



THE AFTER MARKET SHEET



VOL. 50A, No. 9A WWW.SVSM.ORG SEPTEMBER 2016

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

A RARE BIRD INDEED :



Text/Images: Rodney J Williams

A DEDICATED SCALE MODELER TELLS THE TALE BEHIND HIS TRUMPETER 1/72 F-107A ULTRA SABRE JET

(Continued on page 3)

“ WE HAVE OUR EVENT LEADERS TO THANK , THAT WE EVEN HAVE SHOWS TO CRITICIZE ”

The “uniform” shirt on the right, which maybe for some of you needs “mental Photoshop” to substitute “Contest Director” for the current title, aptly says very well same for either work case. (my thanks to the poster whom I “stole” it from, on LinkedIn)

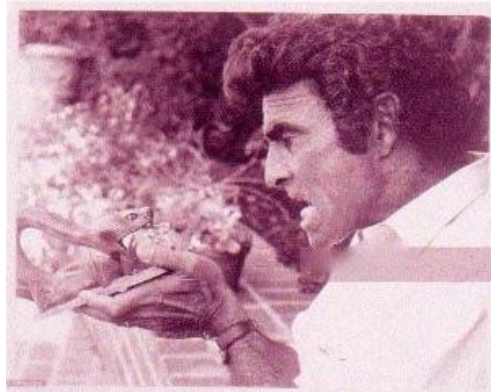
For myself, no need to “change” the titling, that’s silly. For any who like myself (recently celebrating another victory thanks to my team on TriCity 12) who have some time at helm, know that Project Management is the essence of Events start to finish. Yes Others may quibble, but a “ Contest, Convention, Expo, Show, Gig, Soiree, Gymkhana, or what have you...” *THEY ALL ARE JUST an EVENT.* Or Party as I like to phrase them, where your Team invites and hosts, and you seek to have a great time with your guests/interested parties, while not losing your shirt or your mind in the process. *It's REALLY EASY.* Just ask all those who critique your results silly after the fact, usually most strident are those who did the least to affect things in any manner positive...



Well, another year of Region Nine events has nearly passed and I'd like to tip my hat to all of you who continue to go ahead, dare to succeed. Staging a Project such as the SVC, Fresno Regional, Reno High Rollers, TriCity Classics or by our great friends in Region 8 with OrangeCon, and the upcoming Yuba City show north of here, AVG south of here.

I dearly hope none of you will wish to quit riding your bikes, or stop needing that “fire retardant hair gel”. Or decide that those few who vocally try to “opine the divine” into “what *they* would have done *had they been in charge*” (odd how so many who do that phrase, very seldom have any direct “bike riding” on their resumes, paid or unpaid, huh?) are going to cause you to lose that adventurous, damn them all if they don't like it, *WE ARE DOING IT*, spirit. –mickb

Rod Serling and Fake Snake



Not Casting. Rod Serling. Academy Award winner, author, and TV producer, checks out a reptile he has assembled from a hobby kit - not to star in a TV script, but because he enjoyed making it. As chairman of National Hobby

“ MANY THANKS TO THE “UNKNOWN MODELER” OUT THERE “

No, you're not mistaken, that really is Roderick J. Serling, fabulous writer, insightful artist, hell of a guy, whom I learnt by accident years after he has left us, was also a passionate adherent to the hobby of scale modelling.

Thanks to our own hell of a guy, Mr Warren James Lund, I now have this new picture of our mutual hero, Mr. Serling, to join the one I published a while ago in an editorial. That expression on RJS's face, I think I have it patented, when I look at a model I think I'd like to compete with, and learn, not a great choice.

Then I regain my senses, realize first and foremost, MODELLING IS FUN. I don't know if Rod ever entered his Aurora “Land of the Giants” kit here in a contest, but I'd say he probably wouldn't have cared one way or another, for truly he had plenty of “serious fun” in his short life. Good to see. - mickb

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Modelling A Truly Rare North American Classic, A Treasured Scale Modeler Road Warrior Memory (from 1)

This model is “dedicated” to none other than Mike Burton, our present editor of the “Styrene Sheet” and who has been a good friend of mine since 1984. Have I got you guessing why I’m dedicating this model to Mike?



Just keep reading and you will be enlightened by the following story.

A Rare Bird By: Rodney J. Williams

Copyright: August 27, 2016

Sometime in late 1985 while searching for additional information and possible photos of the F2G Corsair, which was made only by the Goodyear Aircraft Corporation, better known as “G.A.C.” our beloved editor says:

“Rodney there is an F2G Corsair that has been saved from the smelter and is at the “Doug Champlin Fighter Museum” down in Mesa, Arizona. I call “AT&T” and get a phone number via their information phone system.

I call the number, ask for Doug Champlin. Lo and behold, he gets on the phone and we trade data concerning the F2G. Doug grants me permission to come down, spend as much time as I want so I can do my thing on the Corsair.

I mention all of this to Mike and tell him that I’m going to Arizona. Mike says that he wants to go too but he has to make arrangements to take a few days off from work. Away we go during the month of January, 1986.

Man, I’m in heaven as I am with my favorite WW-II airplane. However as you may know, the “bubble-top” Corsair was too late to enter the war. These surplus Corsairs became famous during the 1947-1949 Cleveland National Air Races, as a few pilots brought and raced them to “Victory.”

After our brief visit with the Corsair at Doug’s museum; Mike says that he wants to go down to the “Pima Museum” that is located near Tucson, Arizona. I ‘d never heard of that museum, but I was interested in seeing more WW-II airplanes. Most aircraft were outdoors, we were at our own pace just wandering around looking and of course taking lots of photos.

We come across this funny looking modern day jet with the intake on top of the fuselage. I had never seen a plane like this before. Mike begins to give me a 15 minute lesson on this airplane. Which was North American’s latest version of their Sabre Jets, with a handle of F-107A Ultra Sabre. It goes along with their famous F-86 Sabre, F-100 Super Sabre.

Next, we go inside to see some restored fighters and bombers. I was amazed to see how new some of the planes looked.

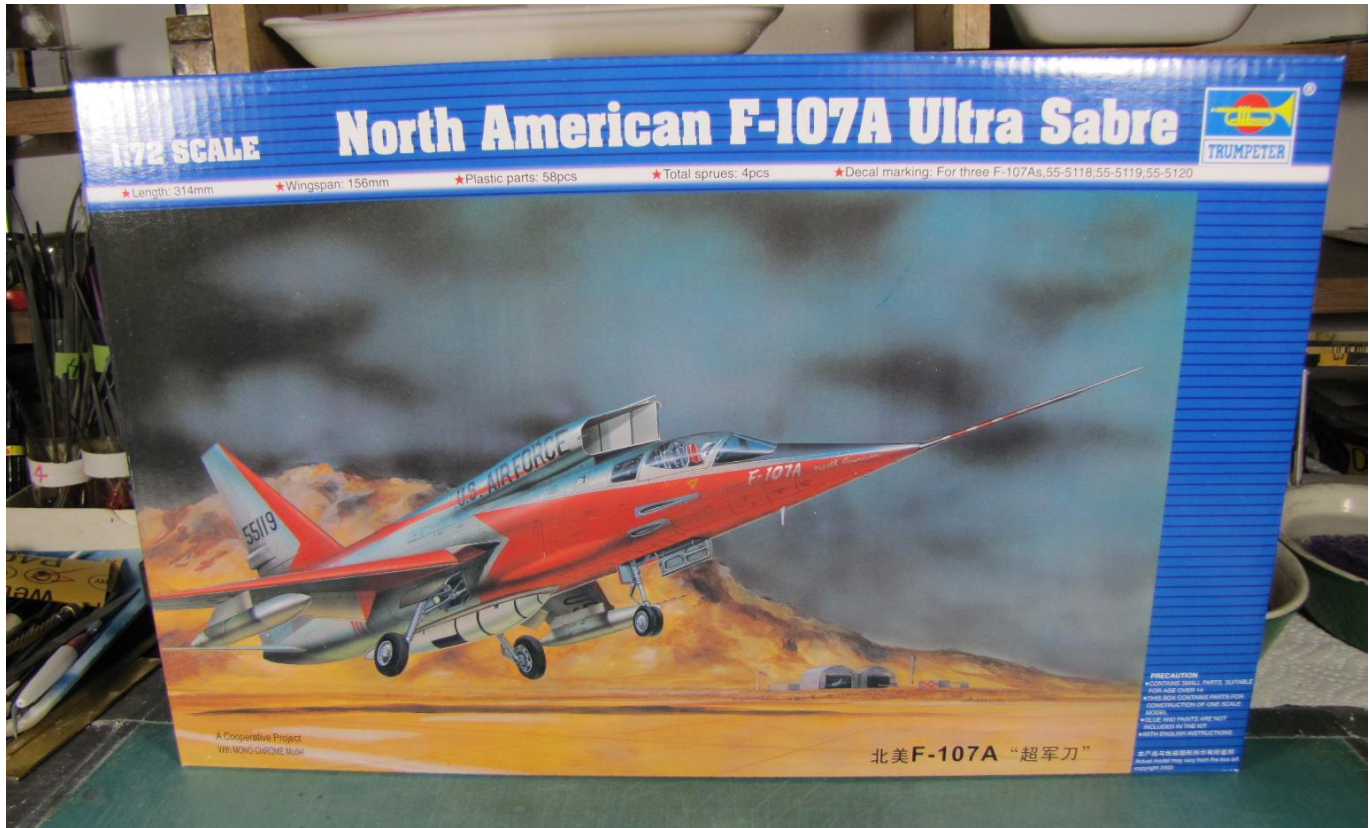
(fast forward – ed.)

About the middle of March 2016, I was surfing the model web sites.

I found a kit of this funny looking jet !



It brought back all the memories of our trip to Arizona so long ago and as you may guessed it, “ I just had to buy that kit and build it, bar none .”



“AND NOW TO THE REST OF THE STORY”

Building a 1/72 scale model of the F-107A

Back in the ‘80s and ‘90s, there was no “Internet,” but today I could hunt up anything. So I went looking for more information on the “107”. Especially photos of the bird, as I only had 3 color 35mm slides of it. I found a few, so added them into my photo bank and of course I will add them to this story.

“BUILDING THE F-107A”

Once the kit parts are inspected, I make sure there are no deformed and/or missing parts.

I review the building instructions.

I notice that there are “drop tanks” shown on the instruction sheet and same goes for the box art.

However, there are no tanks or the pylon parts in the kit. I check my original photos that I took and the aircraft is void of said items. So that solves my “tank” problem.

With additional photos on board, I see that the pilot could look over his shoulder and see out either side

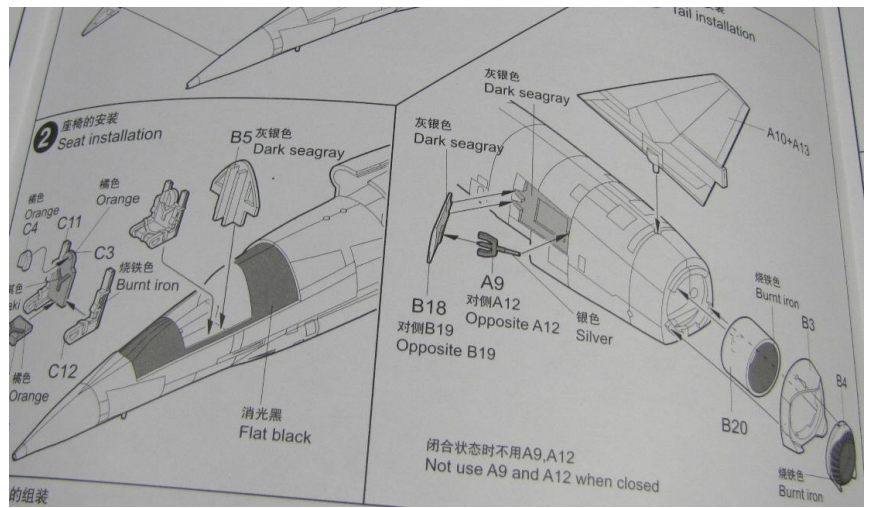


window that is slightly aft of the cockpit.

In step #2 it shows how to install part “B-5”, which is the back of the cockpit. This has an opening on both sides.

However after the fuselage sides are together and you install part “D-3 Clear Window” in step #8 , there’s no half-moon like opening on the fuselage parts, thus the pilot cannot see out these windows.

Hind-sight/foresight ... I could have/should have revised that section of the model.



Onward bound I find out that 95% of the parts are flash-free and the fit is next to perfect.

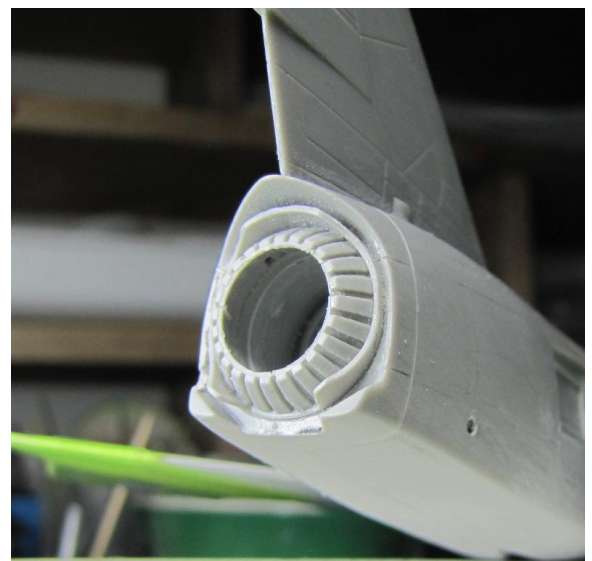
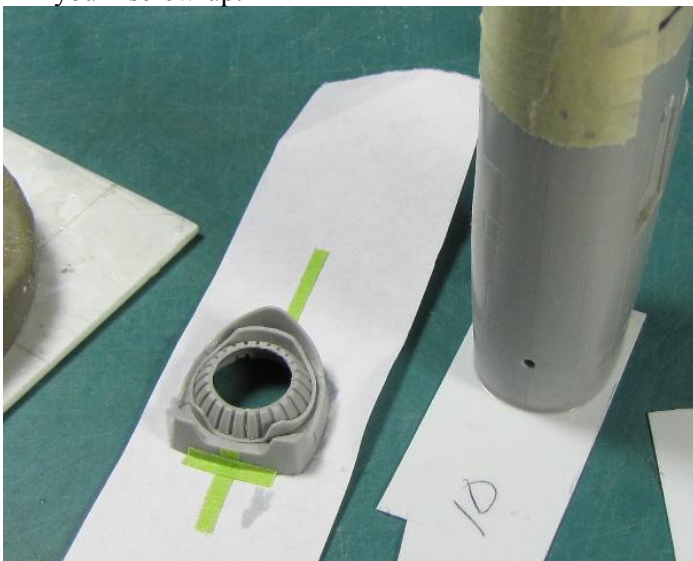


The cockpit went into the model ok, then I added some “b-b’s” in the nose area so the model would not be what we call a “tail-dragger.”

In my haste, I forgot to install part B-20 in step #3 which has the aft rotor blades molded in, before I install the two tail cone parts, (B-3 and B-4).

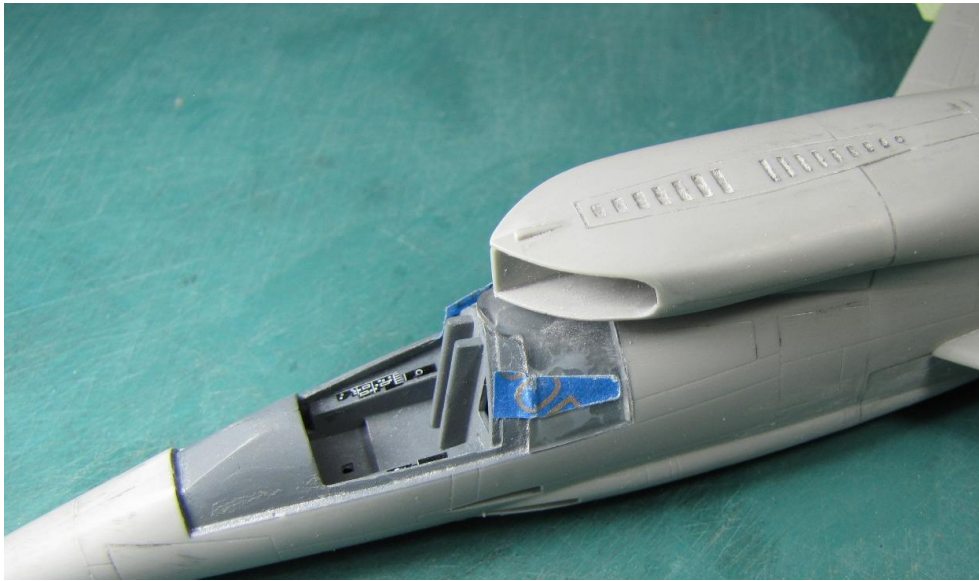
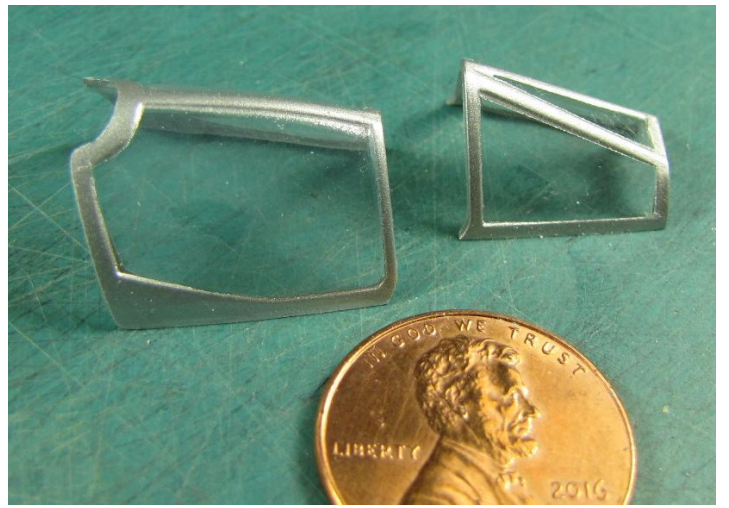
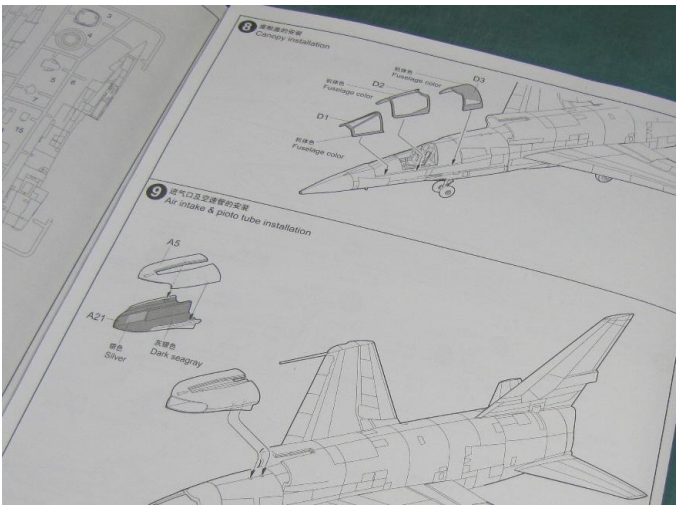


I had to cut B-3 & 4 off and then follow the proper building steps. When you cut and sand you should always add some flat styrene card stock to make up for the material that was lost in your “screw-up.”



From now on I’m paying close attention to my instructions.

From then on I had no problem finishing the model and getting it ready for painting.



“ THE PAINT PROCESS”

The kit painting instructions match up with my real photos, so I need white, red and a bare metal aluminum paint . I choose my old stand-by paints that I have used for 30 years, selecting Tamiya X-2 Gloss White, their X-7 Gloss Red.

Which bare metal paint should I use? I have several different colors of silver and aluminum colors, going now with my Tamiya X-32 Titanium Silver.

The model is inspected and I find no flaws to fix so I apply my white paint all over the model.

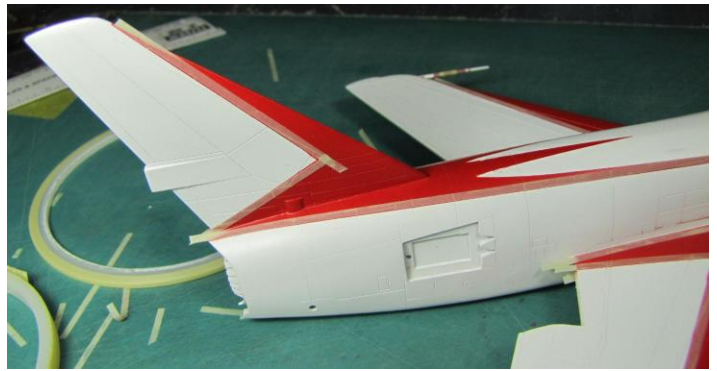
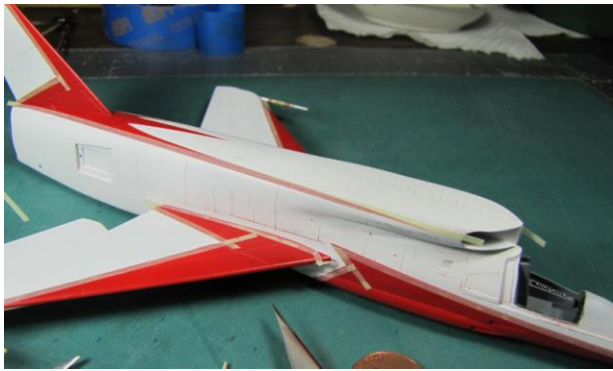




Once it is nice and dry I mask off the model with my 3M Fine Line masking tape, including their regular blue masking tape.

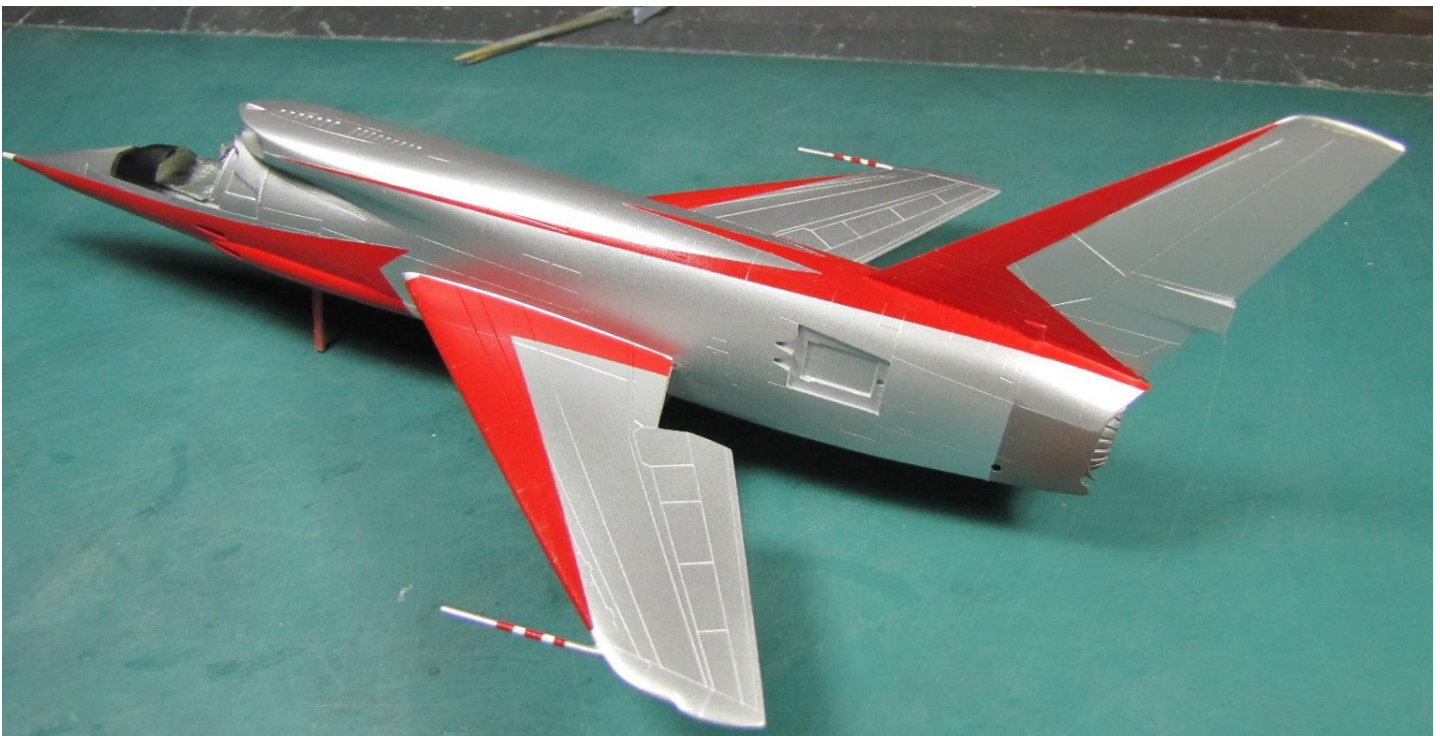


The red paint goes on like clock work . Then it's a challenge to mask off the red and white so that I can apply the aluminum looking paint. In the end it works out just fine with minimal problems.





The model is left to dry for a week or two. Then it's clear coated with the new Pledge floor wax that we used to call "Future Floor Wax."



The kit decals were applied with care and there was no problem with silvering.

If you would like another Sabre Jet to be added to your collection then buy this model and please revise the side windows.

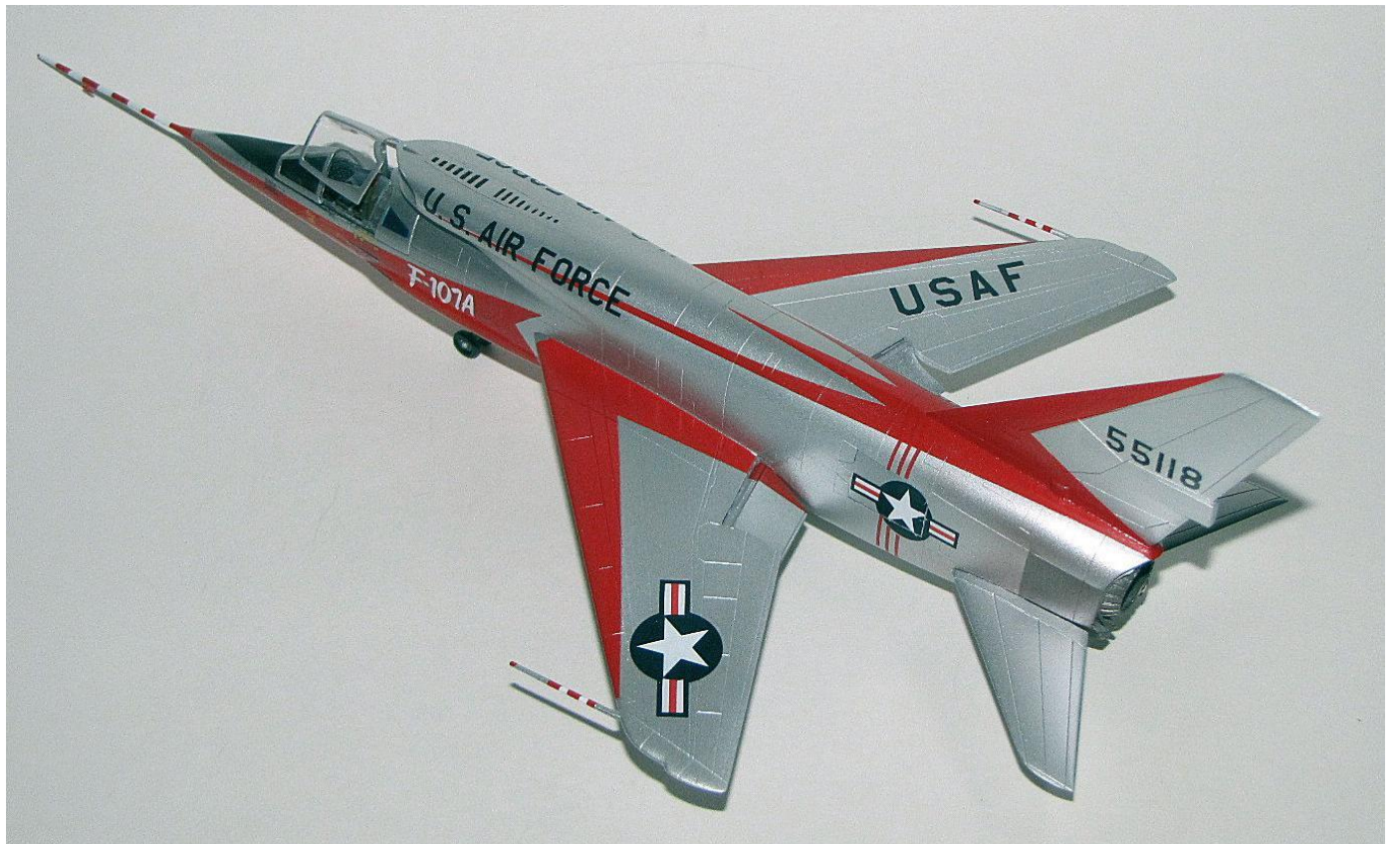
I'm saying "adios" to this model and remember, it's dedicated to Mike Burton, for without him I would have never went to Pima and saw the real thing.

Happy F-107A....ing!

Rodney.

P.S. Mic, please stop by my home here in Colorado and pick up your model.





1/72 Scale Trumpeter F-107A Ultra Sabre Jet
Model & Photo by: Rodney J. Williams

UPCOMING EVENTS CALENDAR AS OF 10-14-16

Friday, October 14 2016

IPMS/ Fremont Hornets host their meeting at Irvington Community Center, Fremont CA. Theme is Buildfest & Reviewing TC-12 event "Battle of Britain". See their website for details.

Friday, October 21 2016

IPMS/ Silicon Valley Scale Modelers monthly meeting. Club Contest Theme " **Frankenstein's Model** "

Friday, November 04 2016

IPMS/ SVSM meet. President and Editor's Club Contest Theme " **The End All and Be All Contest** " Set now as a specific trio "German, Sherman or Vermin" Check details listed at www.mickbmodeler.com

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"

Saturday, November 05 2016

IPMS/ Dragon Lady host their "**HORSES to HORSEPOWER**" Show & Contest 2016 in Yuba City

Saturday, November 05 2016

IPMS Phoenix host their show " **Modelzona 2016** " at CAF Airbase Museum, Mesa AZ

Friday, November 11 2016

IPMS/ Fremont Hornets monthly meeting.

Saturday, November 12 2016

" **IRON BLOOD ORPHANS** " host 6th **annual Gundam Model Competition** at the Fullerton Community Center, Fullerton, CA. See their website www.THOSEGUNDAMGUYS.ORG for additional info and updates

Friday, December 09 2016

IPMS/ Fremont Hornets monthly meeting.. President's Theme " **It's A Holiday Month Let's Play** "

Friday, December 16 2016

IPMS/ Silicon Valley Scale Modelers meeting. "Pirate's Pleasure" as Gift Theft Exchange planned

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

Saturday, March 04 2017

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

Friday, January 19 2018

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

OKAY NOW YOU CAN SEE FOR YOURSELF

**- IT'S OFFICIAL !
WE ARE HAVING OUR**

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



"ON THE HOOK"

CONTEST THEME COVERING NAVAL AIRCRAFT, SHIPS, POLICE & FIRE, BOMB DISPOSAL, TESTING PROTOTYPE & ONE OFF'S, SPACE FLIGHT IN 1967 RESCUE CRAFT & USCG CREWS, PARACHUTES & SKYDIVING, PARASITE AIRCRAFT, ROLL MODELS. MILITARY COMMANDERS, ARMY RANGERS, USN SEALS, USAF P.J'S, BRITISH SAS, PEOPLE WHO SHOT OFF THEIR MOUTHS AND PRODUCE NOTHING



"FREE SPECTATOR ADMISSION"

VENDORS, MAKE 'N TAKE, RAFFLE AND FOOD TRUCK

NAPREDAK HALL 770 MONTAGUE EXPRESSWAY SAN JOSE, CA 95131

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

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

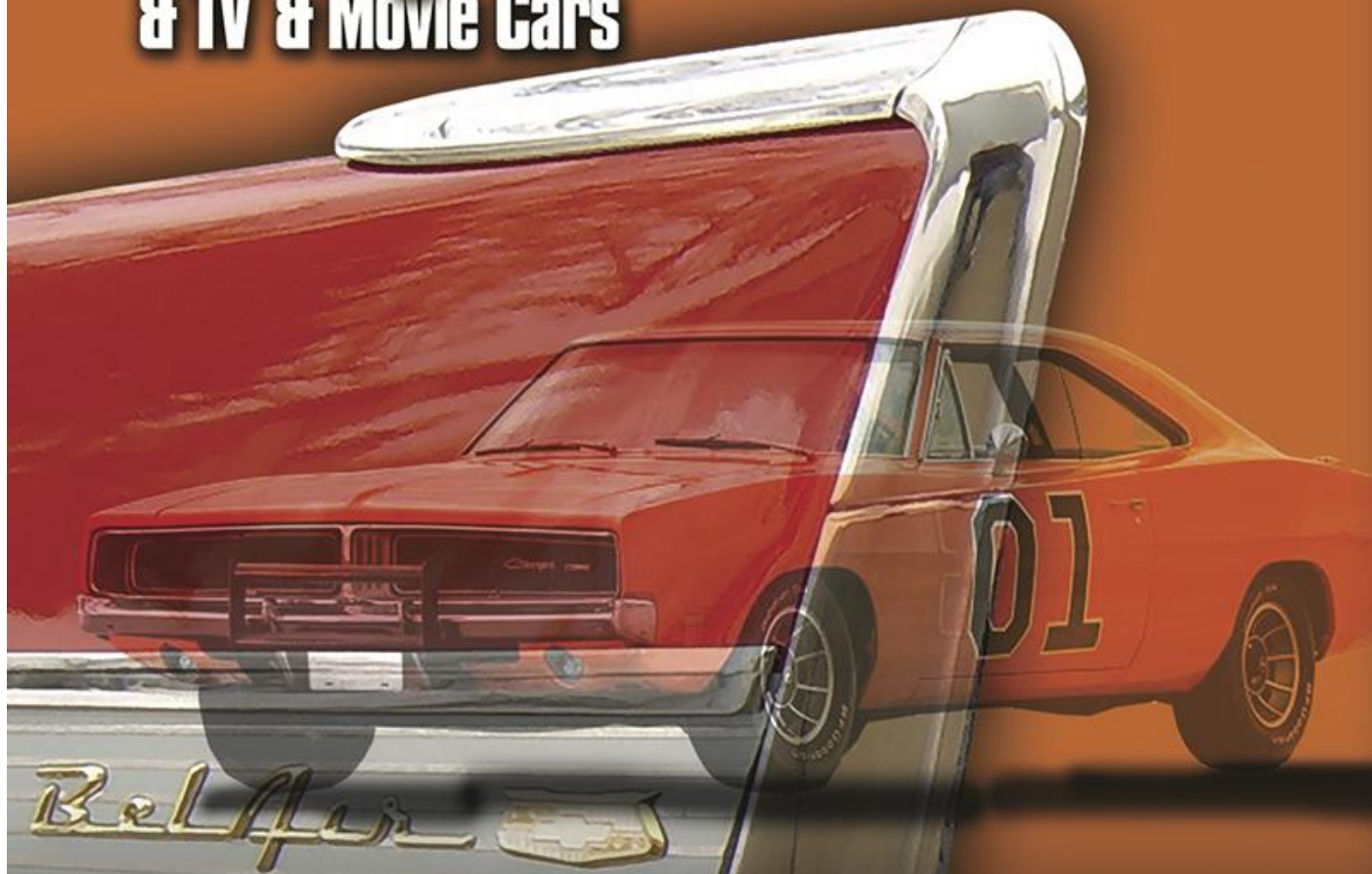
SENIOR \$12 UNLIMITED NUMBER OF MODELS, JUNIOR \$2 UP TO 5 MODELS 6 OR MORE \$5 FLAT FEE, SUB JUNIOR. \$1 UP TO 5 MODELS 6 OR MORE \$5 FLAT FEE.

VENDOR TABLES CONTACT MIKE WOOLSON SWINGWINGKLVK@GMAIL.COM
TABLES ARE VERY LIMITED. A VALID STATE OF CALIFORNIA TAX FORM/PERMIT REQUIRED.

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

NNL West ⁷

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



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

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



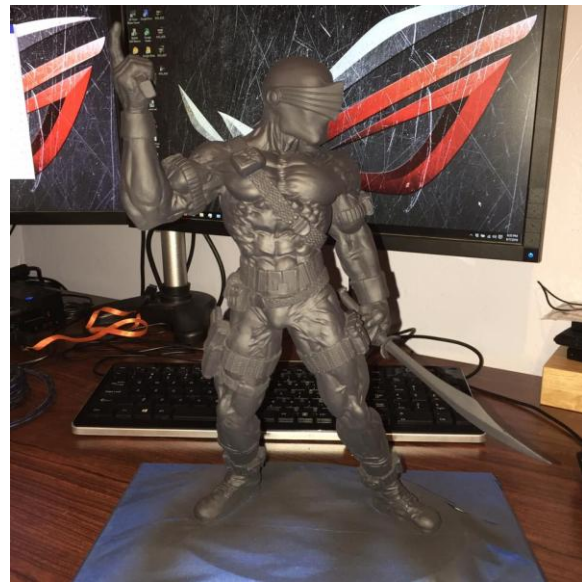
Rich A. Pedro Presents:

How to Strip ...

paint from your figures

(Noooo sorry, this is not about the activity exchange for paper).

It's bound to happen, sooner or later while working on a figure (or model for that matter) the paint get so bugged that you toss in the towel and want to start out new. This recently happened to me, as in last weekend. Preparing a figure for the in club contest I pushed and paid for it. (The 2016 August SVSM "It Figures" event – editor)



I was spraying 15yr old Metalizer sealer on my good base coat. Intending to preserve the nice finish and color I had. Instead one mistake lead to another with the end result being overspray and alligatoring (wrinkles).



There are more defects which I tried to fix, a bit of sanding and paint all should be good??

No?? Well no, it's like polishing a turd; while it can be done (proven by Myth Busters) the end result it's still a turd.

So what can I do?

Select sanding can fix most of the issues but in my case the issues are in areas that are tough to address and the risk of obliterating detail is something I'd rather not risk.

While searching the tomb of "ALL KNOWLEDGE" <cough, google> I ran across a product that the gamers seem to like and it seemed this would minimize the risk to my old, expensive, limited (and rare) Snake Eyes kit. Many of the game pieces are either plastic or resin. White metal figures are still around but won't turn into a blob if you use the wrong kind of stripping agent.





The product is called Krud Kutter Graffiti Remover and is available at Home Depot. The website says larger sizes available (up to 55 gallons) but unfortunately HD only had the spray bottles, so I grabbed 2 spray bottles @8.50ea.



Per the product website it's safe for plastics, safe on automotive clear coats and many other surfaces.

The guys on the gaming forums really like the stuff.

Essentially soak the part(s) and using a stiff nylon brush scrub away the layers of paint.

Now for some "F-U-N"...

ABOUT GRAFFITI REMOVER

The ultimate spray paint graffiti remover. Proven best in independent tests. A safe alternative to hazardous, solvent based graffiti removers. Effective on most hard, soft, and porous surfaces. Safe on clear coat automotive finishes.

Removes:

- | | | |
|--------------------|-----------------------|-----------------|
| ✓ Acrylic | ✓ Acrylic Enamel | ✓ Aerosol Paint |
| ✓ Enamel | ✓ High Gloss | ✓ Oil Lacquers |
| ✓ Primer | ✓ Sealers | ✓ Semi-Gloss |
| ✓ Speed-E-Names | ✓ Stain Killers | ✓ Super Enamels |
| ✓ Urethane Enamels | ✓ Water-based Enamels | |

For use on:

- | | | |
|-----------------|-------------------|-----------------|
| ✓ Aluminum | ✓ Brick | ✓ Cinder Block |
| ✓ Concrete | ✓ Fiberglass | ✓ Formica |
| ✓ Freeway Signs | ✓ Glass | ✓ Metals/Alloys |
| ✓ Plastic | ✓ Street Signs | ✓ Slump Stone |
| ✓ Split Rock | ✓ Stainless Steel | ✓ Stucco |
| ✓ Tile | ✓ Terrazzo | ✓ Vinyl |

Features:

- No unpleasant odour
- Water-based; biodegradable

FOR BEST RESULTS

Thoroughly spray area damaged by graffiti and wait 3-5 minutes.

AVAILABLE SIZES

- 16 oz. Spray
- 22 oz. Spray
- 32 oz Spray
- 1 Gallon Bottle
- 5 Gallon Pail
- 55 Gallon Drum



I spent a good part of the day trying to find a container that would fit the 1/6 scale figure, an adventure in itself.

After dozens of "I think this will fit" attempts I gave up and resorted to using a plastic storage box, and that still didn't fit the way I wanted.



I was really hoping that 2 bottles would be enough to submerge at least half of the figure...

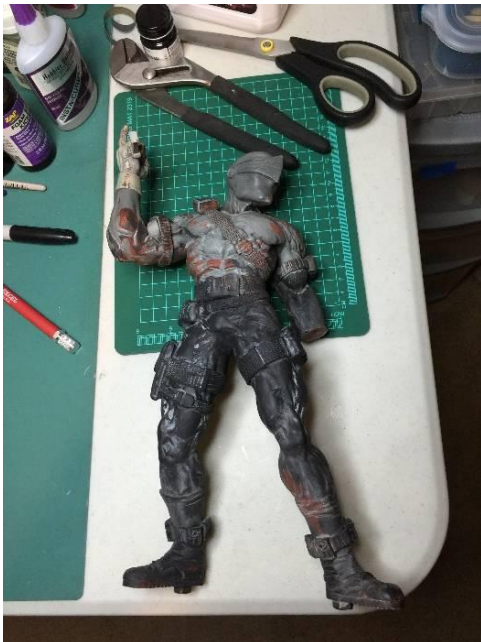


...it didn't!

Following the examples from the forums (... and 'Tube) I soaked the figure for about 30min and scrubbed... Came back about an hour later and scrubbed...

And scrubbed and scrubbed. It barely made a dent!

So I let it soak overnight. And scrubbed... after two days of soaking and scrubbing here are the results:



DEFINITELY NOT the 15-30min as suggested by the gamer forums... Needless to say I've given up on Krud Kutter Graffiti Remove...



Casualty from this stuff, a damaged and lasagna'd sword which I not have the joy of fixing.

Now I will admit, the gamer's bits n bobs are much much smaller than 1/6 scale. "Stiff" nylon brush I used? Would've launched their pieces into the neighbor's yard! (I was using a small car parts brush and a heavy duty nylon brush). Plus many (not all) of their paints are water based acrylics. I'm using solvent based primers,

Krylon has been good for base coats and adheres well to resin. For paint I use what works for the job, a mix of solvent and waterbase.

Since I wanted to remove all of the paint, again I search the tomb and found a suggestion for Simple Green. I only had a small spray bottle , so off to the store for the gallon... (and another container for soaking). Then set up a simple green/water mix of about 50:50 and set the figure in the container.

So far the figure has been soaking for the last day (Sunday/Monday) and introducing the brush the paint does seem to remove easier than the Grafitti Remover. Few swipes with the brush and presto, resin base revealed! (Unfortunately I do not have any early pictures of the progress).

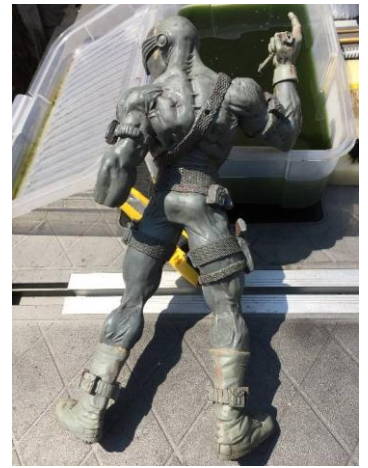
Encouraged, I proceeded to let the figure soak occasionally scrubbing with the nylon brushes.

When I looked up, I had simple green and paint spattered everywhere, so I move the process outside. Plus the smell of wintergreen gets a little old after a while. Every so often I would go out and scrub.

After a few days nearly all of the paint is gone except for the nooks and crannies.



To get the spots that the brushes were not getting into I went back to a figure building trick I use for smoothing out putty: Bamboo chopsticks and shish kabob sticks. You can use a popsicle stick, but the wood has a tendency to bend easily when it gets wet. I use a Dremel and a sanding drum to shape the chopstick into a #11 knife profile. It does not need to be accurate, later as the edge wear I use a utility knife to trim the edges back to a #11 profile. I do the same with the kabob stick. I like using these as they are firm enough to pick the remaining paint from the details, yet soft enough that you don't damage the resin. Use the size/shape of tool as needed to remove the paint, scrubbing with a brush to help clear and remove additional bits of paint.



Well it's now Thursday and the club meeting/contest is tomorrow and I'm happy with the results I got with Simple Green.



There are still some places where I was not able to remove the paint, but I think spot cleaning with non-acetone nail polish and a cheap paint brush will do the trick.

Simple Green does leave behind a slight oily feel; residue from oil of wintergreen. So one last clean up with hot water and dish soap and some final scrubbing.



Thoughts:

I guess in a way this can also be considered a product review.

In the end, Krud Kutter Graffiti Remover is junk and pricey for what you get.

It may work fine for waterbased paints but does little for the solvent paint I applied to my figure.

Although initially I was skeptical it would work, Simple Green has once again stepped up and proven itself to me.

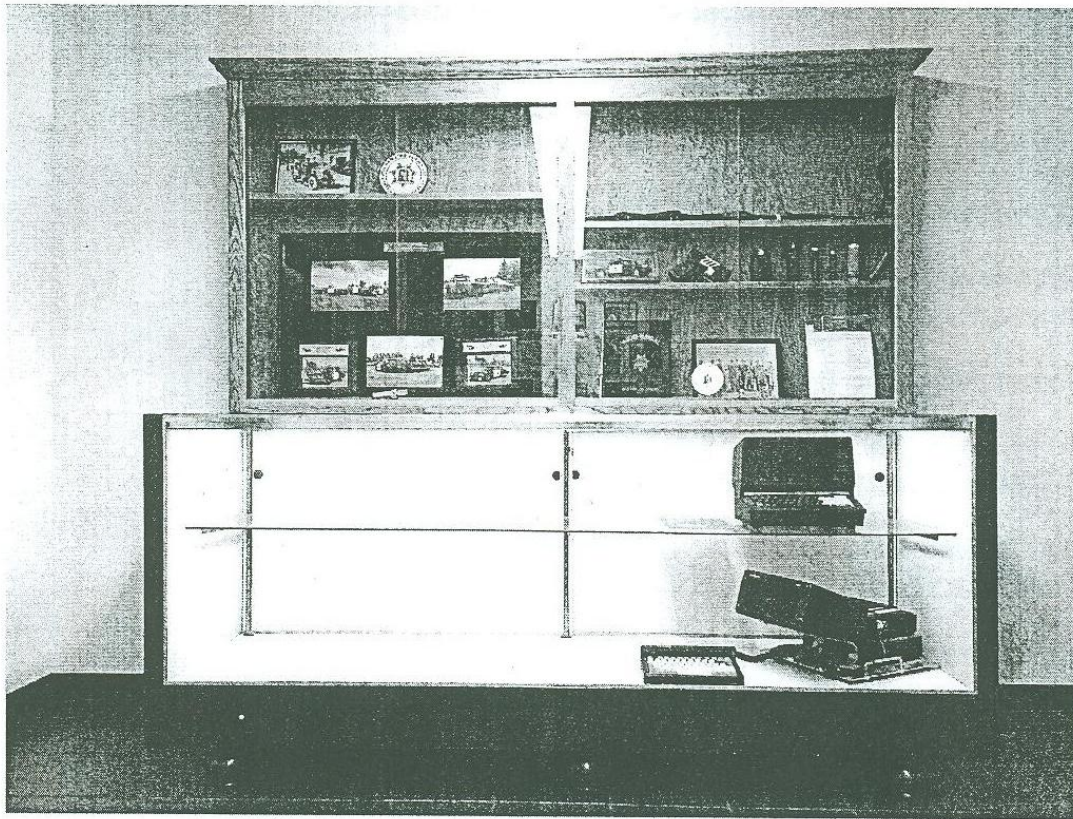
Many times I've used it in RC racing as a tire sauce; the wintergreen oil contained in it would soften the rubber tires and aid in traction on my race cars.

Unfortunately I WILL NOT be rushing to get this finished in time for the meeting. While I was removing the paint I noticed areas that I missed and want to fix, there is repair work on the lasagna sword and some other self-induced repairs.

Until Next Time!

Rich < richp437@yahoo.com >

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 – September's editor, Mick Burton (at it again this month , agitprop perhaps, history for sure)

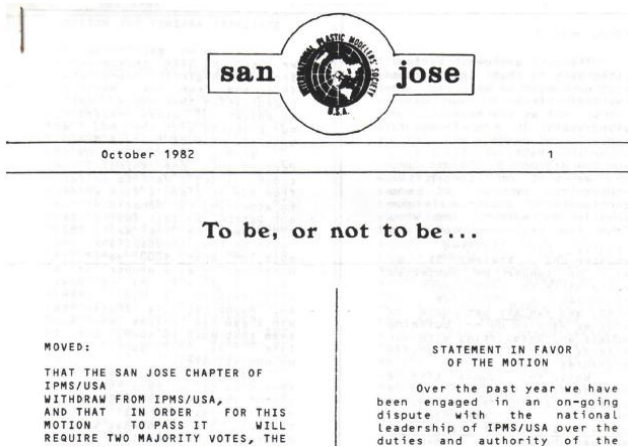
“ CLOSING ON NOTE TO REMEMBER A CHANCE TO DISMEMBER ... SO NOT REPEAT (if possible) ”

Last issue, we closed in on the very direct facts of a very contentious time in the history of two clubs happily still with us, caused no doubt by individuals who are named and guilty as charged, in the tale now continued within.

I have no apology. Although again I guarantee you there are those “self appointed moral compasses” from inside our community who wish I would not bring out such “controversy” from our club’s storied past. Especially when using guilty party’s own written words. However, others who have not known of this, but understand in their own lives lived, how and what came to pass here is in fact, a very classic situation we are likely to find ourselves or our friends in other clubs in again someday. May possibly agree that re-telling history IN CONTEXT FULLY , is good

First part I will open here with directly delves into the October 1982 controversy now in full brew, straight from the folks who were there, one the Editor whom I took the helm from not too much beyond when this all had occurred. An event which literally preceded my membership in club by year nearly exactly. Full backstory of which had been passed on by outgoing Secretary/Editor/Treasurer I took over from in 1983. Appreciate more than ever, that trust

SO here, October refresher, this Cover Sheet “clip” from 1982.



Yes, A Civil War set in motion by “Club Fed” & “a loyal officer of the Union” with “no remorse” or apologies to offer to Fresno, SJ IPMS for what his “misunderstandings” caused.

Proclaiming “ POSITIVE COMMUNICATION WORKS ”, this Officer of the Union (Club Fed, aka IPMS –USA) who was titled “ Regional Coordinator of Region Nine, IPMS ”

Just to help some of you old or new to “social modeling” keep in mind a perspective that some of us recall what is result of some folks NOT STANDING OR TAKING ON A STAND, when there is still time, brother. Indeed, evil does begin to flourish when “good men stand and do nothing”

Eternal Vigilance is Indeed, the Price of Liberty. Several clubs in our Region, as has happened in others, do not exist any longer or in radically different form, for having given short shrift or a weak “it’s only a hobby” answer when call to arms begins to make itself obviously. Running an organization, large or small, paid or unpaid, isn’t a joke or a reality separate from “your real life, or your serious one”. Respect that and those who do will do well.

Now, because I felt in retrospect that there’s no way to pare down, paraphrase or redo this, a repeat of last issue:

No malice but plenty aforethought. Brought this issue of “ differences of opinion” and roles that Officers play in our “model world” , at this particular time TODAY not just for “muckraking history”. Again, because the ones who have gone before many reading this NOW, were already painfully aware of how much history repeats itself, if not learned from . When I said there are those who wish I wouldn’t “rehash this”, well sorry. I have to as REPEATED today the lessons: Those who still don’t want to come to grips with “Club Med vs Club Fed”, as I blatantly simplify the choice between being a “local club member vs IPMS USA member” , if a choice must be made. Or on a “Med” Level, do you reform your club from within or decide to fragment to simply reduce the stress of even attempting to?

Remember when it comes to finally reaching a point where “enough is enough, you’re wrong, I’m right @#\$hole” trying to deflect with silly argument “it’s only a hobby” doesn’t serve. If it involves humans, competition and some congregation, mixed in with judgements expected and encouraged, you’re taking in way “more than a hobby”.

In the final analysis? This chapter is “One of the Few, Owed So Much by the Many” if you really want to know my “propagandistic, biased, slanted take” here. Because as one of “The Few” IPMS USA chapters still continuously operating under a charter begun back in 1964 with USA (Club Fed) and actually chartered independently of that by more than year earlier, WE have learned BY SCHOOL OF HARD KNOCKS: who to trust, how to trust and how to be reactionary (yes that horrible misconstrued term) in a progressive (another misused coopted term) manner.

OKAY – SO NOW LET’S DO SOME DIGGING AND EXPLORE : Here’s the promised “Pro & Con” in October

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 IPMS Region 9 Coordinator, Richard Carlson. Despite a petition and many protests on our part, the IPMS/USA leadership now intends to keep him in office. I believe this can only result in an escalation of what are already bad feelings between ourselves and the parent group, IPMS/USA, as they make continually increasing demands upon us and continue to allow Richard Carlson to exercise authority over us.

The only argument against withdrawal is that this group will no longer be able to use the IPMS title in our name. Let us look at the benefits of withdrawal: 1) An immediate cessation of demands made upon us by the National Leadership and the Region 9 Coordinator; 2) We will no longer be represented by an RC who continually distorts our position on matters and who, from the beginning of his tenure, has disliked this chapter and so stated; 3) We will no longer be subjected willy-nilly to involvement in organizational politics in IPMS, and can all get back to what we want to do -- building models and associating with our friends -- without outside pressures.

While this sounds like a drastic step, in effect it is purely an administrative change only. Our meetings and activities will not change in any way whatsoever. Members who generally attend contests hosted by other Northern California IPMS chapters can continue to do so, since these are all open to the public anyway. Those who already belong to IPMS/USA individually will not be affected in any way concerning entrance to national-level contests and other functions. In short, the only tangible effect is to move our chapter away from the political bickerings of IPMS/USA and quietly let us get on with our hobby. The important point for most of our members is that our activities will not change at all.

If this proposal passes I propose that we adopt the name "San Jose Scale Modelers."

-- Jay Sherlock

To further illustrate the depth of this in context, readers, you are advised that “Pro-Withdraw” writer is none other than a FOUNDER OF THE SAN JOSE CLUB !

He is not “some radical, some upstart, some troublemaker who should be asked to leave or “go get a life or calm his Ass down on matters that aren’t as vital” or any such crap

Here is someone who has put quite a bit of himself along with his friends who founded the club with him 19 years before, finally taking a stand of definition beyond this line he will not go if you continue to wreak havoc on what they built, enjoyed, shared with others like us. Keep it in mind.

NOW WHO JOINS HIM AS "OPPOSITION" (A Tory for the "Fed" in opp to the "Med" Patriot) MAY SHOCK

STATEMENT AGAINST THE MOTION

What do we gain?/what do we lose? WE GAIN independence from our Regional Coordinator (RC) and from the National organization that seems unable to answer our pleas regarding our problems with the RC. WE LOSE the name of the I P M S.

What's in the name? Perhaps only one thing: the clout. I don't want to detract from Tom Harrison's fine effort in acquiring the donations for our October contest (using the IPMS name, by the way), but could he have accomplished as much -- over \$200 worth of donations -- as a member of a local club with no national affiliations? I don't think so. Maybe having a chance to win these new prizes may not seem that much to some, but I like it. Call me unsophisticated.

Now, what about our RC? What does he dictate that we cannot ignore: contest rules or categories, perhaps? Let us tell him that we do what we can afford. If he insults us or tells lies, let us tell the truth to those who are important to us and ignore the nerds who won't listen. Have the President and his board been apprised of our predicament? Have those letters of truth (the Moffett Field testimonials, for example) been sent to the RC's director as well as the National board? If we have done all this, then we are in the clear and certainly have no need to "leave town". Of all the unanswered questions I have, one is: just what DO we accomplish in taking such a negative course of action?

Maybe we're fulfilling the RC's favorite wish. I don't know; maybe I just cannot get as excited as I should about anything in the modeling world except ...MODELS!

the Haze Gray Admiral
Bert McD

Now, the Editor here had not joined this contentious club as yet. I only knew of IPMS- SJ as "interested outsider" who'd seen them at events like Moffett Field or Leining Center

However I would less than a year from this point, learn of all this in deep background from then Editor Doug Stuart, as well firsthand from Mr Jay Sherlock, Mr Tim Curtis, Mr William Magnie, and also get to know very well over those years, the Haze Gray Admiral here, Bert McDowell.

Also ever more than some of you, well experienced with the RC in question here, and heard his side of the story over the years. For an amateur historian, that's a treat.

So you may take it here from me, Bert's final paragraph had far more truth than anyone at the time truly could know or realize.

What's this all got to do with today you likely now say?

If you listen around the tables or at shows, perhaps you may have already gained an appreciation that some of you have a very distorted concept of how our organization does work and the roles various "officials" or "officers" really play in the "big scheme of things". Amusing most of the time, but fatally wrong and ruinous sometimes when the collisions occur between what is, and what you thought , do come to pass.

This whole missive of "real history" in "our silly hobby" is an excellent lesson in knowing what "man's got to know his limitations" translates into, besides a great Dirty Harry movie quote.

When you read on ahead and find out the publicly revealed basis for what much of this came about from, keep in mind a lot of "Club Fed" officials were just as guilty, if not more so in their clear misunderstanding and dereliction of duties of which their "big deal titles" put them responsible for.

Oh yeah, I know as we did then, NO ONE IS GETTING ANY PAY for any of this. Heard that plenty of times in discussions.

Uh huh.

SO, WEAK SISTER OFFERING THAT DISMISSIVE REPLY:

DOES THAT MEAN I, and OTHERS LIKE ME CAN EXPECT A SIMILAR LACK OF RESPECT, POOR HONORING YOUR DUTY AS AN OFFICER IN THE FUTURE ON THE "LOGIC" YOU & YOUR CRONIES "AREN'T GETTING PAID HERE"?

THANKS FOR THE WARNING, I WON'T VOTE FOR YOU ☺

DISCUSSION OF THE MOTION

After the motion was made a number of the newer members asked to be informed of the problems that precipitated this action. A history of the interaction with the RC and the National was recounted, with mention of the far-fetched and fantastic accusations of beer-induced rudeness at Moffett Field 1981; the command from then-Director of Local Chapters Larry Montgomery to tell San Jose to "toe the line or get your charter yanked" [what "line" was never made clear]; the unilateral moves by the RC; the difference in opinion about the role of the RC in the general scheme -- conduit of information, or potentate. The question was asked "what have we done so far?" Last spring, in a phone call to President Bill Magnie, IPMS/USA President Rob Wolf asked the chapter to "put something in writing" about the problem. That was done and mailed off in May. No answer. A second letter was sent off in July. No answer. A third letter was sent off the day of the September meeting [Sept 29, and no response to any of the three letters]. The Fresno chapter had sent off two letters, with a similar lack of response. The chapter received a copy of a letter written by the current Director of Local Chapters, Steven Kumamoto, to the RC, expressing the belief that there was no substance to any of the complaints -- this conclusion drawn without any contact with any member of the complaining chapters. Doug Stuart expressed the opinion that this smug, imperious decision-making transcended any problem of communication with the RC (who, by the way, has offered to write a letter of apology to San Jose, or anything short of actually resigning, if it would improve matters), and that the National seemed to expect lock-step conformity and tended to over-react if they didn't get it. Paul Ward felt that this was all a tempest in a teapot:

if we don't like what the National says, ignore them, but don't get all in lather about stuff that doesn't relate to modeling. Bert McDowell said that he felt the IPMS name was a plus for an organization, that it carried with it the weight of the 6000 national members and that any local would have more credibility and leverage in its dealings. The discussion went on for about 50 minutes.

OKAY SO NOW YOU SEE THE BIG PICTURE OCTOBER.

Please do take note, by now the IPMS SJ and IPMS Fresno Clubs have "taken the necessary steps in the conformist way that "cooler heads and *cynical smile* mature adults" would say were to be followed, before "hot headed reactions taken"

TAKE NOTE ALSO HOW THEN IPMS USA PRESIDENT ROB WOLF (no slouch when it came to making sure that you knew "he was a President" when the glorious light shone on) DID NOT REPLY AT ALL TO ANYONE HERE.

NOR DID ANYONE EXPLAIN OR DISCIPLINE THE DLC Mr LARRY MONTGOMERY FOR HIS THREAT (yes that is what that language was, was meant to be, and is another fine example of "Power (illusory as it is) Going To One's Head"

SO -- when a group of "hobbyists" in a "not serious, no big deal, no one getting paid here", who are members in good standing in a club THEY FORMED BEFORE THE FED EXISTED to which they later joined as a chapter, FIND THEMSELVES BEING TREATED AS IF CONCERNS OF THEIRS "don't count because ...why?" WHEN THEY HAD ORIGINALLY ALL BEEN HAVING FUN AT THIS, any ideas here what "great plan they should take up with?"

Quit Whining, you're not any big deal and "We Officers Find NO MERIT to your endless bitching so we won't bother to even follow up on what we asked you to do..." ?

GET YOUR BUTTS BACK IN LINE OR ELSE ???

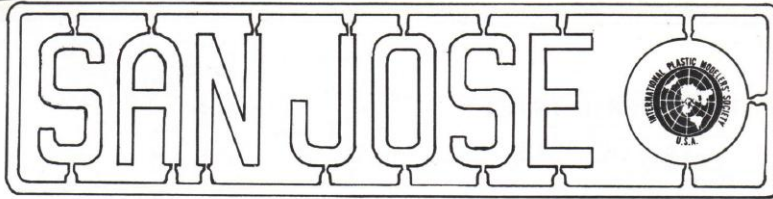
Fill out endless forms and "go through chains of command"?

Pleasingly, Paul Ward had it very well targeted as did Bert in a far less pro-active (not aggressive or focused enough) manner.

An approach which has oddly enough, later been practiced to great results by several successful clubs going on many years

Just ask some HQ types or past RC's if you need to check me.

AT THIS POINT WE WERE STILL ENGAGED IN THE GENTLEMANLY ART OF CIVIL DISAGREEMENT AND TAKING THE "PROPER STEPS ROAD" TO ENGAGE OUR FINAL DISPOSITION OF THIS MATTER



November 1982

1

IT'S STILL IPMS/SAN JOSE

MOTION FAILS 15 - 22

October 15, 1982. Mercury Savings, Cupertino.

The meeting was called to order at 8:12 pm with 48 members and guests in attendance.

The major event of the meeting was the second vote on the motion to disassociate with the national IPMS. Tom Harrison wanted to postpone the vote until November so that there wouldn't be any hard feelings on either side to interfere with the success of the October Contest. Larry Taylor made a motion that a spokesperson for each side be selected and talk for 2 to 3 minutes, and then have the vote and get it over with. This motion passed 28 yea, no nays. As it turned out, three people spoke on each side, and for longer than three minutes apiece. Norm Engel, Brian Geyer and Tim Curtis spoke in favor of disassociation. The general theme was the lack of benefits of being a local chapter of the National; as Tim Curtis said, "We've given the National many new members over the last 18 years. In return we've received three posters, a charter, and dwindling response." Gary Bentson, Tom Harrison and Chuck Foster spoke against the motion. Gary brought up questions about claims to the money in the treasury, did it belong to a San Jose IPMS club or did it belong to this group? Tom felt that all the avenues hadn't been exhausted, and also that any members considering disassociation should also resign their personal memberships in IPMS or risk being hypocritical. Chuck expressed what was, as it turned out, the dominant feeling: "It's no sin for the RC to be abrasive, it's no sin for a chapter to be late with news; these are minor points. The RC is not forever. He and the National can't do anything to us that we don't let them. Leaving IPMS is a hollow gesture. If they don't like what we do, let them have the burden of kicking us out." The motion to leave IPMS was then voted on and failed, 15 yea, 22 nay.

Tellingly, not so long after this whole episode, many of "the Big Deals" and "Wheels" who'd featured in the "stiff neck our way or hi-way" side of things, would themselves be merely a page in "dustbin of history". Not even a sign of them later years in any events mention, or any other club or E-Board or remembered.

SO MUCH FOR THEIR GRAND WORKS AND EXEMPLARY DISPOSITION FOR THE TITLES AND POSTS THEY HELD IN THE DUTIES PERFORMANCE PART

Oh YEAH, I FORGOT.

THEY WEREN'T GETTING PAID FOR ALL THIS ANYWAYS, SO IT DOESN'T MATTER AT ALL, REALLY DOES IT?

Whew ! Glad I REMEMBERED THAT. I may have actually thought there was a very serious side to all this, and maybe someone's life would have been affected in some way, adversely or otherwise.

Hell, Model Clubs, they come and go right? Not a big deal if this one or that one ceases to exist or fails to grow, excite, maintain any fun atmosphere or foster a larger sense of purpose. There's no profit in there, come on

Well, for now, I am glad to have shared this all with you as it relates in simple sense of why we were and what we were doing, as a "group of hobbyists, doing this odd thing", over 34 years ago...

It's fun enough to just recall it and my going overboard with editorial ravings, trying to be making something seriously applicable or for major or minor philosophical points is just a way for me to produce the incentive to go on.

Being that it's another "one of those times of year, where tempers run hot and words fly without consideration for the damages They may do in the longer larger sense, as we argue **OUR TEAM IS RIGHT AND YOURS ARE** (insert favorite embodiment of evil as a tribe here)", I indulged again.

Read on, we'll take up easier recalls now:



San Jose Chapter IPMS



OCTOBER 1986

Next Meeting: October 17, 1986
Time: 7:30 - Juniors Workshop
8:00 - Seniors Bullshop

Location: Mercury Savings
19376 Stevens Creek Blvd.
Cupertino

SEPTEMBER MEETING MINUTES

Operation of the September meeting was dropped in the lap of Rodney Williams, VP, as Barry Bauer was unable to attend due to other obligations, and this editor/secretary/treasurer was unable to leave work on time (7:15 pm) due to complications from the ill health of my assistant manager, so that I did not arrive until 40 minutes into the meeting.

October 1986 OSS, cover shot. Inside there is the awe and wonder of how it is the **SECOND NNL WESTERN NATIONALS** is coming up in **Early 1987**, very much due to the amazing response the first one!

THE STYRENE SHEET
Vol. 30, No. 8
October 1996
Mustang makeover: detailing Tamiya's P-51D

By Ben Pada

The P-51D Mustang is a favorite among modelers, and if recent kit releases are any indication, among kit manufacturers, too. Tamiya is the latest company to produce a P-51D in 1:48 and True Details has issued a resin interior set for the plane. So, with these in hand, I decided to build a Mediterranean P-51D.

I started with True Details' interior. I gave the parts a base coat of khaki green using Gunze Sangyo color H-80. The floor of the Mustang was made of wood, so I painted it brown and then dry-brushed lighter and darker shades of brown over the base coat to get a wood effect. The sidewall details were painted according to the instruction sheet, although I used my own reference material for smaller details like switches and knobs.

I let these parts dry overnight. The next day, I mixed up a water-based wash of slightly darker green than the base interior green and used it to accent the deeper parts of the detail. When the wash appeared satisfactory, I debrashed the parts with a lightened khaki green. A little advice: test-fit the sidewalls before painting. I had to thin the sidewalls down in my model, and I was lucky to have not done much damage to the painted parts in the process.

The True Details instrument panel was the only part of the set I didn't like, so I used the kit's plastic panel. Unfortunately, the kit panel had no instrument faces, so I added Wildcat dials to the kit panel. Tamiya corrected this problem in their latest Mustang kit (a Korean War version), and they now have a decal sheet to lay over the instrument panel. The seat assembly was painted khaki green, and the seat

Continued on page 7

A lineup of Mustangs from each of the 15th Air Force's fighter groups in 1945. Second from the top is the plane of the CO of the 52nd Fighter Group. Ben Pada is shown from this unit for his P-51D.

The Styrene Sheet is a monthly publication of the Silicon Valley Chapter of the International Plastic Modelers Society (IPMS). Articles and comments should be submitted to Chris Bucholtz, Editor, P.O. Box 361644, Milpitas, CA 95036, or by E-mail at 207-3426@mcimail.com. Excerpts may be published only with the written permission of the editor.

October 1996 OSS, cover shot here on right. Below, an editorial of some humor to the Editor in its content. Even more fun, memory of this

EDITOR'S BRIEF

One of our long-time members suggested to me that we look at the idea of allowing our presidents to serve for more than one consecutive term, which is what our constitution stipulates now. No, this guy doesn't hold a grudge against Mike Burton; he just thinks that consistency in the offices works to the club's benefit. This certainly is true for contest directors; as you may recall, Mike Meek was director for two years running, and Jim Lewis will be directing his second consecutive event this March.

The idea of restructuring our presidential terms has been around for a while. Modifying them to let presidents serve two terms could help keep some consistency in the club meetings and let presidents plan for events in the distant future. This has helped in our other offices of treasurer and secretary. And, in elections where there are few eager candidates, it could avoid the rise of opportunistic but unqualified people to office.

On the other hand, the rule as it now stands allows presidents to take a year off (as popular presidents Mike Burton and Jim Lewis have done). Holding office involves some work, and it's good to be a member of the peanut gallery for a while.

Also, and more significantly, it avoids stamping the personality of one individual on the club. SVSM isn't thought of as "Mike Burton's club," although Mike had a lot to do with the tone meetings have had over the last six years.

What do you think? This is an issue we should think about and discuss here in the Styrene Sheet. We wouldn't want to mess up the meetings with such talk—let's use the newsletter for that!

Speaking of the Styrene Sheet... thanks are in order for Jim Lewis, Ben Pada, Mike Meek and Brad Chun, as well as

Hubert Chan, Al Gonzalez, Bob Miller, Bert McDowell, Randy Rothhaar, Mike Burton, Jim Gordon, Rodney Williams and all our contributors. You guys make my job very easy—so easy, in fact, that I'll commit to a fifth year of editorship if you'll have me. The fact that my name is associated with the work our members do for this newsletter is a constant source of pride. Keep those stories comin'!

Also, I'm very proud of the mixture of articles—it really reflects our club well. Now, if we could get you figure and car builders to pipe in...



Mike Brickman, 2nd VP, congratulates Jim Lewis (center) and Chris Bucholtz, IPMS/Semi Con, on winning the bid for the 1998 National Convention in Santa Clara, CA. Jim and Chris are the Co-Chairmen for the convention.

that beauty eventually won me over. We may have to have a special "Mustang Madness" contest in February or March. See this space for further details.

Finally, as regards the photo you see here, and its caption, as it appeared in the latest IPMS/USA Journal: No, Jim has not shrunk by five inches, gone bald and turned white. That's Roy Sutherland, as you probably know. Please make the correction in your scorecard. IPMS officials, please flog yourselves when you have a few free minutes.

Well, gotta go prep a natural metal finish...

—The Editor

famous photo for then new club of IPMS-SemiCon

Here now getting the go ahead for their 1998 NATS bid.

That face center of photo?

Oh yes, it may look like Roy Sutherland

But trust the IPMS HQ here

That is Mr Jim Lewis,

Trust us!

**Building a Brown Box
 Tamiya's Centaur C.S.Mk.IV**

By Greg Plummer

As some of you may know, I build a wide variety of subjects though by no means am I a history buff.

I have the basics of WWII down (the allies won if I'm not mistaken), but when it comes to details such as what division was in which battle and which fighter group was in what theatre I should not be asked. So what drove me to build a somewhat obscure WWII subject like the Centaur? Well, first it was a newer Tamiya armor kit, so I knew it would build well. It did, with a few minor exceptions

- more on that later. Second, the tank was all brown, with cool degree markings all around the turret. A non-green British armor subject of the European theatre - how could I resist? I dislike most military green colors; I find these colors to be drab, literally.

As far as the history of the Centaur goes, it's just another example in a series of British Cruiser tanks. You know - Christie suspension, engine development problems, Mk.I this, Mk.VII that, blah blah blah. The first three marks of the Centaur did not even see combat; they were used as development and training vehicles.

It seems also that the Brits did not discover sloped armor until after the war. Essentially the Centaur (A27L) was an A27M Cromwell equipped with a Mk.I 95mm howitzer, making for

a thick but short main gun. Insert sexual innuendo jokes here. Now for the important part - what the heck are those degree markings doing on the turret? The Royal Marines, the sole

user of the Centaur Mk.IV, took part in the D-day landing at Normandy. As the tanks moved towards the beach in their landing craft, a radio-equipped spotter on the ship's bridge used the degree marks to aim the tank's turrets. In this way the Centaur's howitzers could be used for precise fire support even though the tank's crew themselves had poor visibility sitting in the hold. The Royal Marines headed back to England soon after the beachhead was well established, thus the Centaur's service was short and sweet. Interestingly, the Centaur Mk.IV would also be the only tank the



Royal Marines ever took to battle in WWI.

Construction:

Continued on page 3

The Styrene Sheet is a monthly publication of the Silicon Valley Chapter of the International Plastic Modelers Society (IPMS). Articles and comments should be submitted to Jared Bishop, Editor, P.O. Box 361644, Milpitas, CA 95036, or by E-mail at editor@svsm.org. Excerpts may be published only with written permission of the editor.
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OCTOBER 2006 with Jared Bishop now at the helm and look, AN AUTOMOTIVE MODELER (as some would then as now, pigeonhole Greg Plummer like they did to Dr Andy) builds a very interesting British AFV !

There is again a sense that Jared has begun "organically" understanding just what being SVSM Editor really means in terms of responsibility and rewards.

If you're not skilled at giving yourself props and dealing with a pretty predictable scant "outside resources" stream, best not take this particular "unpaid work" on for long

You may end up getting tagged "a grumpy old man" in a pretty short time, known for having a bad attitude feeling as if folks just casually pass on "they'll get you an article" for a malicious prank they learned recently from others.

Of course, little did anyone including Jared know, a year from now, he'd be another part of our history and away to forget this episode if he chose, with no harm no foul.

After all, he wasn't getting paid to do this, was he ?

Ian Fleming was right, You Only Live Twice. Once for yourself, and once to elicit in others, mad screams

NOW I WILL WRAP UP THIS SEPTEMBER (belatedly so) EDITION OF THE WAYBACK MACHINERY, as Duty calls, what with another SVSM meeting less than a week away and still no Original Styrene Sheet done for it, plus there's still another Fremont Hornets publication due for this month (mid October), not forgetting that another TAMS is also scheduled (to keep the Editor sane by maliciously pranking by cranking out these pubs)

Reference for those who would be wise to go explore on their own: www.mickbmodeler.com via Editor's Archive.

SO FULL CONTEXT IS MAINTAINED, thus when I get slammed for "propagandizing" by "select editing", my critics can go fly a kite ☺. Every one of the issues discussed here, is available EASILY for your download there

Writing these editorial pages and publishing this "rougher half of the SVSM newsletters" as I do ? Well aware of how I leave open to posterity, chance to be hoist on my own petards and even expect it now or then. However, I also am majorly and happily aware: these days the few who would venture forth to "counter my wrong head" are for most part Dead, or Brain Dead, or safely In Dread Their Writ Words Will Come Back to Haunt Them.

UNTIL NEXT MONTH (where we'll finally release Eric's "STEGACOW" on the unsuspecting) -mb

AND GIVE SOME INSIGHT TO THESE RATTY RANTS OF SVSM PRESIDENTS PAST

'Train guys don't know how to cut plastic!'

By Bill Dye

smaller kits, neatly folded the boxes and not those inside

Bell's racy royalty: the P-63 Kingcobra

By Mike Burton

A fine pursuit, the Kingcobra gained only a small following within the U.S. military, and seemed destined to die unloved in undeserved obscurity. But Bell Aircraft's P-63 left the shadows of that dark cloud on a postwar race day in 1946.

The Kingcobra may never have gotten top billing, but it didn't go unnoticed. In the 1946 Thompson Trophy Race (the first to be run after the war's end), Charlie Tucker's P-63C, at

392 mph, was the third fastest qualifier and a favorite to win. Three other P-63As would finish in that race, but a stuck set of landing gear forced P-63A Charlie out on the first lap. However, a

the A-1900, but up close one could see the larger, more lethal lines and laminar flow wing of this big brother.

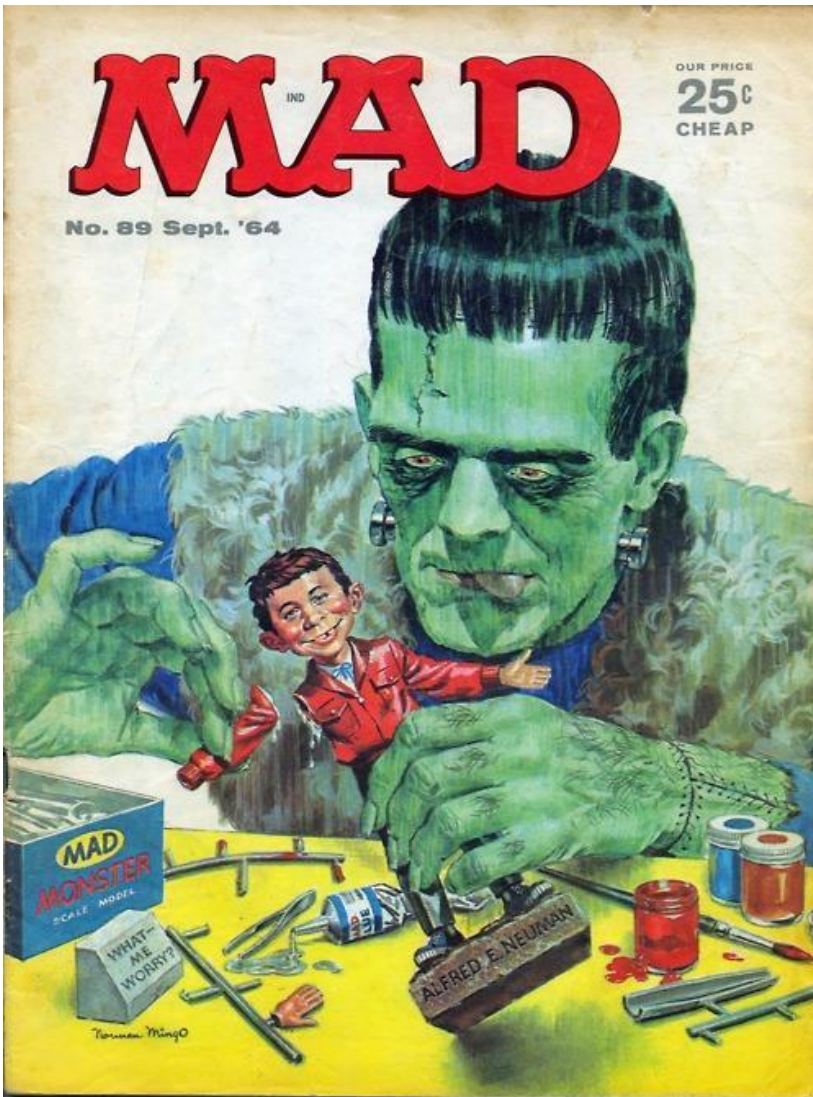
The P-63C which followed had a distinctive ventral fin that gave the Kingcobra a look all its own. Only the single P with its taller vertical fin could show the stretch left in the original P-39 lines. The E model, the fastest of the breed (439 mph), was essentially a boosted C. Externally, the P-63E was the same as the C except for an additional 10 inches of wingspan and a larger engine.

The engine and wingspan size increases were carried over from one-off D which had a body lines and a "blown bubble" sliding canopy instead of

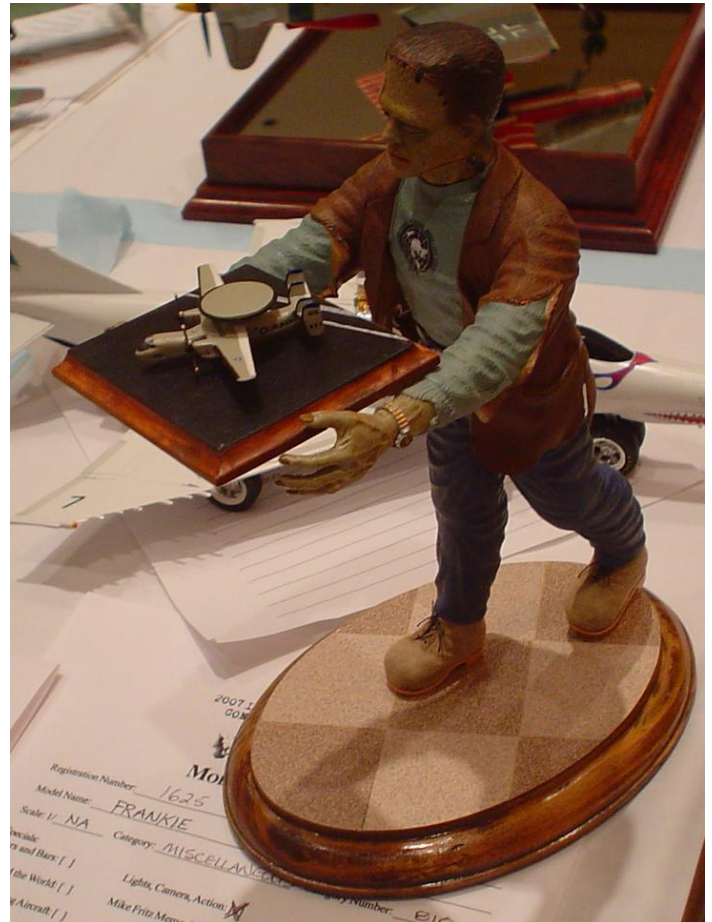


LITTLE OUTLINES of CLUB CONTESTS for YEAR 2016

SVSM PRESIDENT'S CONTEST October "Frankenstein's Model"



Intention here: ENTRIES OF ANY SUBJECT, AS LONG as MAJOR PORTIONS OF TWO or MORE MODEL KITS ARE USED TOGETHER HERE.



Don't expect to just take some "favored bits" of say, this or that kit of a Sherman or a Panzer to dress up another kit of the same, and call it a day. Major conversions (not after market add ons, but actual "Kit Bashes") are good method to be in this league. Be prepared to describe and defend your entry, the Judges have done their "homework" (built to this)

SVSM EDITOR'S CONTEST November "The End All & Be All Contest"

Don't despair, there's a reasonable premise for this contest in context. In keeping with recent past years November club contest, where we recognize this is last "competition" for the club meeting year, "end all and be all" idea now being put forth is this easy to realize theme scheme that echoes past efforts so make "a second chance" for everyone

ALL ENTRIES HERE SIMPLY NEED TO BE : **GERMAN, SHERMAN, or VERMIN**, any scale or type that fits



Desert Classic XX

IPMS Region 8

AVG's 20th Anniversary Model Contest

Saturday, November 5th 2016

Presented by
The
Antelope Valley
Group
IPMS AVG



Event Location:
Antelope Valley College
3041 W. Avenue K, Lancaster CA
Cafeteria Entrance

This Year's Theme:
"Vietnam War"

Categories

Provisions for Splits provided as required

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. Helicopters, All Scales & Types 2. Aircraft: Biplanes, All Scales & Types 3. Aircraft 1/73 & Smaller 4. Aircraft 1/72 Prop 5. Aircraft 1/72 Jet 6. Aircraft 1/48 Allied Prop 7. Aircraft 1/48 Axis Prop 8. Aircraft 1/48 Jet 9. Aircraft 1/32 & Larger 10. Ships: All Scales & Types 11. Submarines: All Scales & Types 12. Armor: 1/72nd & Smaller 13. Armor: 1/48th 14. Tanks: Allied -1945 & Earlier (1/35 & Larger) 15. Tanks: Axis -1945 & Earlier (1/35 & Larger) 16. Armor: Tanks & AFV 1946 - Present | <ol style="list-style-type: none"> 17. Armor: Artillery, All Scales & Types 18. Armor: Softskins 19. Auto-Factory & Replica Stock 20. Auto-Street Machine & Hot Rods 21. Auto Cruisers, Customs, Low Riders 22. Auto-Competition Straight Track & Oval 23. Auto: Miscellaneous 24. Figures: Historical 25. Figures: Fantasy / Sci-fi Biologic Types 26. Dioramas: All Compositions 27. GUNDAM / Mecha 28. Sci-Fi / Real Space: Hardware 29. Out of the Box: All Scales & Types (National OOB Rules) 30. Miscellaneous 31. Juniors: 17 & Under 32. Jurassic Plastic |
|---|--|

Schedule:

0900-1230 Registration
1:00-3:30 Judging
3:30-4:30 Awards Presentation

Fees:

Parking: \$0.50 charged by College (May be waived)
Adult: \$10.00 up to 3 entries.
\$2.00 ea. per additional entry.
Juniors: FREE
Spectators: FREE
Vendors: \$30.00 Per table (Reserved prior to Aug 1.)
\$40.00 after August 1. \$45.00 at the door.

Special Awards

Theme Award: "Vietnam War"
Best of Show
Presidents Award
Best Natural Metal Finish
Best Auto Paint & Finish

Specific Subject & Anniversary Awards

Best WWI Subject
Best USMC Subject
Best Cold War Aircraft 1946-1989
Best Israeli Armor
X-Plane Award

Vendor Contact or additional Information

IPMS Chapter Contact: Curtis Stidham (661) 267-0089 cbstidham@sbglobal.net
<http://www.avg-ipms.org>

In addition, here's the Special Award for AVG # 20

New Special Award for the 2016 AVG Desert Classic Contest

JURASSIC PLASTIC

- Model Must Be A Single Kit from a Pre-1970 Mold (No Dioramas)
- Contestant Must Provide Proof Of Original Copyright Date.
(Instruction Sheet or Box Showing Copyright Date Must Accompany Model)
- Any Subject, Any Scale
- Model Must Be Built "Out of Box" Per IPMS Rules
 - No Aftermarket Parts or Kit-Bashing (Modern Decals Allowed)
 - Build Must Be Per Instructions Using Kit Parts

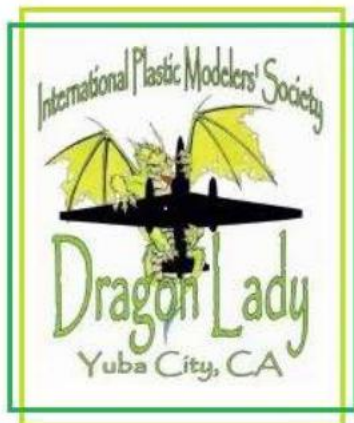
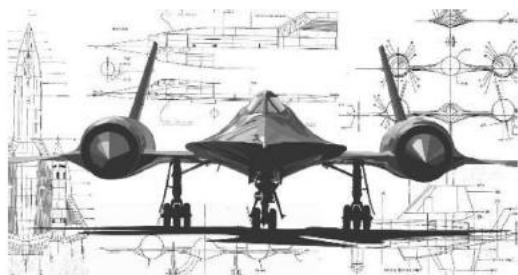
STILL COMING UP IN AN AFTERMARKET NEAR YOU !

Walking on the Far Side with the Stegacow

Another Full Reprint of SVSM Member Article from WAY BACK

Also Part Three of “NEAR SILENCE” Air Compressor Project by Rich Pedro

PLUS ANOTHER NOVEMBER 5th EVENT RIGHT HERE IN REGION NINE



Annual Model Show
November 5th, 2016

Held at:
Adventure Church of Yuba City
1100 Garden Highway
Yuba City, CA 95991

0800-0900 Vendor Set-up
0900-1200 Registration
1230-1300 1st Raffle
1300-1430 Judge Mtg & Judging
1500-1530 2nd Raffle
1530-1600 Awards Recognition

Food Available
Snacks + Lunch

“Horses to Horsepower”

Record Setters for the Ages

For Additional Information Please Contact
Brent Shires, IPMS Dragon Lady President 530-777-9417
<https://www.facebook.com/IPMSDragonLady/>

For Additional information on getting to the church, please visit
<http://www.adventurechurchyc.org/>

Admission to enter: FREE
Model Entry Fee;
• Adult \$6 First, \$1 Each Additional
• Junior \$1 Each
• Kids (under 10) FREE

Raffle Tickets
\$1 – 1 Ticket
\$5 – 6 Tickets
\$20 – 30 Tickets

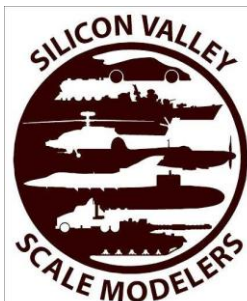
Vendors Tables
(first come first serve)
*space will be limited
\$40 – First Table
\$30 – Each Additional Table

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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