



THE AFTER MARKET SHEET



VOL. 51A, No. 6A WWW.SVSM.ORG JUNE 2017

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

“野馬”：Chinese Mustangs



Academy's 1/72 P-51D, Hobbyboss' 1/72 P-51B, and Airfix's 1/72 P-51D

“ PROVIDING A FLYOFF IN 1/72nd SCALE: A TALE OF TWO MUSTANGS ”

Text/Images: Jordan Li

In my quest to build the Chinese Nationalist Air Force in 1/72nd scale, the Academy and Airfix P-51Ds came into my backlog. Compared to the Mustangs offered by the Japanese giants, these two P-51s are a cheaper, more economical alternative and I decided to compare the two kits which are often found at the same price point.

(Cont'd on 3)

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

(shameless plug: www.mickbmodeler.com)

“A Preview of Article to Come and Reminder of Cost of Being True to One's Self”

Thanks to a submission from a very appreciated long time member and contributor to this community as well as this club specifically, the Editor has a sudden inspiration to get this final part of June TAMS finished to publish.



Say Hello to USAAC Brigadier General William “Billy” Mitchell , and his sister, Ruth Mitchell. True Americans with true grit, honest and true to their beliefs with outspoken evidence in their willingness to risk career or even life itself to fight for what they felt was right, even in face of “great power or overwhelming odds”. Many have an idea of William’s journey in life where he is now to have ended up with the honor of being recognized as “Father of the United States Air Force”. As clearly visionary in his 1920s and beyond efforts to overturn “his superiors and all those in agreement with so called “knowing elite” ” so to bring not glory to himself but modern means to his fellow fighting men. Which at the time finally got him demoted and court martialled in standard means to disgrace and silence “a heretic”. He resigned rather than take such an offensive insult, did best he could to promote airpower til his death in 1936. Not so long after, recognition of this American Hero began with promotion by FDR & poetically his becoming the only human namesake of an American warplane, itself the stuff of legend, appropriately enough that being North American Aircraft’s B-25 “Mitchell” . His sister Ruth wrote of him in a book “My Brother Billy” and was made of the same right stuff. She saw combat in WW2 as a member of the Chetnik resistance in Yugoslavia where she was present originally as a combat reporter. Said she got membership rights due ‘she could ride just about anything on four legs’ and “was ready to die like a man”. Which nearly came to pass, she was captured by Gestapo, only spared execution at time due USA was still “neutral” at time, spent a year in over a dozen German POW camps where she was sentenced to death again, and said “ All the women in those prisons expected to die, and I think all the rest of them did. We were starved, tortured and beaten....It taught me the heights of courage to which the human soul can reach.”. So there you have it, two “rebellious type” Americans to remember in celebrating 4th July -mb

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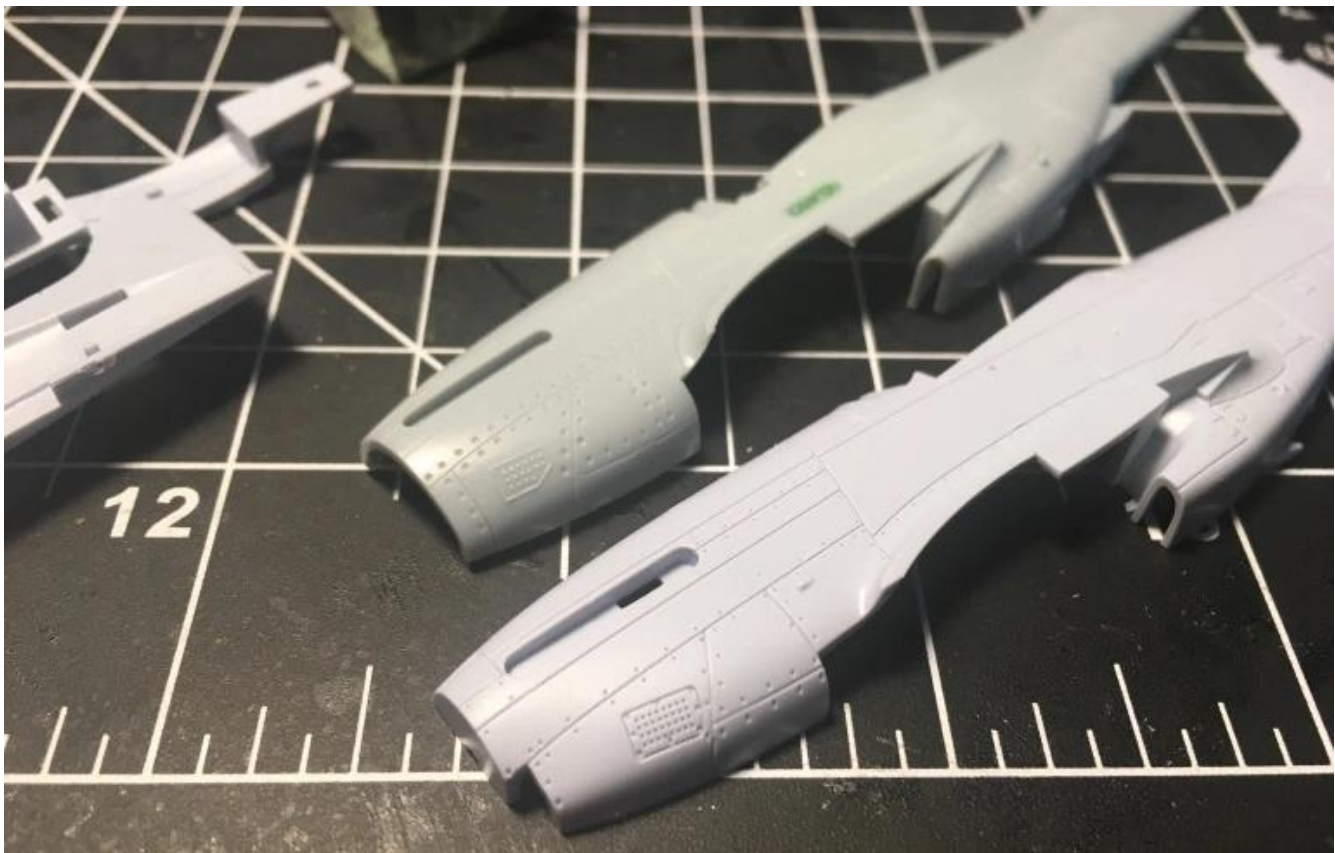
REALLY PUTTING THE TEST OF METTLE TO TWO MUSTANGS TWENTY FOUR YEARS APART (from 1)



My first Airfix P-51D from February of 2016

It's worth noting right off the bat that Academy's P-51D was first released in 1988, making it a full 24 years older than Airfix's 2012 release. Before that, Airfix did make a P-51D in 1958- a full 30 years before the Academy kit came around. When it first hit the shelves, with its recessed panel lines and sharp cockpit detail, the Academy P-51D was without a doubt considered cutting edge. My first encounter with Academy's Mustang was in 2007, as a fifth grader. My dad brought me one from Taiwan and I remember sloppily slapping it together and brush painting it using Tamiya enamels- straight from the bottle, not even thinned. Never again.

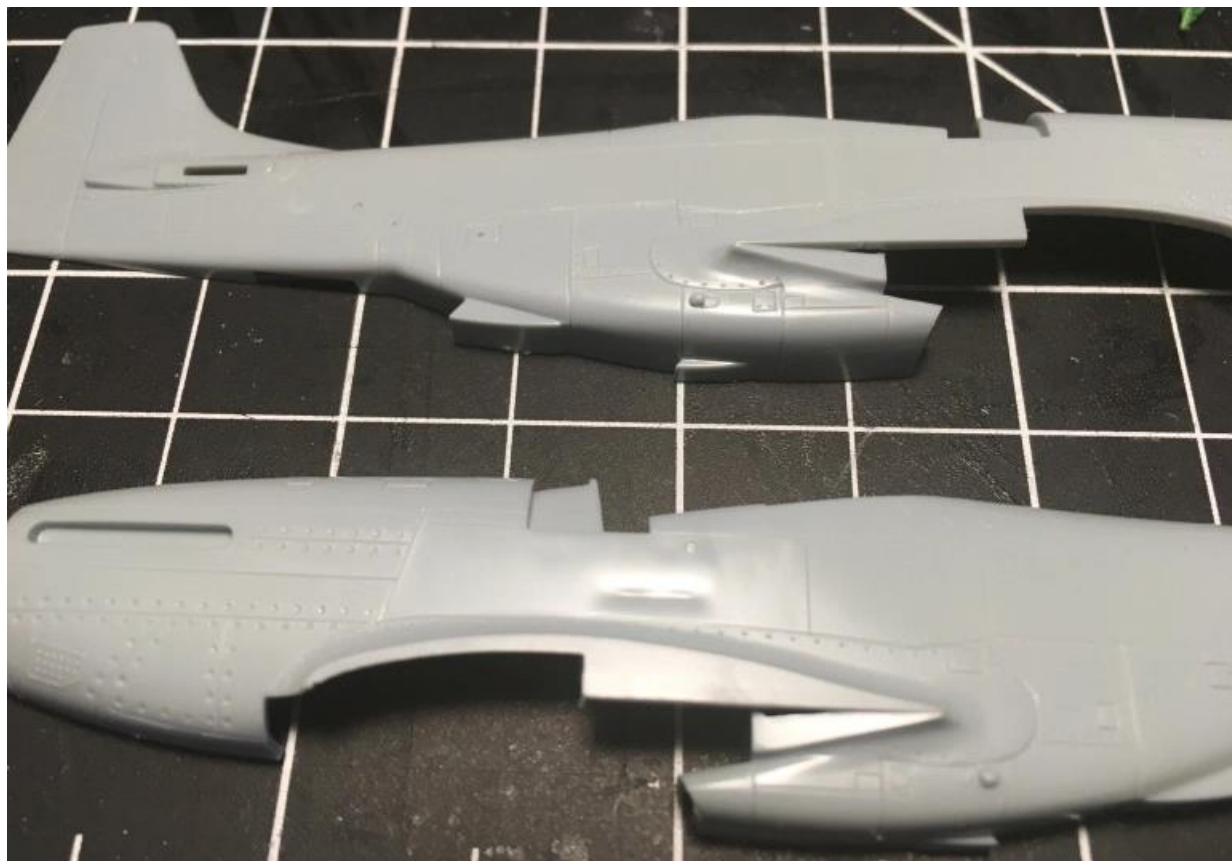
On the other hand, my first encounter with Airfix's P-51D was just last February, over a 12-hour all nighter buildfest in my college dorm (really an on-campus apartment) with my now-roommate Nick. This was a far better experience, and I remember the kit coming together very easily and needing minimal filler- if any at all. With almost a decade between my two builds, I didn't remember anything about Academy's bird to compare the Airfix one to at the time. Anyhow, that shouldn't be surprising considering that I really only started taking the hobby seriously in January of 2015, so any of my scale model experiences before then were moot.



Surface detail comparison- Academy (top) and Airfix (bottom)

Right off the sprues I noted a world of difference in surface detail between the two models. Academy's kit features finely engraved panel lines and some rivets, but some other details are represented by raised lines, and the much newer Airfix kit's rivets are far more accurate in size, with even better surface detail throughout. When compared to profile and scale drawings, the Academy kit actually has a lot of misplaced panel lines.

"Holy Sinkmark, Batman!"



Worse, the fillet at the base of the vertical stabilizer seems to curve upwards, as opposed to being squared-off and angled like the real thing. The Airfix kit represents this fillet far better.

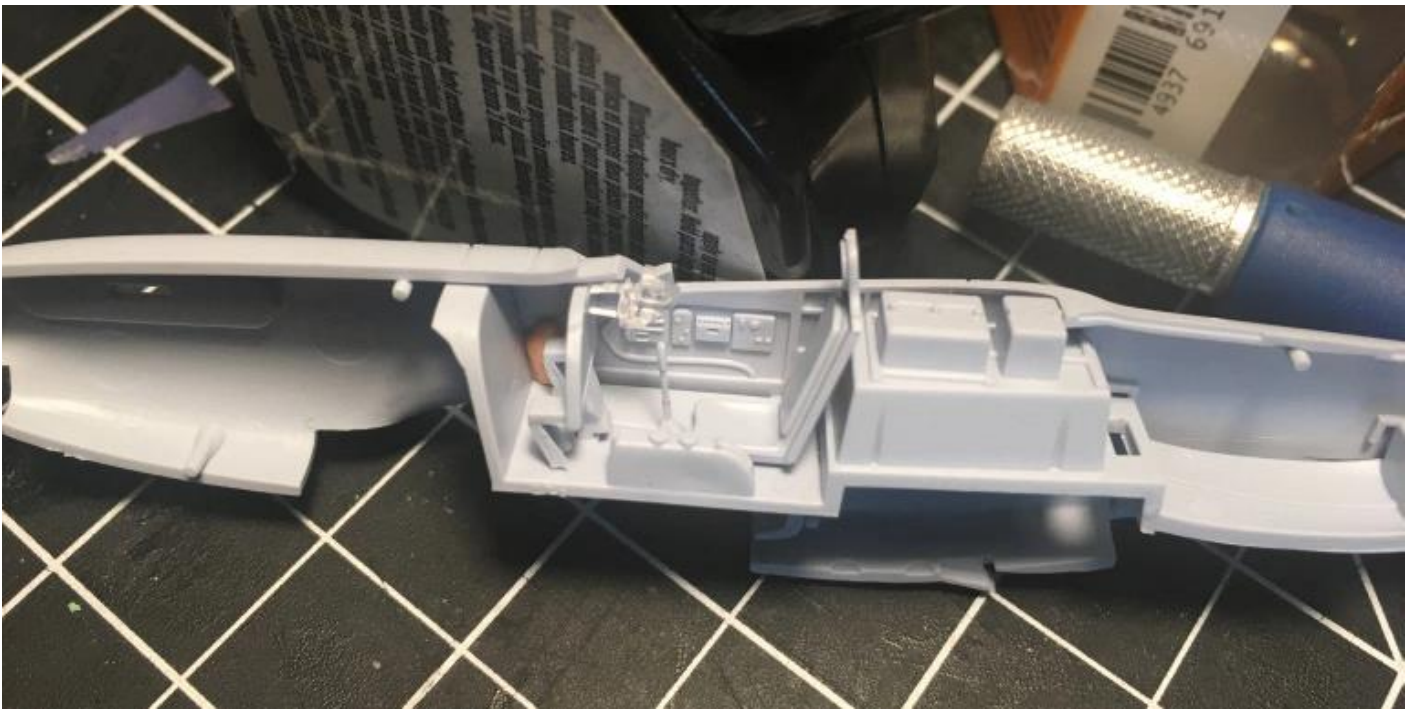
Another point that detracts heavily from the Academy P-51 is the prominence of a large centimeter-wide sinkmark on the left fuselage half. I probably didn't notice this or care about it as a youngster. The exhaust (?) at the back of the radiator is also molded solid, unlike the Airfix kit, which actually molds it as a posable, separate piece. However, there are quite a few bits about the Academy kit that I do like a lot.



Not particularly accurate, but a good effort and it looks nice.

In terms of execution, while Airfix's is more accurate and better engineered, I actually prefer how the Academy cockpit looks. I've always been a proponent of molded detail, controls, and instrument panels. Academy's cockpit just looks that much more dressed up compared to its Airfix counterpart.

The Airfix cockpit uses an instrument panel decal and it features the Mustang's characteristic radar gunsight as a clear piece- which is very nice. The detail just looks rather sparse, however more accurate it might be. I don't claim to be a rivet-counter, so it probably makes sense as to why I prefer the Korean company's cockpit over the British one- just because it appears to be busier, and I dig that aesthetic.



Probably a lot more accurate, but just not as... fun

When painted up, both cockpits look pretty convincing. I'm aware that the Academy kit was originally molded as a Korean Air Force F-51D, and that might be why its cockpit looks different from Airfix's wartime P-51. As far as I'm concerned the postwar and wartime variants didn't have very many changes made between them however, so this is all pure speculation.

Airfix sidewalls, painted (top) Academy sidewalls, painted (bottom)



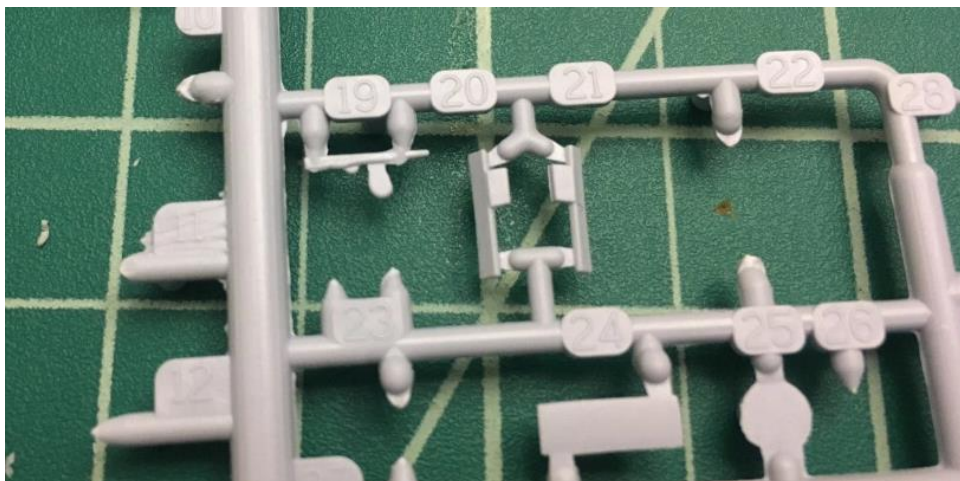
Another thing that I was actually surprised to find out , was the Academy P-51 actually has separately molded flaps. The Airfix kit has this feature, in addition to a separately molded rudder that allows modelers to pose it however they want. The windscreen of the Academy P-51 canopy is molded in a single piece, along with part of the aircraft's upper fuselage. Whereas the Airfix canopy is separate from all of the framing, making it easier to mask and paint. 54 years is a lot of time for Airfix to improve a kit, after all.

The fuselages and wings, assembled



Something that I did notice both times building the Airfix kit was how badly molded the radio mast is. The mast, Part #19, is nothing but a long skinny blob of plastic. While Airfix has certainly stepped up their game, I think they do still have some ways to go before they're truly caught up to the likes of Tamiya and Hasegawa.

Part #19 is supposed to be the Mustang's radio mast.



When it came time to paint these birds, I masked off the canopies and using Tamiya AS-12 “Bare Metal Silver”, gave the basis of a bare-metal finish. As a financially struggling college student I haven’t yet tried Alclad metal paints, but I’m certain that the finish and results from those are far superior to my method now.

Which consists of using AS-12 as my base coat, then masking off individual panels to lighten and darken with various shades of Tamiya X-11 Chrome Silver mixed with X-19 Smoke.

I then glossed both using Testors Gloss Clear, and applied the decals from Bestfong on both planes. Honestly, Bestfong decals are a little too bright and even a tad translucent.

I wish I’d known this before application, as I would’ve probably masked off and painted the red stripes of Hsu Hua-Jiang’s mount, “Tian Ma” (Horse of the Sky).

The Academy kit was finished as “Tian Ma”, with its colorful markings.

The Airfix kit, as a fighter from the 5th FG, based at Songshan Airfield on the outskirts of Taipei in the early ’50s.

The decision to finish the Airfix Mustang as the less colorful aircraft was made because it had a full stencil set.

Which I thought would be better showed off in lieu of colorful, obnoxious markings.

Academy (left), Airfix (right)





Academy (left), Airfix (right)

One other thing that I noticed as I finished both kits was that I'd installed the landing gear on the Academy P-51 incorrectly. Mustangs had their wheels facing outwards, against the landing gear doors. But absentmindedly, I attached them facing inwards.

On the Airfix kit, the way the parts interface ensures that modelers don't make this mistake. I only noticed my mistake while cementing the gear in place on the Airfix kit, because my brain defaulted to having the gear facing inwards before I realized that the locating pins didn't allow me to do this.

Showing how low the Academy's tail actually sits to the ground.





Academy 1/72 P-51D, showing how low this kit's tail actually sits to the ground.



Airfix 1/72 P-51D

Ultimately, I think it's safe to say that the Academy kit is dated and totally blown out of the water by Airfix's new offering.



Academy 1/72 P-51D (above)

Airfix 1/72 P-51D (below)



While the Academy Mustang's cockpit with its molded seatbelts, raised detail makes for a good-looking model, the Airfix kit as a whole is more accurately shaped and features much finer and correct surface detail. – *Jordan fini*

UPCOMING EVENTS CALENDAR AS OF 06-23-17

Saturday, June 24 2017

IPMS & So Cal AMPS host INSANE MODEL CONTEST @ Norman P Murray Comm'y Center, Mission Viejo

Friday, July 14 2017

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

Friday, July 21 2017

IPMS/ Silicon Valley Scale Modelers meeting. Editor's Club Contest Theme " RED, WHITE & BLUE "

Friday, August 11 2017

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

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)

THE WORLD'S MOST NEARSIGHTED WW 2 FIGHTER PILOT

INVITES **YOU**

To Join Him In Showing the Flag for SVSM



SUNDAY, AUGUST 13 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 !**



THE FREE HORNETS



INVITE YOU & FRIENDS

TO OUR

2017 TRICITY CONTEST

FUNDRAISER AUCTION

CURRENTLY SCHEDULED TO BE HELD ON

OUR MEETING NIGHT OF **FRIDAY JULY 14 2017**

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



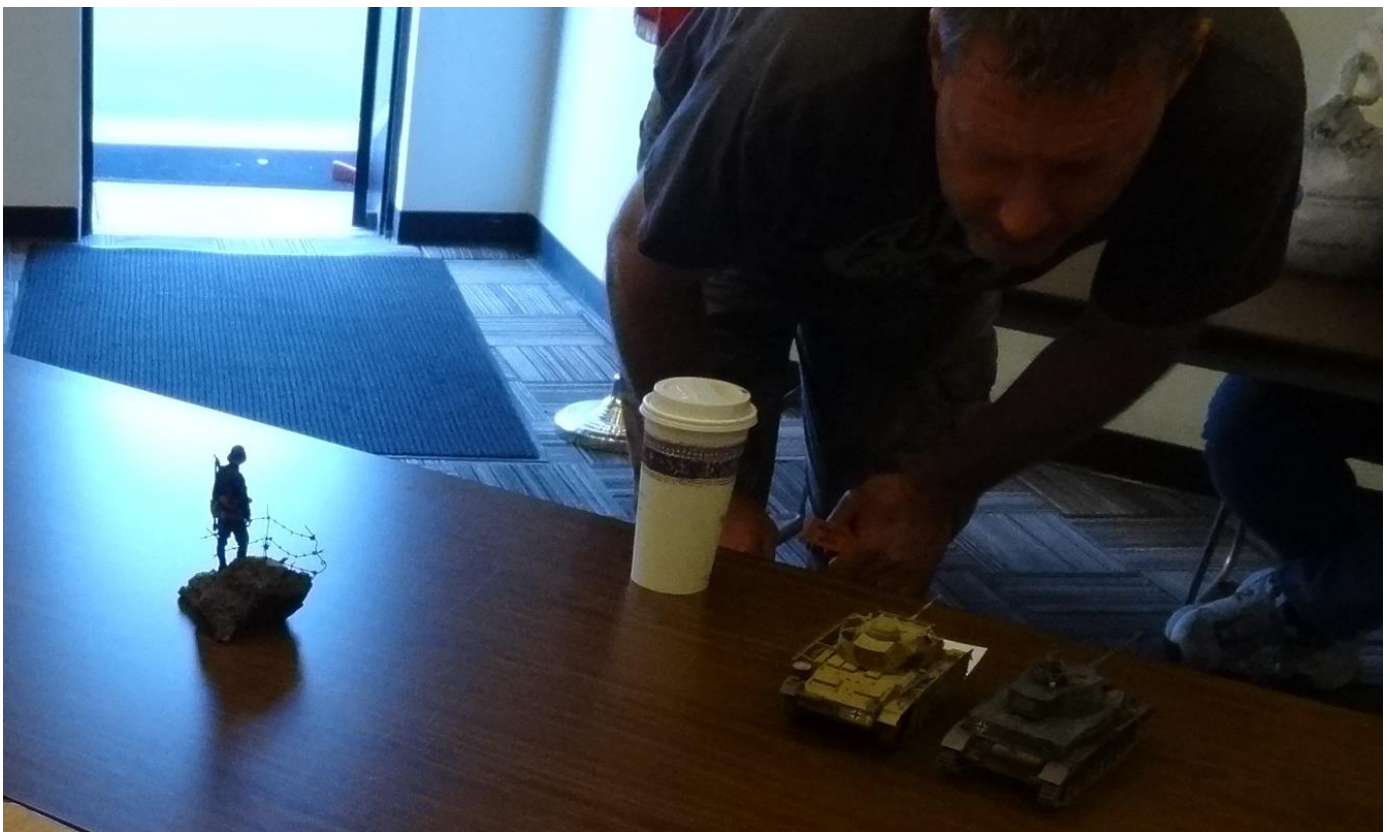
A LITTLE TURNOUT FOR JUNE'S CLUB CONTEST TABLE

EDITOR MISSES CHANCE TO HAUL IN "OLDIES", FLOOD CATEGORY, UPSET ENTRANTS

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

For SVSM Members, June is the month to just let go and have some fun with themes perhaps others might find "incorrect" to put it politely... This summer's opener could be said to harken to a certain June day in 1944 when some notable German schisse got the same kicked out of it ... but one could say I digress here. This is a much broader theme than it appears, too: "BORING GERMAN SCHEISSE NO ONE LIKES" is June 2017 Member's Club Contest

Well, summarily above, that was how "tongue in cheek" this was presented. Editor was mildly surprised at end result.



John Carr had arrived at near call to order point for meeting, so placed his entry into what was on first glance, "The Laramie Wright Show" for June's Club Contest. There's John, taking a quick gander at the pair from Laramie before moving to the back of meet room moments before gaveling in was done.

While the Editor had tried to make it pretty clear this contest was pretty easy pickings for decision to enter, the hardest part of rules being "all entries must be finished to award", basically ANYTHING that was German otherwise eligible. Alas, no flood of BMWs, Mercedes, Fokkers, U-Boats, Messerschmitts, Heinkels, Focke Wulfs, Dorniers, etc. managed to emerge. I know, like who ever builds ANY of those?





The Editor even left home his two illustration models for this promotion, to be fair. The Pzr I and "Watson's Whizzer" Me-262, plus 2 V-2s !

Well, Laramie had this Kharkov 1942 period Panzer III which survived "the Year of the Cat" Later in its life (the muzzle brake originally on barrel got chewed off...) in Panzer Grey, along with a "special camo" 1943 Kursk Panzer IIIN

So contest was being attended to, and along be coming John Carr with his latest completion, a German Soldier at Flanders Fields. Still...





Editor had already made Strategic Decision to put this hapless Me-109 of the unsuspecting President Ron Wergin, into the contest. Was qualified so he'd have three entrants. Now with Herr Carr's entry, there were FOUR. After all the entertaining model talk, awards were decided and announced. Minutes will contain the details for model work, so for now



JUNE's Club Contest Name is shortened to "B G S N O L" for awards reference list,

THUSLY ON TO THE WINNERS



JUNE "B G S N O L" HONORABLE MENTION "Bf-109"

Ron Wergin

JUNE "B G S N O L" THIRD PLACE for "Kursk Yellow Panzer IIIN"

Laramie Wright





JUNE “ *B G S N O L* ” SECOND PLACE for “ Kharkov Grey Panzer III ”

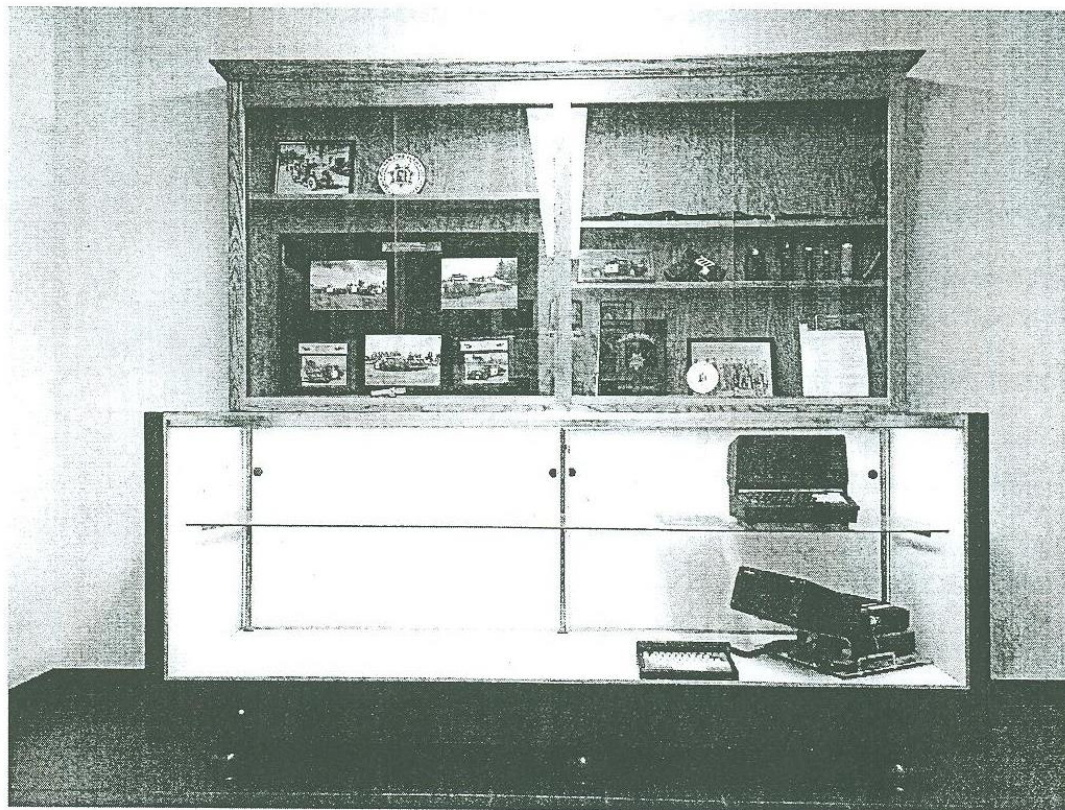
Laramie Wright



JUNE "B G S N O L" FIRST PLACE for "German Grenadier, Flanders"

John Carr

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

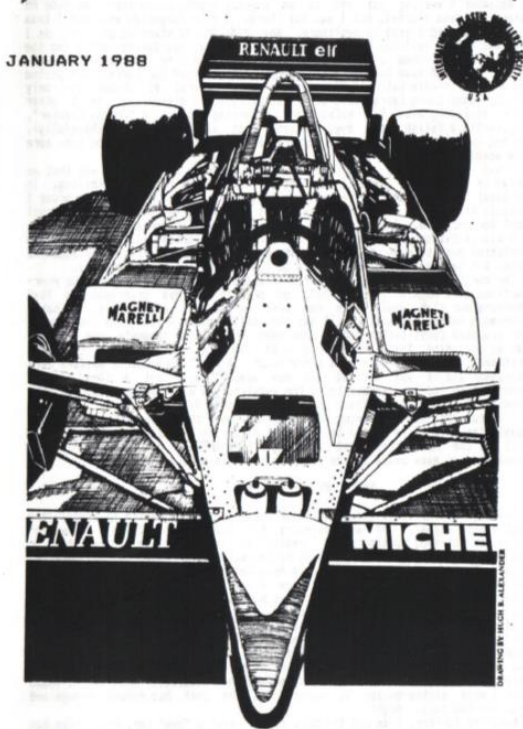
PLEASE CONTACT John Carr via the Editor's email DENS25403@MYPACKS.NET

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 (refer to www.mickbmodeler.com for full copies of items)

“Some Issues of Old”

SAN JOSE SCALE MODELERS



Next Meeting: January 15, 1988
 7:30 PM - Informalities
 8:00 PM - Formalities
 9:00 PM - Maybe video or ?
 Location: Mercury Savings Meeting Room
 19376 Stevens Creek Blvd. Cupertino

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

Newsletter this month, Editor Alan Wolcott reveals that he and Tim Curtis have “new” cars; Alan=’71 Datsun 510 Wagon (which he rates as a superior fit for “model transpo”) and Tim= ’88 Pontiac Fiero (actually new car) Alan then manages to get a “model connection” in to tease Tim about his “plastic” auto, and dispels rumors about Mr Curtis’s being seen shopping for ½ inch Styrene, quart bottles of Super Glue and an “industrial size” X-Acto...

The other major news still seeming relevant today from then would be the HUGE amount of model events coming up and from where. Alan notes how NNL Western Nats (still a TWO day event) came right after Jan’88 SJSM Meet, then the SJSM annual in February, IPMS TRAVIS in March and the Fresno (Central Valley) IPMS in April. Plus he had news from newsletter of IPMS Yerba Buena (the other San Francisco club) and reminders of days we used to hassle with “staggered membership years” with “late to renew” note

There is a good reason why we settled on Jan to Jan membership Year renewals...

This issue had more reminders of why we do !

SAN JOSE SCALE MODELERS

P.O. Box 1052
 Cupertino, CA 95015



IPMS-San Jose

FEBRUARY 1988 2/19

Next Meeting: 7:30 PM - Gab, Shop, Preregister
 8:00 PM - Business
 9:00 PM - Entertainment?
 Location: Mercury Savings Meeting Room
 19376 Stevens Creek Blvd.
 Cupertino

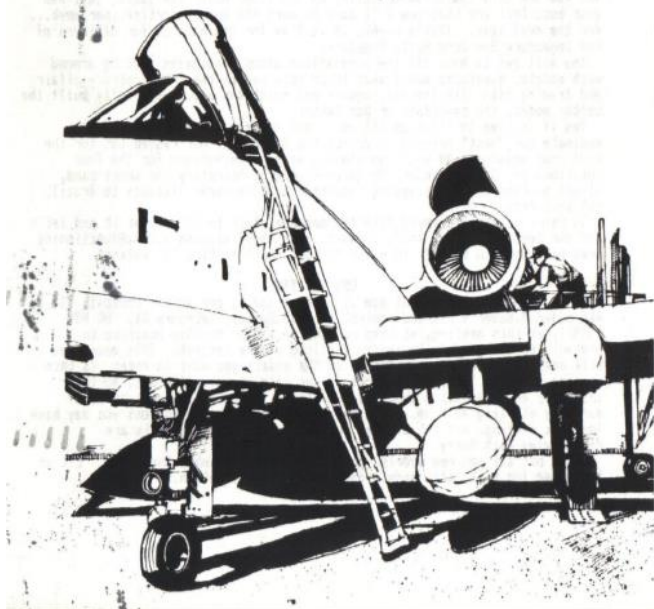
NOW for two echoes of days of future past, in this fashion:

JAN 1998 – THERE WASN'T ONE DONE. The reasons for this were specified quite clearly in the February 1998 Issue Editorial, which will be summarized very soon here

JAN 2008 – ANOTHER BAD FIRST MONTH OF YEAR for the Editors of the OSS, nothing published nor noted...

SO THAT MEANS WE JUMP FORWARD BACK TO -

FEB 1988 OSS, cover shot is vintage alright, who recalls that A-10 Warthogs were once normally a pale overall grey? Inside, Alan regales all with tales of how the upcoming SJ Chapter elections nominations could be tied into then very topical Nicaragua and Iran-Contra scandals...very funny! Also plenty of jawboning in text form about the imminent SJ Annual Contest, then under the aegis of Barry Bauer, whom some of you may know, is still active curmudgeon...



Building 'Nancy'—two-and-a-half tons and four .50s

By Jim Lewis

One of the most impressive and powerful weapons to be mounted on gun trucks during the Vietnam War was the venerable quad-.50 caliber Maxim turret. The Maxim earned a reputation during World War II for devastating firepower. When these four-.50-caliber-machine guns were used against enemy ground targets instead

in of their intended role as anti-aircraft weapons, they literally mowed down brush and shrubbery along with the enemy infantry, and peeled open vehicles like soda cans. Some called the weapon "the Yankee Clipper," alluding to the impact the Maxim had on the landscape when employed in anger. As a convoy escort, these trucks were often the first targets for enemy snipers, who desperately wanted to prevent the Maxim's withering firepower from finding them.

The majority of trucks armed with the Maxim were converted M54 5-ton cargo trucks. These were purpose-built vehicles originally intended as anti-aircraft platforms for artillery units. When this threat didn't materialize in Vietnam, the truck saw service in perimeter defense at bases and later in defending truck supply convoys.

In a few cases, the Maxim was mounted on the M35 two-ton truck. Though visually similar, the M54 is discernibly larger than the deuce, and more capable of mounting heavy armor plating to protect the crew and carry ammunition to feed the four .50 cal machine guns in the Maxim turret. For the deuce, it was a different story.

The quad-fifty deuce could deliver unbelievable firepower to the enemy, but had little extra capacity to carry sufficient armor plating to protect its own crew. The loaders stood out in the open, at a perfect height for any sniper. The driver and unit leader manned a lightly-armed cab. The gunner sat in an armored tub, surrounded by weapons that had a penchant for

jamming at inopportune moments and were out of easy reach. A quad-fifty deuce could sting the enemy—and be stung in response. The success of these trucks is testimony to the brave crews and hardy design of the M35 cargo truck.

Squadron/Signal Publications' *Gun Trucks* contains the unit history of 8 Transportation Group, 27 Transportation Battalion, 444 Transportation Company, and photos of the only known named quad-fifty deuce "Nancy." "Nancy" was a simple, lightly armored, gun truck with ferocious firepower. She had interesting markings, though they were not as garish and wild as some others during her time. As part of the gun truck lore, "Nancy" is an excellent representative. This is the charm of modeling "Nancy" in particular. Photo documentation on "Nancy" is good enough to make a model with a great deal of fidelity to real life.

The unit history also mentions another deuce armored and armed like "Nancy" but does not list a name or unit for this truck. Concord Publications' *Armor of the Vietnam War #1 (Allied Forces)* includes photos of two more quad-fifty deuces. These are early versions, missing even the small amount of

Continued on page 10



A good view of "Nancy," one of the very few documented quad-fifty M35 2 1/2-ton trucks.

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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even though he was well deep in 1998 NATS prep, so it's a great read for fact alone it got done, much as a great model

There is a fine article by Brad Chun on Tamiya's 1/48th Uhu that is followed by his review of Koster's "early B-17" vac kit conversions. Ken Miller does a tidy take on "tiny HU-16 Albatrosses", Mark Schynert builds a fine mini-pedia for the builder of "homegrown fighters & small air forces of WW2"

December and January Meeting minutes are also in here, as January 1998 OSS no show. But the best "bit of gold" inside this issue I am saving for last of this issue article, for reprint.

It's a timeless piece on modelers/modelling, by K McClure

FEB 2008 newly returned Editor Mick Burton manages to hunt up two pictures to illustrate Chris Bucholtz's foray into the realm of 1/72nd scale Airfield Support vehicles which he is still well in depth doing nowadays.

Another reason not to pass up reading or re-visiting this one issue is last third of Editor's Ravings, where Burton has sad duty to report the passing of a great "recent addition" to the club, Mr Jack Van Zandt. Truly a gentleman and great scale modeler (railroad and kits), Jack's greatest talent he shared was his eternal youth and unsparing critiques of all.

FEB 1998 was first OSS for 1998, with huge page of Editorial covering several topics, many still very relevant today (read it to determine why I may say) .

A notable PREMIERE of an event which sadly, was to see only one more staging the very next year, was given a good review in brief in aforesaid editorial.

I spotlight it now, here, because it ties in so much to an event upcoming this August, which offers us now a very rare opportunity to do well what we did at the "CELEBRATE HISTORY" 3 day event back in 1998

At the "History" event, our model display which was manned by several including this Editor Mick Burton and then Editor Chris Bucholtz, was appreciated not only by other attendees but also literally some of the very men who flew them "back in their day" Yes.

It is a unique thrill to be having the fighter pilot who sat in the real cockpit of the plane you modeled, as he shares his opinion of the fine job he thinks you did, to his buddy who was of the same WW2 vintage !

The Prep for the 1998 IPMS SemiCon Nationals is now getting the front row coverage as it is now only 5 months away. Jim Lewis's cover article got done

SMALL SCALE SIX-BY :



Building Academy's 1:72 CCKW-353 2 1/2 Ton Truck as an Airfield Hauler

By Chris Bucholtz

No vehicle was produced in greater numbers during World War II than the GMC 2 1/2 ton 6x6 truck. General Motors and its subcontractors cranked out over 800,000 of them during the war, with the GM lines pumping out one truck every four minutes around the clock by 1943. That's because they worked and worked well; in fact, the French Army retired the last 5000 of its trucks in 1985. While the Jeep got the credit from Eisenhower as a war-winner, the "Six By" or "Jimmy" was crucial in supplying troops in every theatre of the war.

In 1940, the U.S. Army's request for a new truck led GM to offer a military version of the civilian ACKWX-353 design. The result was a 21-foot, 4 1/4-inch long all-wheel drive machine powered by a GMC 270 engine, producing a whopping 104 horsepower. The new truck's maximum speed was 45mph. To stretch its fuel supply on paved roads, the front axle could be disengaged.

The truck was built in two basic chassis models: the CCKW-352 with a 145-inch wheelbase, and the CCKW-353 with the longer 164-inch wheelbase. Initially, the truck had an enclosed steel cab, but an open cab with a canvas cover was introduced in 1942 and this became the standard by 1943. The trucks were built with one of three basic body types: all steel, steel-sided with a wood floor and all wood construction. Folding bench seats in the bed could handle 16 combat-equipped soldiers. (continued on page 5)

SAN JOSE SCALE MODELERS

P.O. Box 1052
Cupertino, CA 95015



IPMS-San Jose

MARCH 1988

Next Meeting: March 18, 1988; Friday

Meeting Time: 7:30 PM - Gab, Shop,
8:00 PM - Business
9:00 PM - Entertainment?

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

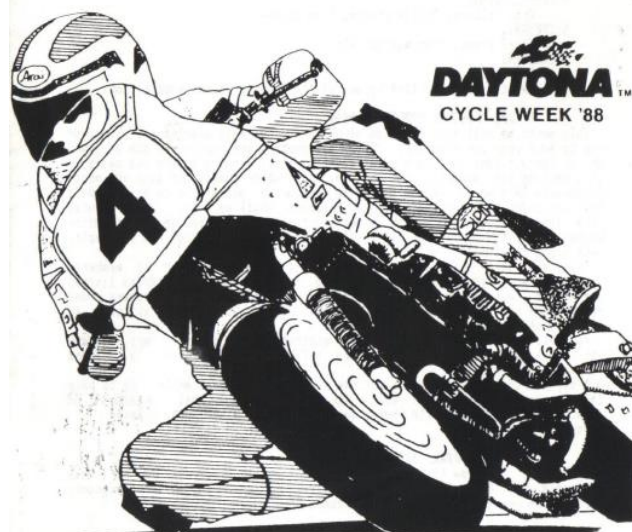
MAR 1988 OSS Our February Meeting minutes by Editor Alan Wolcott may bring a smile to a few faces, as he recounts with glee how a "New member" is always easily spotted thusly: He will be the one to bring up "we need more clinics and "how to's" at our club meetings". When given the traditional response by then of the club vets, namely "yes yes we agree, NOW YOU WILL BE THE ONE IN CHARGE OF MAKING IT SO", New member will be known by fact they actually take this on!

For more amusement, read how the club elections run up is put, as this was year Barry Bauer was thanked for his marvelous return on investment for the SJSM Annual by being nominated President. I will remind you, he had just been President in 1986 then termed out per policy. This will be in fact, his third term (as was elected)

Another real fun recollection that is inside here, the dawn of the legendary "A-7 Contest" is announced for the June '88 meeting

Travis AFB IPMS Club has their contest the day after March's meeting, and Alan reminds us as well about Moffett NAS Show coming up again on a July 4th weekend, with SJSM being part.

Another piece of trivia now but news to us then, opening of the Hiller Air Museum in San Carlos, the access at time being by an appointment only!



MAR 1998 OSS, cover showing a Douglas A-1H SPAD in markings sure to prove even today, well able to irk alumnus SVSMer, Mr David Hansen.

Just another example of the innocent mistakes of days of our youth, one could now say. Naaah. © Chris Bucholtz's helpful contribution as writer in OSS he was still Editor of, while chairing the 1998 IPMS-USA Nationals in Santa Clara, now only FOUR months from launch, just splendid.

News on how that effort was going got spotlight in this issue with news how we were on board to be offering FOUR (different) Decal Sheets, how Travis AFB tour sign up was filling up fast, and other building excitements. Plus calls for crew!

There is an excellent writeup by "NACA Bob" Miller on vacuform jewel as he called it, a 1/72 Scottish Aviation Twin Pioneer by Welsh Models First time in Styrene Sheet writing was our Joe Fleming's TIGER I article, really good stuff. A Certain Hobby Shop in Milpitas seems to have been holding a Model Contest this year 1998. Oh the days of old, when we were bold...

Oh yeah, we also were finding ourselves back at Meeting in Milpitas Police Department. So odd.

THE STYRENE SHEET

Vol. 31, No. 12 March 1998

Making a MiG-killing Skyraider in 1:72

By Chris Bucholtz

Saying the AD Skyraider was a remarkable plane is a vast understatement. Its development was extraordinary, its achievements legendary and its longevity astounding. It evoked in its pilots a devotion that few airplanes ever earn.

and it lasted far longer than its designer, Ed Heinemann, could have dreamed.

The Skyraider—or "Able Dog," or "SPAD," as her pilots called her—was the result of a remarkable gamble taken by Heinemann and his design team in the summer of 1944. Douglas had been a contender in the contest to design the Navy's next carrier bomber, and its BTD-1 appeared it could hold its own against its competitors, the Kaiser Fleetwings XBTK-1 and the Martin XBTM-1 Mauler. The BTD-1 evolved from the XSB2D-1, which was a two-seat bomber with two remotely-controlled power turrets and other innovations. The BTD-1 was a large, gull-winged bomber with an internal bomb-bay, and was a rather complex aircraft.

Heinemann thought a simpler design might be better. At a meeting with BuAer personnel to help pick the winner of this three-plane race, a host of conflicting views on the XBTD-1 convinced Heinemann that Douglas stood a great chance of losing out to Martin and Kaiser. So he took a gamble.

"We would like to request that the Navy allow Douglas to cancel the existing contract for the BTD," Heinemann said to an astonished collection of military and civilian air authorities.

"Instead, we ask permission to use the unexpended funds to build an entirely new bomber, one I am convinced will do the job for you."

Heinemann asked for 30 days to draw up the design. Admiral Lawrence Richardson, the assistant BuAer chief, thought for a few moments, then said, "all right, Ed. But we can't give you 30 days. You'll have to have a design for us by 0900 tomorrow."

Heinemann, Leo Devlin, Reid Bogert and Gene Root retreated to a room at the Statler Hotel in Los Angeles, where they worked from 6 p.m. until 3 a.m. to design a simpler, stronger and more capable plane. The four woke up at 7 a.m. to find a blueprint shop, and by 9 a.m. they had the new design ready for BuAer personnel's inspection.

This plane, devised during an all-night cram session, was the XBTD-1, which was later named the AD-1 Skyraider. The plane could carry a massive amount of ordnance, absorb a terrific amount of punishment and loiter over targets longer than any other plane in the Navy's inventory.

The SPAD was truly the workhorse of the fleet in Korea, and it continued to

Continued on page 10



'Papoose 409,' the Skyraider that scored the second SPAD kill against a MIG-17, as it appeared at NAS Quonset Point immediately after VA-176's conversion to the A-7.



LT (ig) William Patton poses on his Skyraider, which wears a kill marking, visible just below his left hand.

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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THE STYRENE SHEET

VOL. 42, No. 3 WWW.SVSM.ORG MARCH 2008

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

Miscellaneous Might of IX-529 :



Making my case for building a hideous model of a lovely boat

By Mick Burton

For once, the comment "THAT looks like something out of a Bond movie!" gets it exactly right while being exactly backwards! Lockheed's Sea Shadow provided the basis for a very unreal combat flagship in film fiction long after its own birth into reality. "Tomorrow Never Dies" 19th in the series of 007 films by Eon Productions, prominently features a "stealth ship" built in secrecy by an evil media mogul bent on world domination. Well he was awfully late to the party, technology wise, for this vehicle has been "demonstrating" since the mid 1980s. Proving again that truth is stranger than fiction, the whole tale of this big black boat (and yes, in my layman's estimate it is that, a craft carried aboard a ship just read on...) as currently publicly revealed sure reads like spy novels. Starting of course with her completely convoluted course of contracting and commission to construct. (continued on page 3)

MARCH 2008 OSS, Burton as Editor here, now in his own way back in the groove, as he would prove by managing to mix 007, obscure "unknown history" with local area connection and also personal cross over with all of it, besides scale modelling. Plus, able to feature on page one something unlikely otherwise to be feted ever, as "a cover model".

If that "truth is stranger than fiction" item does not get you interested in re-visiting, or now discovering this OSS, perhaps fact that Part One of member Bill Abbott's "A Modeler's Guide To Bay Area Scale Model Hobby Shops" is inside here, will. There you can join me in mourning the passage of several more who were still quite viable only 9 years before, idea that likes of San Antonio, D&J Hobby would soon be extinct not even on rumor mill. The Editorial and the February minutes remind now how we owe thanks to then President Randy Ray who served the longest to date single term as SVSM President, as we again were "at sea" for meeting places. The "Water Related" Club Contest for Feb 2008 courtesy of the ever mischievous mind of Mike Meek proved a winner, and got Burton's boat finished. We'll call this machine done for now...

As promised earlier, here's the "hidden gold bit" from February 1998 OSS. Thanks, Kent McClure !. -mb

OH NO ! Here's Yet Another "WAYBACK" REPRINT ARTICLE (from February '98)
(as you can download whole thing from www.mickbmodeler.com if you go to Editor's Archive)

See step 12: the confessions of a scale modeler

By Kent McClure

Hi. My name is Kent...and I'm a modeler. I've been a modeler for about 35 years. It started so innocently. I can still remember my first model. I was only a lad and it was at a Christmas Cub Scout pack meeting. They were giving presents to all the kids that were there. They held out a model to me and said, "Go ahead, take it. It's just one. It won't hurt you."

Those fateful words—"It's just one. It won't hurt you." Never did I dream what a precipitous voyage I was embarking on. I took that model home and played with it. It seemed harmless enough. When the novelty of that kit wore off, I wanted another one. And then another. And another. At first I thought that I could handle it, control the desire. But then came the high school and college years. I found myself wanting more. One kit at a time just wouldn't do. I had to have three or four going at a time. I craved the smell of injected plastic. I had to have more, more, MORE! And then injected plastic wasn't enough. I needed more of a challenge—a bigger modeling rush. So I started doing conversions and vacuforms. Soon, it was white metal and resins. Then, finally, it was short run kits—MPM, Pegasus. I found myself sneaking into hobby stores to look at magazines for kit reviews and new releases. The thought of photoetched detail sets sent me on flights of fancy. I would find myself opening up kits and wonder how I would build it—whose plane/tank/ship/car/etc. Nothing would stop me. Not lack of markings. lack of reference

material, lack of money.

I had hit bottom. I knew I needed help. But I wanted to do it on my own. First I turned to the magazines—*Scale Modeler*, *Scale Models*, *FSM*. It barely scratched the surface. Then it was the self-help books—Dr. Kalmbach's *Building Plastic Models*, *Modeling Tanks and Military Vehicles*, *How to Build Dioramas*, and a host more. But it wasn't enough. I just couldn't go it alone. I needed the help of other people who have already been to where I was headed. I needed their experiences and their support to help me.

So I went to the local hobby store and asked if they knew of a good support group. They pointed me to the then San Jose chapter of the IPMS. I attended their meetings and felt right at home, that I was among kindred spirits. I learned that I shouldn't be afraid to admit that I was a modeler. I learned that it was okay to laugh at my projects and, yes, even cry.

It's now been nineteen years since I've been going to this type of therapy. I go to two support groups a month—the Silicon Valley Scale Modelers and the Fremont Hornets. They have been helpful in teaching me how to be an "in control" modeler and how to have fun. They've also warned me of the Dark Side of modeling—the dreaded "contest circuit" (a.k.a., the "Trophy Hunt"). They have shown me I will always be a modeler, that there is no such thing as a "cured modeler." You take it one day, one project at a time, not taking your modeling too seriously. They've taught me that I can proudly stand up and say "Hi. I'm Kent and I'm a modeler."

SoCal Amps and IPMS South Orange County
 Insane Modeling Posse present the
 Insane Model Contest
 Norman P. Murray Community Center
 24932 Veterans Way
 Mission Viejo, CA 92692
 10:00 am to ~5:00 pm



SATURDAY JUNE 24TH, 2017

at the
 Norman P. Murray Community Center
 24932 Veterans Way, Mission Viejo CA
From 10am to 4pm
 Entries close at 12:30

Contest Admission Adults \$10 for 3 models
 (\$1 for each additional model) Juniors, Free

**LARGE RAFFLE, BEST OF SHOW
 AND SPONSORED AWARDS**

IPMS CATEGORIES

AIRCRAFT

- 1) Small Scale Aircraft (below 1/72)
- 2) 1/72 Single engine prop.
- 3) 1/72 Multi-engine prop.
- 4) 1/72 Jet
- 5) 1/48 single engine prop.
- 6) 1/48 multi-engine prop.
- 7) 1/48 Jet
- 8) Biplanes all scales and types
- 9) 1/32 All types
- 10) Rotary all types and scales

AUTOMOTIVE

- 11) Factory stock - all scales and types
- 12) Competition Vehicles - all types and scales
- 13) Hot Rods, Customs, Tuners, Rat & Resto all scales
- 14) Low Riders all scales
- 15) Misc. Vehicles, Trucks, Emergency all scales & types
- 16) Motorcycles all scales & types

AMPS CATEGORIES

ARMOR

- 33) Close Top Tracked & Semi-Tracked Vehicles to 1945, (Axis)
- 34) Close Top Tracked & Semi-Tracked Vehicles to 1945, (Allied)
- 35) Close Top Tracked & Semi-Tracked Vehicles to 1946 - 1991
- 36) Close Top Tracked & Semi-Tracked Vehicles to 1992 - Present
- 37) Open Top/Open Hatch Vehicles (all types)
- 38) Wheeled Vehicles (all eras)
- 39) Ordnance (Towed only, emplaced or w/Prime Mover (all eras)
- 40) Major Conversions and Scratch built

CONTEST CATEGORIES

SHIPS

- 17) 1/350 and larger
- 18) 1/351 and larger
- 19) Submarines all types and scales

SCIENCE FICTION / SPACE

- 20) Space Rockets, Missiles all types & scales
- 21) Sci-Fi & Fantasy Figures "life form" all scales
- 22) Robots, Mech & Gundam "non-life form" all scales
- 23) Miscellaneous Sci-Fi vehicles

FIGURES

- 24) 79mm and smaller all types
- 25) 80mm to 150mm all types
- 26) 151mm and larger all types

DIORAMAS & VIGNETTES

- 27) Military all types and scales
- 28) Sci-Fi, Misc. all types and scales

MISCELLANEOUS

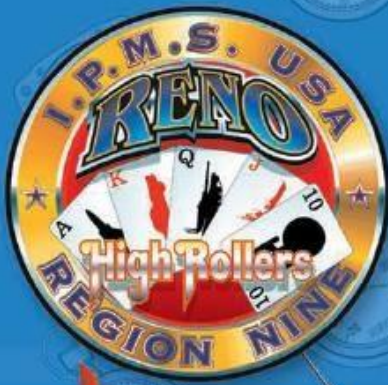
- 29) Humor, Hypothetical All Scales & Types
- 30) Gaming Piece Miniatures

JUNIOR

- 31) Age 1 thru 12
- 32) Age 13 thru 17

- AMPS will be judging all armor models
- Awards multiple Gold, Silver, Bronze in each category (one per entrant per category)
- 3 Skill Levels in each, Beginner, Intermediate & advanced (each entrant may select their level at registration)
- Best Armor is selected from Advanced only
- No distinction is made for scale

For Vendor information, contact Joe Bevens at joseph_bevens@yahoo.com
 Vendor tables - \$50.00 ea. After May 31, \$65.00



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

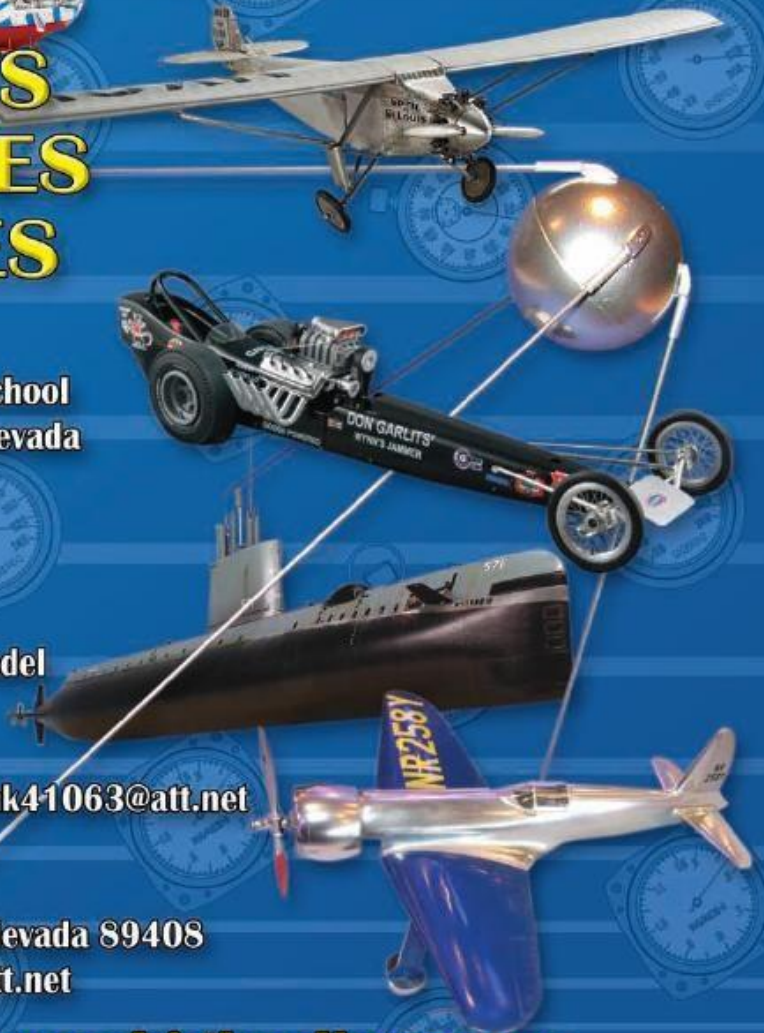
Vendor Tables: \$25.00 (register early)

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)

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





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



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 JULY

"RED, WHITE & BLUE"



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

A small technicality,
ENTRIES MUST BE
FINISHED TO COMPETE



SVSM EDITOR' s CONTEST 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 Show (in real life context)" Or, 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? We have some ideas:**

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, and 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** and those also can **include ANZACs of Cu Chi tunnel ops**, which go directly into a bigger Contest coming in only a month from this one. TriCity 13, "Australia"

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

ALL ENTRIES TO COMPETE, MUST BE FINISHED

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

PLUS

Another bunch of stuff the Editor managed to toss together ☺



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



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.*



EDITOR
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