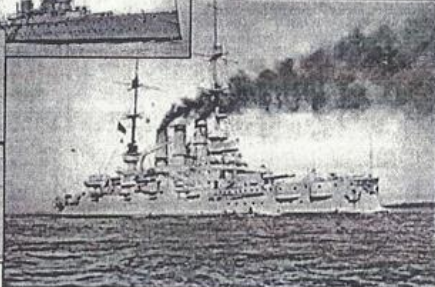
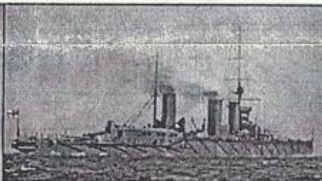
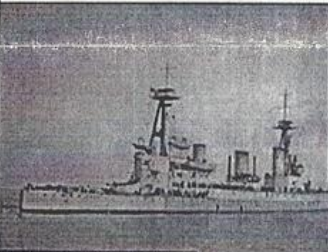
Theme: "WWI 1916"

Where and When

Saturday, August 27, 2016

Location:

Fresno City College
 (Cafeteria/Student Lounge)
 1101 E. University Ave.
 Fresno, CA. 93704
 (See Map on Reverse Side)



Brought to you by
 IPMS/Fresno Scale Modelers



OPENING SEPTEMBER !



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

**LOCAL EVENTS
VENDOR TABLES
2 BIG RAFFLES**

Date: Saturday - September 10th, 2016
Location: Desert Heights Elementary School
13948 Mt. Bismark - Reno, Nevada
9:00AM - 4:00PM

Entry Fee: Free to All Non-Entrants
\$5.00 for First Model
\$1.00 for Each Additional Model

Vendor Tables: \$20.00 (register early)
Contact: Neil Hulse for reservations - knk41063@att.net
Chapter Contact:
Douglas Summers
1045 Lasso Way - Fernley, Nevada 89408
(775) 835-0140 - ghpltd@att.net

Visit us at www.renohighrollers.com

AT OTHER END OF SEPTEMBER



TRI-CITY CLASSIC 12

Scale Model Contest and Exhibition



Sunday, September 25 2016

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

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



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



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

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

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

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

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

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

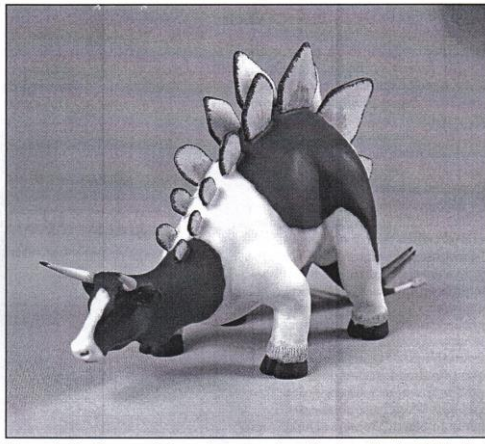
Free Admission to all spectators!

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

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

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

**COMING
UP
IN AN
AFTER
MARKET
NEAR
YOU !**



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

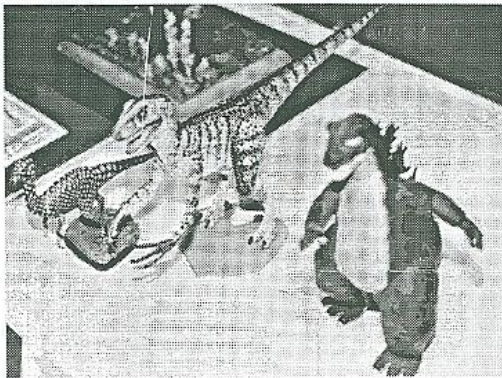


Walking on the Far Side with the Stegacow

Another Full Reprint of SVSM Member Article from

**WAY
BACK**

That was accompanied by this advert for another "Member's Theme" Club Contest (clipped above) to show again, how long our tradition of June being that, goes back



PLUS

Celebrating A July Show

Long, Long, Ago

*(easy enough to see that,
as Editor has mustache)*

MARK YOUR CALENDAR

*The NNL West Crew Has Booked 2-4-2017 for
their next Show!*

Based again at the Santa Clara Convention Center Hall of course. Theme will be Announced, Watch for it

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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