

## Building the Mach 2 1:72 S09000 Trident

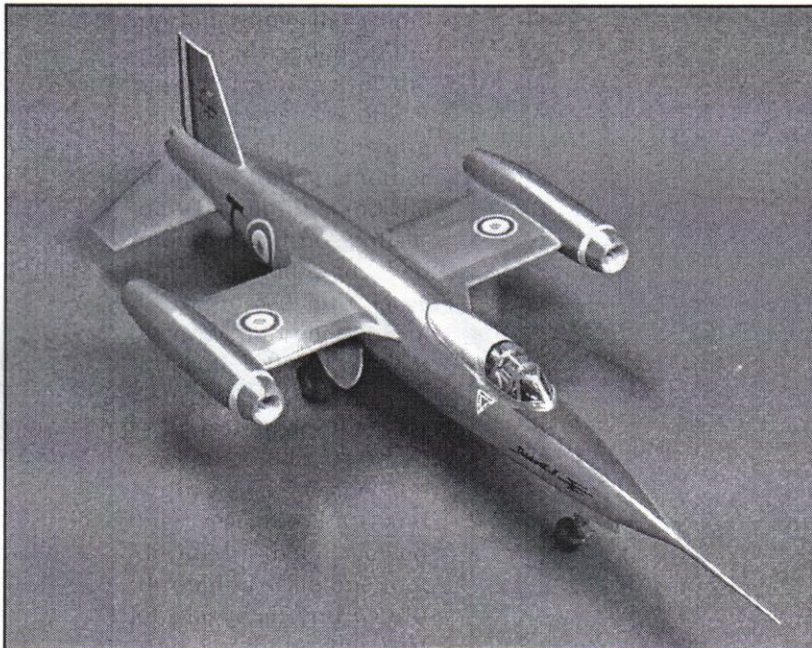
By Bill 'C2C\*' Dye

I like to model strange aircraft, and this one is certainly no exception. I saw this kit in the Squadron Signal catalog for a couple of bucks and I had to have it. But wait! It's a Mach 2 kit! How bad could it be? What could go wrong? Besides, there might be a chance for "crap to cake" to occur. Or maybe not. So, I dove in – so to speak.

Oh, yeah, the history. Well, it's a French experimental turbojet/rocket hybrid airplane with the turbojets on the wingtips and bi-propellant rocket motors in the tail. It did fly! A blurb I grabbed off of the Internet said that, "the Trident first flew in 1953, which marked the launch of one of France's most ambitious programs of the Fifties." The program began in 1949 as a project to develop an interceptor capable of supersonic flight. But it had to reach high altitudes quickly, hence the rocket motors propelled by furaline and nitric acid. The low aspect ratio wings were novel, as was the emergency escape feature where the entire cockpit separated from the airplane. The aircraft went over Mach 1.5 and made 93 flights over three years.

There were a number of rocket engine combinations and some configuration changes. It is now displayed in Paris at Le Bourget Airport.

I really like this airplane and I think the French made some unusual airplanes that beg to be modeled, but, hey, that's me. Ya gotta admit, these guys were gutsy for 1949 to build \*C2C: *Crap To Cake, a la Roy Southerland at a Fremont Hornets meeting several years ago: "Leave it to Bill to turn crap [bad kit] to cake." (or something to that effect.)*



**The Trident was a turbojet/rocket hybrid built and flown by the French from 1953 to 1956 which achieved speeds up to Mach 1.5. It is currently on display at the Le Bourget Airport in Paris.**

and successfully test-fly this Buck Rogers-looking machine. Tres bon!

The Mach 2 kit is molded in all-gray plastic with a not-so-clear canopy that's thicker on one side than the other. At these thicknesses, who cares? I debated vacuforming another canopy but, frankly, was too lazy to set it all up and spend the evening and six tries to get one that was right. So, instead I sketched the canopy framing on a piece of paper on my tool bench used for wiping off paint for dry brushing and

for recording very important things like frame patterns. I sanded off the raised framing so the outside was smooth. I set it aside. Polishing would come another day. I couldn't stand the thought of it not polishing out well and then I'd be forced into vacuforming another one. So, I decided to put off that "surprise."

I installed the kit cockpit built for a midget with no legs (panel too big, seat too big) and decided that viewed through a scale one foot of plastic all you would see would be the seat head rest and seat belts (I was right).

I put weight in the nose, installed the provided wheel wells that weren't bad actually, and glued the fuselage halves together.

The wing sprue tree included some small rectangular wing thingies with excavations over a good portion of the wing area (about one or two square inches). It looked like the surfaces of the wings were eaten by plastic-eating snails. They looked kind of the same way my tomatoes looked: not destroyed but marred. Enter Mr. Surfacer, but even after that the disfigurement remained. It looked better after I slathered them with Tamiya putty.

Inserting the wing into the fuselage shoulder was...

**Continued on page 6**

# EDITOR'S BRIEF

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Good news! I am happy to announce that Jared Bishop has agreed to start publishing the newsletter starting with the April issue. Jared is a graphic designer so he is more than familiar with the tools of trade and will have no problem slapping one of these things together every month. Month after month. Every single month. Over and over and over. Maybe Jared can spell.

I hope that you all (y'all) will support Jared in the way that you have supported me the last two years. I have published most of what I have in reserve so Jared will be taking over with not much of a backlog of articles so it would be great if those of you that have just finished a project would be willing to put your experience to paper, or word processor, or what have you. You get the idea.

I will be giving Jared a special gift of my own—Connie the haunted printer. Maybe the voices will stop.

In case you have not looked at page three for the last several months... Ok, now that you are back, I wanted to remind you that we will be having our Kickoff Classic in just a few days. Last year's show was a record breaker for us in attendance and in the number of models entered. Of the four hundred-plus kits on display last year, only about half of them belonged to Mike Burton. I would like to encourage all of you to make a showing for your club and bring as many entries as you can.

Having a large show does not just help inflate our egos, it helps our contest get recognition, which, in turn helps it grow. The larger the Kickoff Classic gets the more likely folks from out of town will make the trek to compete. This

in turn makes the show bigger and again causes it to receive more recognition. You get the idea.

For those of you were not at the last meeting where Chris and I blathered on about our new gig, we, along with Nat Richards from IPMS Orange County, will be the new publishers of the IPMS Journal. To be blunt, we felt that we could do a better job of producing the national magazine and have been campaigning for the better part of a year to be allowed to give it a shot. Our first publication will be the April/May issue and you may recognize some of the articles because, hey, you might have even written one. Anyway, if you want to see the articles you or your club members have submitted, you'll have to be a member of IPMS/USA.

It is our hope that the IPMS Journal will become as good a magazine as any you would find at a hobby shop. If we are able to do this, joining IPMS just for the magazine will be a relative bargain compared to the cost of many modeling magazines. A year's membership to IPMS is \$25 a year. There are six issues of the Journal each year making your cost only \$4.17 per issue. This is as little as half the price of many of the magazines on the shelf today.

In addition to offering you a cheap magazine subscription, my selfish motive for suggesting that you join the society is that if the membership increases as a result of the new Journal, the more resources we will have to improve it. You get the idea.

- The Editor

## CONTEST CALENDAR

February 26, 2006: **Silicon Valley Scale Modelers** presents their **14th Annual Kickoff Classic** at Napredak Hall, 770 Montague Expressway, San Jose, California. This year's theme is "Fast and Furious." For more information, call Chris Bucholtz or e-mail him at bucholtzc@aol.com or check the Web site at [www.svsm.org](http://www.svsm.org).

March 11, 2006: The **Lt. Alexander Pearson Modelers** present their **2006 Invitational** at the Pearson Air Museum, Vancouver, Washington. For more information, visit their Website at [www.angelfire.com/wa3/ipmspearsonmodeleers](http://www.angelfire.com/wa3/ipmspearsonmodeleers).

April 22, 2006: **IPMS/Seattle** presents its annual **Spring Show** at the Renton Community Center, 1715 Maple Valley Highway, Renton, Washington. For more information, contact Terry Moore at (425) 774-6343 or visit <http://www.ipms-seattle.org>.

June 3, 2006: The **North Olympic Peninsula Modelers Society** presents the **Peninsula Model Show and Contest 2006** at Fort Warden State Park, Port Townsend, Washington. This year's theme is "Defense of the Sound." For more information, visit their Website at [www.nopms.net](http://www.nopms.net).

August 2-5, 2006: The **IPMS 2006 National Convention** will be held at the Crown Center Exhibition Hall in Kansas City, MO. For more information visit the 2006 National Web site at [www.ipmsusa2006.org](http://www.ipmsusa2006.org).

August 12, 2006: The **Kings County Scale Model Club** presents its **Second Annual Kings County Classic** at the Lemoore Civic Auditorium, 435 C. Street, Lemoore, California. For more information, visit their Web site at <http://kcscscalemodelers.com> or call Richard Horton at (559) 924-8067 or e-mail him at [rainbowwarrior24@hotmail.com](mailto:rainbowwarrior24@hotmail.com).

SILICON VALLEY  
SCALE MODELERS  
PRESENT THE

2006 KICKOFF CLASSIC  
**FURIOUS**  
MODEL CONTEST

**SUNDAY, FEB. 26, 2006**

**NAPREDAK HALL  
770 MONTAGUE EXP.  
SAN JOSE, CA  
WWW.SVSM.ORG**

**9:00 a.m. - Doors Open  
12 noon - Registration Closes  
12:45 p.m. - Judges Meeting  
1:00 p.m. - Judging Begins  
3:30 p.m. - Awards**



# Building Airfix's 1:144 DC-10-30 as VIASA YV-135C

By Gabriel Lee

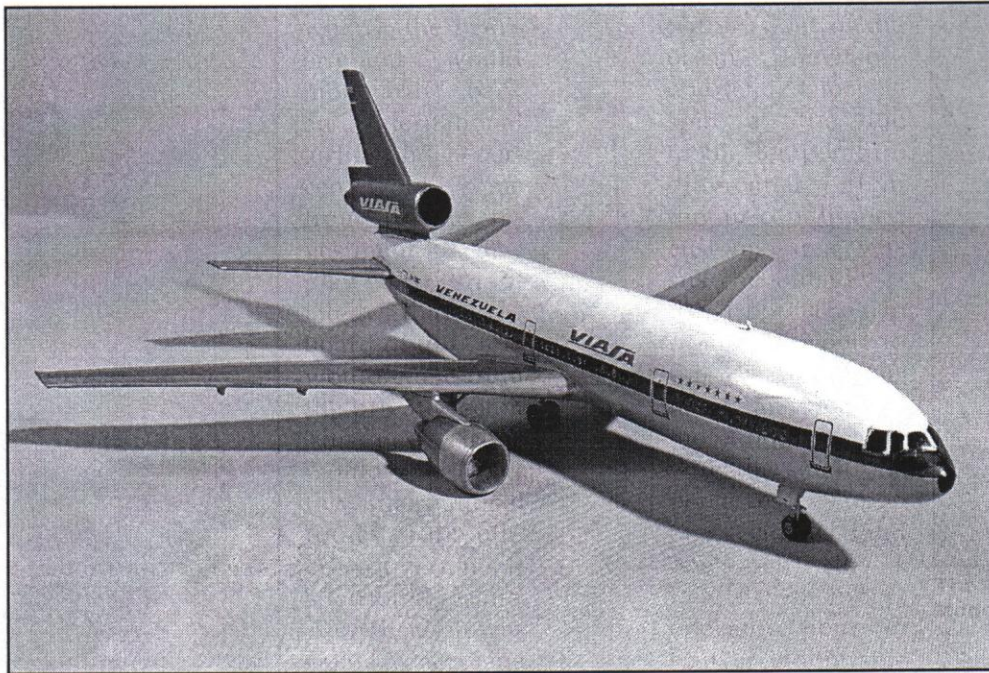
A typical sight in many Latin American airports is an area away from the terminals that contains junked aircraft. They bake and bleach under the hot tropical sun or simply rust away under the intense torrential rains – it all depends on the season and location. One cannot help but to think of the legendary graveyards of massive animals such as whales or elephants that one reads about in adventure novels. Imagination makes the cannibalized aircraft parts and generalized detritus lying around seem equivalent to the giant bones and skulls that one expects to find where massive animals have gone to die.

The airport servicing Buenos Aires is no exception. In an area known to aircraft aficionados around the world as "Corrosion Corner" lie the dismantled remains of a DC-10-30. The fuselage reminds one of a metallic cetacean carcass picked over by scavengers – all useful items taken off the aircraft, number two engine and tail assembly lying on the ground next to the fuselage, leaving just the shell of the fuselage. One can still read after all these years the severely faded registration numbers on the fuselage, YV-135C. The local registration prefix is LV or R; how did a Venezuelan jumbo jet get here? How did a jet that was photographed in New York, London, Zurich, Miami, Caracas, and other then-glamorous cities of the world end up in "Corrosion Corner"?

November 26, 1993 at 06:22 a.m., VIASA flight 940 from Caracas, Venezuela approached Runway 35 of Ezeiza Ministro Pistarini Airport serving Buenos Aires, Argentina. It was the terminus of a redeye flight that started at Simon Bolivar International Airport. It was a landing the crew had done numerous times before; however, today the weather was less than cooperative. Torrential rain coupled with crosswinds and a cloud cover down to 800 feet did not make the pilot's job easy. One hundred twenty-three lives (including his own) were dependant on his skills and abilities. The runway was 2800 meters long, usually long enough to land the big jet, but the runway was getting wetter by the minute in this obvious Instrument Flight Rules environment.

The DC-10 touched down and immediately started to do something that is scary enough in an automobile and is absolutely frightening in a jumbo jet – it started to hydroplane out of control. YV-135C stayed on the runway for 180 meters before finally overrunning it and going on to soft ground. At that point, the nose gear snapped off and engines 1 and 3 struck the ground, burying themselves into the soft mud, stopping the big jet. Thankfully, there were no fatalities among the 123 souls on board. There were unfounded but plausible rumors that the crew had run the aircraft off the runway on purpose as a protest aimed at IBERIA for their mismanagement of VIASA. The DC-10 was stored in "Corrosion Corner" until 1998 when it was finally stripped of everything useful, leaving the empty shell that can be seen these days.

In 1959, the Venezuelan government felt a need to create a joint venture where the government would monetarily back an international airline and 49 percent would come from private investment. The plan also stipulated that the board of directors would come from the private sector. This new airline would take over the international routes of the other government-sponsored airline, Aeropostal. It was called Venezolana Internacional de Aviacion Sociedad



Gabriel used the 1:144 "classic" Airfix kit no. 06180. The kit is old and lacks detail.

Anonima (Venezuelan International Aviation Incorporated) or simply VIASA. Nearly half of the private investment came from another competing airline, Avensa (partially owned at that time by Pan Am and the Venezuelan Government among others). By November 1960, enough of the company was in place that a pair of Convair 880-22Ms was purchased. VIASA also entered into a leasing agreement with KLM to lease DC-8s for use in European operations. Using these DC-8s, VIASA started operations in Europe on April 1, 1961. VIASA would maintain a close and nurturing relationship with KLM for the next 25 years. In fact, VIASA's maintenance and training departments were expertly managed by KLM until 1985. Service extended to New York, New Orleans, Miami, Bogotá (Colombia), Panama City (Panama), Lima (Peru), Dominican Republic, the Azores, Lisbon (Portugal), Madrid (Spain), Rome, Milan, Amsterdam, London, Aruba and Curacao. Business was going well for VIASA by 1963; they purchased a third Convair 880-22M (which was

sublet to KLM's Antillean airline ALM) and added Mexico City and Montego Bay as destinations. In addition, VIASA pooled their services with Iberia and Alitalia that year. VIASA purchased its first DC-8-53 in 1965; its second DC-8-53 was purchased in 1966. A couple of DC-9-15s were leased from AVENSA in 1967 in order to add San Jose (Costa Rica), Maracaibo (Venezuela), and Baranquilla (Colombia) to its routes. That same year, a pooling service agreement was entered with BOAC; Trinidad and Tobago, Antigua and Barbados were added to the service routes flown by VIASA. By 1968 VIASA purchased a DC-8-63 and another one in 1969. Things were looking good for VIASA. But with every up there is a down.

March 16, 1969 was a dark day for VIASA. A DC-9-32 that had been leased from AVENSA just a few weeks previously took off from Grano de Oro Airport in Maracaibo, Venezuela. The aircraft was bound for Miami, but it did not make it far. At the end of the runway the DC-9-32 fell to the ground into a residential area full of houses, killing all 44 people on board the plane and approximately an equal number on the ground.

In 1971, VIASA leased a 747-100 from KLM and reserved it for European routes. VIASA named this leased Boeing 747 "Orinoco" after the Orinoco River, largest river in Venezuela and second in size only to the Amazon River, an appropriate name for the biggest passenger jet in those days.

In 1974, KLM came through again and helped VIASA



The tail was painted Testors Model master #2022 International Orange FS12197.

standardize its fleet on the DC-10-30. However, things were seriously going wrong for the company. Up until that year VIASA had made a profit and was very well managed. In 1975 it posted a loss for the first time. It is said that the road to hell is paved with good intentions. The Venezuelan government had "good" intentions at that time.

By September 1976 it was obvious that the airline was in trouble. Fuel costs and more powerful labor unions were eating into revenues. The Venezuelan government responded as most governments in the region are prone to do— it nationalized the airline. Now, the Venezuelan government had a stake in the matter. The airline had functioned well up to that point without any government control, its directors coming from the civilian side and the Venezuelan government just investing in the (until then) profitable airline. With government control came corruption and inefficiency. It is to be noted that in Venezuelan slang, when something becomes impossibly inefficient for one reason or another, it is commonly referred to as "un ministerio" ("ministerio" being a Ministry or Government Office).

At this point the troubles were not that noticeable. Venezuela was then in the beginning of what Venezuelans refer to as "Saudi Venezuela," where many excesses were committed by the people and government in similar fashion to that in Saudi Arabia at the same time period. Oil was the big money maker and Venezuela was floating in an ocean of oil. Like many



The fashion at the time of the issue of the Arfix kit was to have open holes in the fuselage sides to represent the windows.

# French experimental turbojet-S09000 Trident

Continued from page 1

challenging. One must decide what is to be aligned with what. Let me put it this way – nothing lined up. I used the wing/fuselage joint shoulders to be the reference. So, the cockpit had to be sanded to roll the canopy over a couple of degrees and the nose gear opening had to be opened more on the left side to allow the canopy and the landing gear well to be in alignment with the wing shoulders. Whew! In short it was way out of whack! But it came out OK.

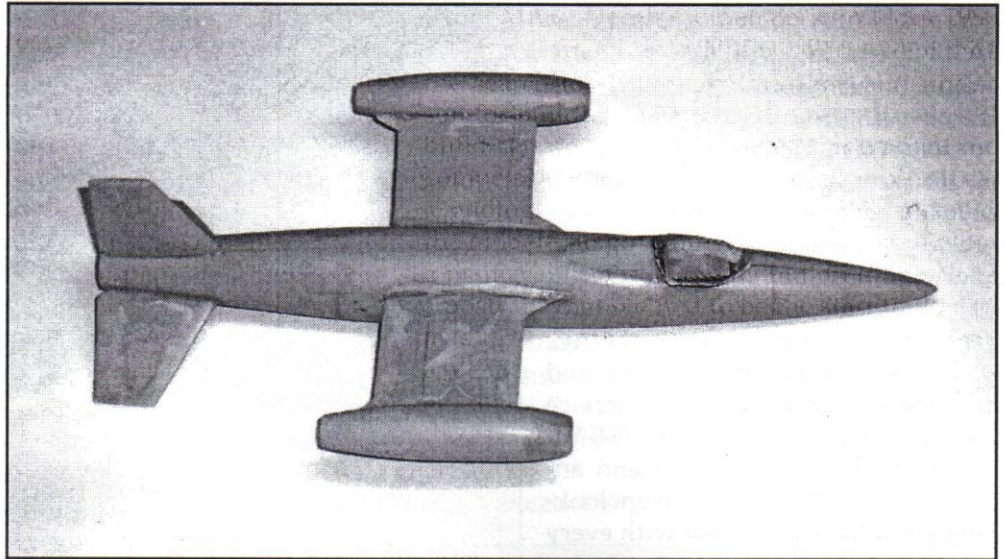
On the fins, there were no plastic eating snail blemishes on one side of one fin! However, there are three fins. I applied more Tamiya putty to the other five sides. Sanding, fitting, repeat, repeat, repeat – you know the drill. When the fins were close to smooth, the tabs went into the fuselage slots. But wait – one slot was in the wrong place. One was rolled too far to the left. I sliced the lower side of the slot with a knife to effectively lower the slot.

About the turbojets—good news! They were round! Well, sort of. The openings weren't round, but a round file made all well with the world. Then, did the wing tip tabs fit into the slots in the turbojets? Of course not! It's a Mach 2 kit. More sanding, filing, fitting, and repeating made them fit.

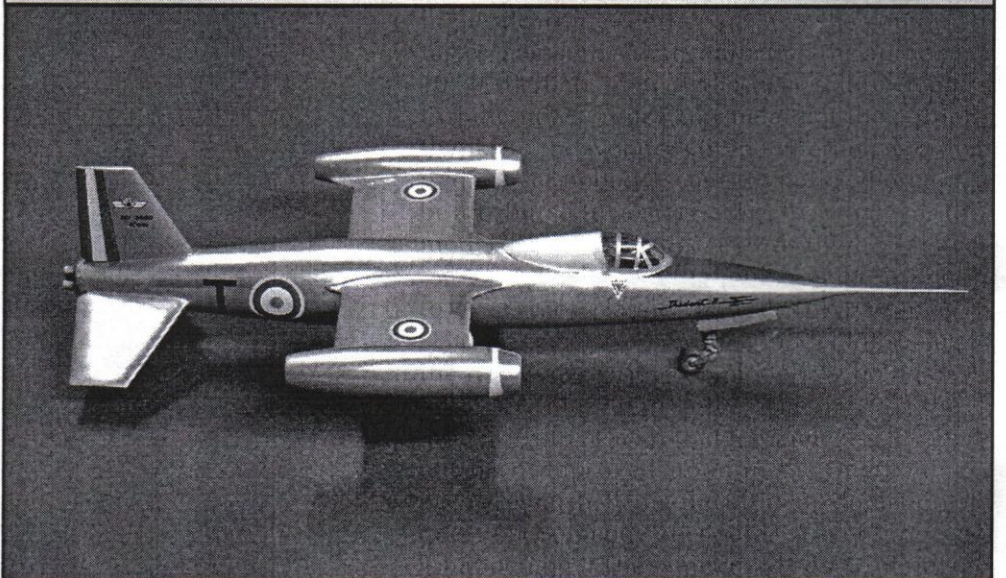
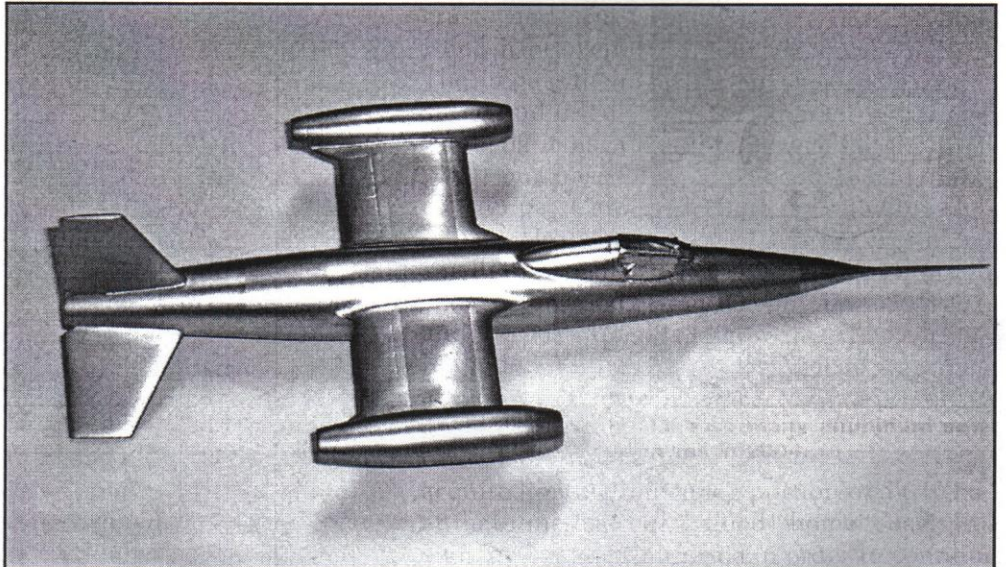
I glued it all together. First I glued the wings onto the fuselage. Next, I glued the turbojets to wing tips, then I glued the vertical element of the three tails. Next I glued the other two. Remember to position the third tail to the low side of the new slot we made. Hey, it looks like the unusual airplane I wanted to build! I flooded fillets with super glue.

I sanded the canopy with wet 600, 1000, 1500 and 2000 grit sandpaper, then buffed it with Blue Magic polish, then dunked it into Future Floor polish and let it dry on a paper towel. While it was drying, I added some details in the cockpit that will never be seen. Then I glued the canopy on with watch crystal cement (Micro Mark, great stuff, dries clear) and then sealed it with super glue. Hey, look, you can only see the headrest!

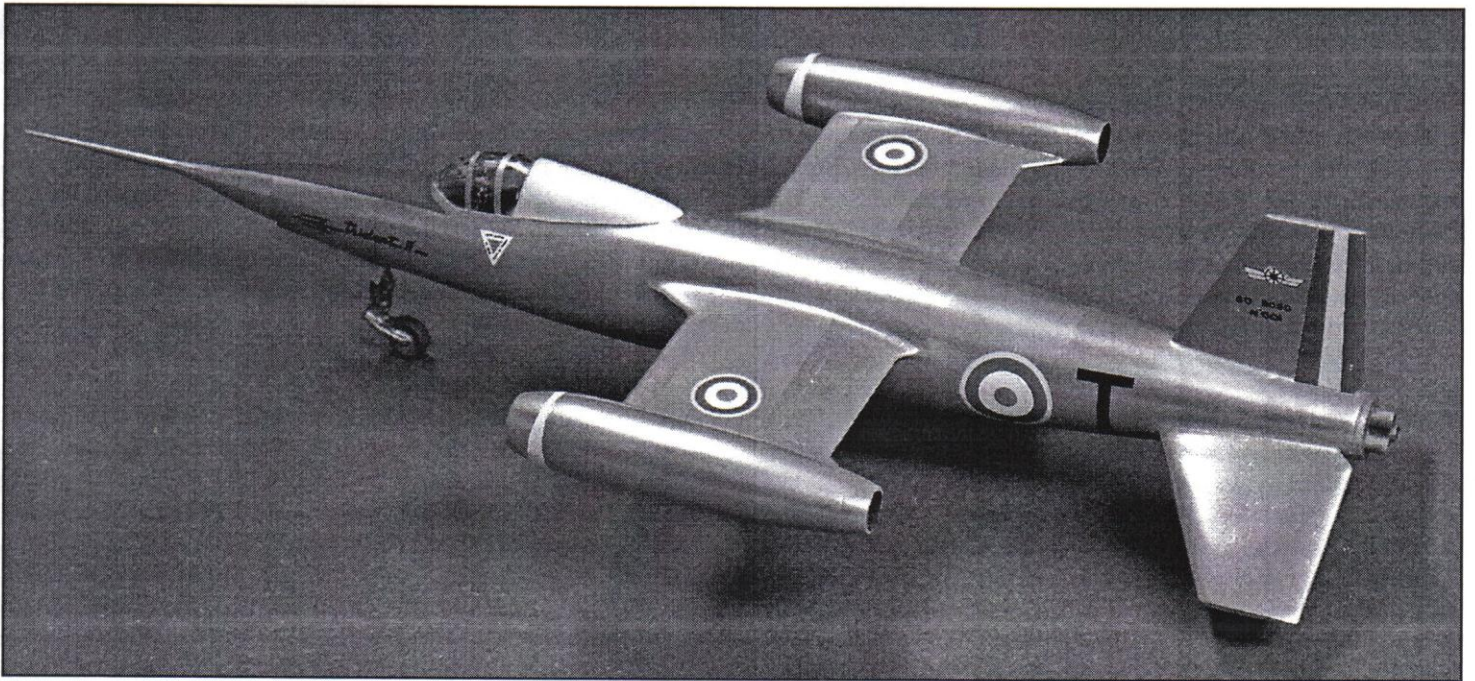
After the super glue dried, I filed it at the joint and repeated the sanding and polishing of the canopy and coated



Bill used lots of putty and sanding to get the finish of the grey plastic parts up to par. The canopy was thick and lopsided but Bill resisted the desire to vacuform a new one.



Difficult? Sure, it's a Mach 2 kit. But where else are you going to find a kit of the S09000 Trident? Bill used skill and a lot of elbow grease to coax out a nice build. See? Cake.



**Bill under-coated the Trident with Rustoleum clear lacquer and finished it in Alclad Aluminum and Polished Aluminum.**

it with Future again.

I put a piece of brass rod in a Dremel and spun a brass pitot probe (wear safety goggles). I inserted it on the nose end and puttied it with Tamiya putty. From this point on caution was taken not to drop said weighted model with the needle-sharp turned brass pitot tube into one's thigh. This tends to ruin a modeler's day!

Next, I spent hours sanding the fuselage to get it all uniform and smooth and to sand out the wing/fuselage joints. But wait! The wing trailing edges aren't right. It looks like a parallelogram! I glued 0.005 plastic strip to the underside of

the wing, flooded it with gap-filling super glue, and filed and sanded out some new trailing edges.

The wheel wells looked pretty bare so I added some plastic strip to busy it up.

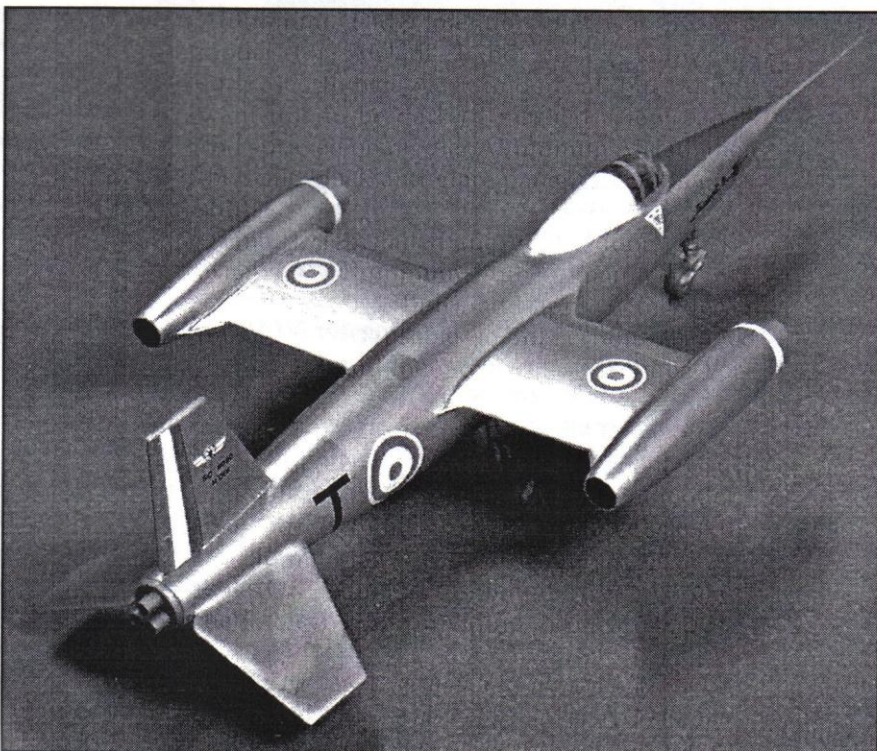
Finishing. I hosed on some Alclad gray primer and found lots of problems (horrid panel lines, sanding scratches, plastic snail trails on wings (still)) I sanded, puttied, sanded, puttied, re-primed, repeated. Tired, watched TV.

I finally got a good primer base. I sanded with 1,000-grit paper, then sprayed on some Rustoleum (Yes, Rustoleum) clear lacquer. Wow! Talk about a gloss finish!

I then hosed on some Alclad Polished Aluminum. Did I mention this was my test model for Alclad? (And yes, I know it's supposed to be a black undercoat, but I didn't want this to be dark.) I masked a few panels and sprayed on regular Aluminum Alclad, then the scale black anti-glare panel. Alclad is great stuff!

Finally, I installed the gears, doors, rocket exhausts (aluminum tubes painted with sapphire Rub & Buff), and applied the decals (mine were not usable, so Bill Ferrante scanned them and redid them on his laser printer. Very nice!).

The Mach 2 kits are very basic. If you can stand the repair work and alignment issues you will end up with a halfway decent model. I like mine. In hindsight, I should have taken the time to put on a vacuformed canopy, but it still looks OK. While this is definitely Crap2Cake, I thank Mach 2 for providing the basic shapes.



**While the turbojets were round, the insides were not. Bill, reshaped them with a round file. The kit decals were replaced with decals printed on Bill Ferrante's laser printer.**

*Bill Dye has been building models since 1955 and has been a member of SVSM since 1980. Bill likes to build 1:72 early jets, between wars yellow wing aircraft, prototypes, Russian and British weird stuff and 1:144 airliners.*

# Venezuelian Airlines' DC-10-30 YV-135C

Continued from page 5

inefficient organizations all over the world, the Venezuelan government resolved or at least attempted to resolve the situation by throwing money at the problem. Corruption became more deeply entrenched into VIASA. However, oil revenue subsidized the airline and kept it flying a while longer. The financial losses kept mounting, but remained largely invisible due to the world oil situation at that time.

Financial problems would be enough for any airline without having to deal with logistical problems due to national politics. Venezuela did not yet have an aircraft dedicated to be the presidential plane, its equivalent to Air Force One. President Carlos Andres Perez used the airline as such in his numerous trips abroad in his first administration. Because of this, there was no growth for the airline. Eventually, it would hold the world record for most "courtesy" passages

issued. First-class passengers at this time period would often find that their fellow passengers in the cabin tended to be government workers, government workers' families or their mistresses. Powerful politicians also used the airline frequently, and the flight crews often made close friendships with them. Consequently, the flight crew might get an extremely generous raise for their work as well as even more extremely generous "reimbursements" for their expenses.

On July 26, 1978, DC-10-30 YV-135C flew for the first time. Shortly, it was delivered to VIASA. It was a proud moment for the airline as it unveiled its new logo. Up until that day, VIASA's aircraft had their upper fuselages painted white, lower fuselages left in natural metal, and the tail was international orange. The word "VIASA" was written in international orange, contained in a white oval with a blue border, and blue cheatlines ran the length of the fuselage. Now, the word "VIASA" was written in large letters in white, the word "Venezuela" was written in blue (same color as the cheatlines), and seven orange colored stars were added (alluding to the seven stars present on the Venezuelan flag).

VIASA possessed 11 aircraft by 1979. They had six DC-10-30s and five DC-8s (two DC-8-63s, two DC-8-53s, and one DC-8-63F). Financial problems combined with government inefficiency kept creeping into the airline and spread like a cancer.

VIASA felt it needed to expand the freight side of the airline by 1980. It leased a pair of Boeing 747-200s (one from Flying Tigers). A pair of MD-82s was leased in 1982. The routes intended for these aircraft proved unprofitable, the aircraft were returned in 1984.

It was 1985. The oil bubble was about to burst for that generation, and Saudi Venezuela was ending. By this time the Bolivar (Venezuelan currency) had devalued a couple times (the Bolivar had been one of the world's strongest currencies); it seemed that oil was going as high as it ever would. As usual, there were frequent accusations of government corruption, theft and misappropriation in the newspapers that year and in the years to follow. This did not help VIASA's financial health at all. Somewhere along the line, someone in management felt that the answer to the financial issues was to change their image. This was achieved by adopting a

new set of cheatlines (three shades of blue), eliminating the stars, and adding white to the engine cowlings. It was also decided to "downsize" the airline somewhat; the airline got rid of the DC-8s and one of the DC-10-30s, leaving VIASA with five aircraft. This last move stabilized the airline for a few more years. The government subsidies continued to cover up the hemorrhaging of cash.

The airline felt that it was sufficiently out of danger by 1987. That year VIASA leased a pair of ex-

Lufthansa Airbus A300-B4s. These were mostly used in the U.S. or South American routes.

Trouble was still brewing for VIASA in 1989. President Carlos Andres Perez was back for his second term as Venezuela's president. Apparently, Venezuelans had not learned their lesson nor remembered the rampant corruption of President Perez's first administration years before. Possibly, it had to do with the preceding two administrations being even more corrupt than President Perez's first administration. In fact, when President Perez was sworn in the second time, the Venezuelan government was absolutely broke; his predecessor (it is to be noted; of the same political party) had misappropriated all of the money that was to be used to run the government. There was no money to even pay the vast bureaucracy that made up this entity. The Venezuelan President was then forced to go to the International Monetary Fund to borrow money in order to run his government. The IMF agreed to the loan, but



**Gabriel spied a postcard showing a VIASA DC-10-30 while eating an arepa while at a cafe in Palo Alto. This was his genesis of the modeling project.**



advised President Perez that some government-managed companies had to be sold or be privatized. Because of the IMF recommendations, the Venezuelan government policies had to change that year, too.

It was felt that the best thing for VIASA was to go back to its roots and become a private enterprise again. 20 percent would be owned by the employees, 20 percent would be owned by the government, and 60 percent of the airline would be owned by private investors. Even this did not work. The unions were getting stronger and their actions hindered more often than helped the airline. By August 1991, the airline was up for sale. Two names from VIASA's past showed interest for ownership of the moribund airline: KLM and Iberia. This proposed sale was also tainted by Government corruption. There was a well-known close friendship between Venezuela's President Perez and Spain's President Felipe Gonzalez. King Juan Carlos of Spain also chose the time period, shortly after the sale proposal was announced, to tour Venezuela. While both KLM and Iberia showed initial interest at the announcement, rumors about the sale surfaced. The main rumor was that the sale had been fixed in favor of Iberia. Because of this, KLM decided not to enter a bid at the very last moment. Iberia purchased VIASA at the minimum price (vastly underpriced for the airline's actual value) imposed by the Venezuelan government. The problem was that Iberia itself was nearly bankrupt at this point. Eventually Iberia (owned by the Spanish government at that time)

itself would be privatized, each share barely worth 1 Peseta (Spanish Currency) in 1996. Iberia had financial problems, labor problems and technical problems of its own.

Now that Iberia owned all of VIASA's aircraft, it could do as they pleased with them. The first thing Iberia ordered VIASA to do was to cut the route between San Juan, Puerto Rico and Caracas, Venezuela. This was one of the oldest and most important routes for VIASA, not to mention most profitable. Iberia sent back the leased Airbus aircraft. In the routes formerly operated by the Airbuses Iberia imposed old Boeing 727s. There was no way these used and abused 727s could compete with new aircraft owned by American or United in the U.S. market. Iberia also imposed in other ways. All of VIASA's supplies had to be purchased through Iberia's headquarters in Madrid. Iberia was hardly the model of corporate efficiency. There were frequent logistical difficulties (shortages on any given flight) with basic things

like meals, blankets and pillows. There were frequent problems with communications and bureaucracies between Iberia headquarters in Madrid and VIASA headquarters in Caracas. Many Venezuelans felt that Iberia was doing nothing more than milking VIASA dry. Year by year VIASA kept losing money and labor relations got worse due to Iberia's labor practices at the time. Iberia moved VIASA employees around as they saw fit, without the employee having a say in the matter. Strikes were frequent due to disagreements between labor and management. For this reason, the unfounded rumor that the loss of YV-135C at Buenos Aires was due to deliberate action by the command crew floated around for years.

It has been reported that serial killers dehumanize their victims just before killing them. Usually this is done by taking away their identity in some way or fashion. This also happened to VIASA. There were two events in February 1996 that were on the Venezuelans' minds. The first was Pope John Paul II's Papal visit to Venezuela. The second event was

not as pleasant and showed what Iberia really thought about VIASA. VIASA unveiled its new livery – for all intents and purposes it was the same as Iberia's except that it said VIASA. 1996 was also the year that Iberia itself underwent privatization and a major rescue attempt by the Spanish government. Iberia for years had wanted the shares of VIASA owned by the Venezuelan government. The Venezuelan government refused to sell these last shares, which came back to haunt



**The inspiration for this project was a postcard showing a VIASA DC-10-30.**

them. It had been revealed that from the time Iberia had purchased VIASA until 1996, VIASA had reported losses of \$188 million. Because the Venezuelan government still had shares in VIASA, it shared in the misery to follow.

In order to rescue Iberia from oblivion, the European Union prohibited it from subsidizing its affiliated companies. VIASA was among these affiliates. This was the final nail in the coffin for VIASA. The Venezuelan government realized that it would also get splashed as VIASA went into a terminal nose dive. Instead of cutting its losses and divesting itself of VIASA, the Venezuelan government decided to do something that only third-world nations can pull off with a straight face. The Venezuelan government had the DISIP (Political police, sort of like a cross between the FBI and MI-5 in those days, more like the KGB these days) illegally arrest two Iberia high-level executives returning to Spain. Then, the Information Ministry let out a barrage of negative

publicity intent on discrediting Iberia and its "inflexible policy of not reimbursing Venezuela for a bad business deal."

VIASA declared bankruptcy in 1997 and went out of business. Other Venezuelan airlines have tried to take over the void left by VIASA but never managed to do it successfully. In 2004 the regime of President Hugo Chavez tried to revive the VIASA franchise by setting up a new company called CON-VIASA (CONSORCIO Venezolano de Industrias y servicios Aereos Sociedad Anonima- Venezuelan Consortium of Aerial Industries and services, Inc.). Again, it is funded by Venezuelan government money. Most Venezuelans have a "wait and see" attitude about the airline; there have been charges that the aircraft operated by the airline are flight hazards that have spare parts purchased in the black market, and there is enough evidence to show that there is some truth in these charges. Conventional wisdom does not bode well for the new airline, since the Chavez regime seems to be even more corrupt and inefficient than all of the preceding governments of the now defunct 4th Republic put together.

The thought of building a VIASA aircraft started, oddly enough, at a meeting at IPMS Fremont Hornets. IPMS Fremont is (of course) IPMS Silicon Valley Scale Modeler's sibling modeling club (some would say it is SVSM's evil twin, but that would be the Hornets speaking). The contest for the month that night had been called "It ain't me!" It had nothing



**YV-135 being preparing for delivery in Long Beach, California in 1978.**

to do with Credence Clearwater Revival's song "Fortunate Son" and more to do with models one usually does not do, nor would anyone in their right mind identify with that particular modeler. My own entry had been Minicraft's 737 in American Airline's markings. Considering that I usually build Latin American military subjects, this subject met the requirements for that contest extremely well. After the contest, one of the members commented that "the airliner had turned out rather well, are there more in the future?" I did admit that the model had turned out well, especially considering that the kit decals had fallen apart faster than a Hollywood marriage and their fit was about as good as

bringing a cheese pizza to a gathering of the lactose intolerant. The other member insisted on an answer. I then admitted that the experience had not been as good as it could have been, therefore no new airliners would be built by the author, unless of course they were Venezuelan airliners – this was a promise. A little later on someone mentioned to me that such things existed, much to my shock and awe. The first Venezuelan airliner I built had been an Airfix 1:144 scale Boeing 727-200 that then had AVENSA decals placed on it. Unfortunately, I had ordered from Hannants, and they have a requirement where one must buy a certain amount of anything equal to a minimum amount in order to get it shipped to California.



**YV-125C leaves Miami in January of 1984.**

Amazingly enough, the minimum amount equaled one sheet of every commercial Venezuelan aircraft livery available at Hannants without a repeat, precisely. One of those sheets (from MASP Decals Golden Series VIASA 1980's DC-10-30-1:144) was for VIASA YV-135C. Part two of the equation was the search for a suitable kit. That, and finding a real reason for building a VIASA DC-10-30. It seems that modelers build certain kits because something about the kit or genre compels them to build. What is this muse? It can be a movie, a photograph, a story, another model – something causes the modeler to go “I must build this!” and then proceed into a maniacal frenzy of model building. For the author it was a postcard that seemed to be the start to the trail that would lead to the final muse. To be exact it was a postcard showing a VIASA DC-10-

30 that the author was staring at while munching on an arepa (a cornmeal patty that has been fried enough to create a crispy crust and finished in the oven. The arepa is then sliced and filled—think of it as a pita) purchased at Coupa Cafe in Palo Alto. The smells of Venezuelan food and the postcard reminded the author of times past. The postcard had been



**Like so many aluminum sewer pipes, YV-135C sleeps in in “Corrosion Corner,” Buenos Aries in 2004.**

acquired on the return leg portion of a trip back from what at that time had been called “home,” back to a largely-foreign land called California in order to continue to attend to higher learning. Perhaps it was the combination of smells, tastes, and sights that compelled the author to build the DC-10-30. Perhaps it was the impossibly depressing and disturbing news from Venezuela that the author gets to watch thanks to the wonders of the internet, as a democracy slowly dies, yet nobody seems to notice. Perhaps it really could be attributed to nostalgia. Really, what was the muse for this model? We had the decals, was there a kit available?

A search showed that only one kit in 1:144 scale seemed to exist: the “classic” DC-10-30 kit from Airfix. The word “classic” when applied to a model kit seems to spring from the fuzzy memories of a modeler who has not worked with that particular kit in quite some time. At the same time, the model has to be a kit that for some unfathomable reason has not been improved upon in the intervening years, the kit not necessarily being the ultimate depiction of the subject in question. Someone once said “Adventure is not fun while it is happening”. The same could be said about model building, at least in some cases. Airfix kit 06180 is such a case.

The kit is really “old school,” as the current vernacular goes. It is as detailed as a declassified government document. One of the wings was as warped as the author’s sense of humor. The obvious solution was to dip the wing in boiling water. The wing reacted precisely like a lasagna noodle placed in the same situation, but the results were not as tasty. A replacement wing was ordered from Airfix. This wing was not as badly warped. “Once bitten, twice shy,” as the saying goes; I decided to live with it. Once the fuselage halves were put together and the wings attached to the fuselage, all sorts of “interesting” gaps revealed themselves. A combination of squadron green putty, Zap-a-gap, sandpaper, and lots of cursing (I can do this fluently in two languages) solved the problem.

Next headache – painting. The tail was international orange, the upper fuselage was gloss white, and the belly was largely natural metal and steel. Most of the painting was done using an airbrush. The centers of the wings’ and ailerons’ upper and lower surfaces, parts of the No. 1 and No. 3 engines, the front of the No. 2 engine, and parts of the nose cone

were painted in Model Master Non-Buffering Metalizer Steel. These areas were then masked with blue tape or Parafilm M as deemed appropriate. Parts of the engines were painted Model Master Non-Buffering Metalizer Exhaust. These areas were then masked with Parafilm M. The masked areas were then sprayed with glosscote and allowed to dry.

Next, the tail was painted Testors Model master #2022 International Orange FS12197. This too was masked when dry. The upper part of the fuselage was painted gloss white from a Testors rattle can. Wait! Didn’t I state that most of the painting was done with an airbrush? Why bother using a spray can? I find that gloss white is more consistent when it comes from a spray can than from my attempts to mix it with thinner from a bottle in order to use the airbrush.

The final color was Model Master Non-Buffering Metalizer Aluminum. Finally, the masks were removed, the engines affixed to the wings, and the whole thing sealed with glosscote. It was now time for decaling.

I had three different choices of VIASA livery: one 1970s era VIASA airliner (YV-133C), two 1980s VIASA aircraft (YV-135C and YV-138C) and a pair of 1990s-era liveries. While researching VIASA for the purposes of making the model as accurate as possible, the author ran across the story of YV-

135C. Since YV-135C had the most interesting story to tell, YV-135C had to be built. While the basic decals (cheatlines and doors) were going on, the author noted that some of the decals did not quite fit as they should. There would be large gaps if the decals were placed where they needed to go. Perhaps it was karma; the author remembered the other sets of decals the he was forced to buy and also remembered that the only difference between the 1970s scheme and the 1980s scheme was the actual VIASA logo on the tail. That solved the gap problem – sort of. Patches of slightly darker blue can be seen if one looks close enough. It's not perfect, but neither was the aircraft in real life.

One of the things one must put up with when using "old school" decals engineered for "old school" model kits is that they do not do windows. Modern decal sets usually contain a set of windows, which looks more convincing than the "old school" method present in the kit. For those of you who have yet to venture into the world of 1:144 scale airliners, the "old school" method is this: you place the decals over the holes that make up the windows, let the decals dry and (using a specially engineered piece of plastic included in the kit- I am not kidding about this) one uses this plastic tool to poke holes in the decal. However the author shuddered at the thought



**Gabriel painted the upper fuselage gloss white and the undersides Model Master Non-Buffering Metalizer Aluminum. Parts of the engines were painted Model Master Non-Buffering Metalizer Exhaust.**

of just using the blunt plastic tool without drilling a pilot hole of some kind – disastrous visions of shattered decals invaded the author's mind. A slight push of the X-Acto knife followed by insertion of the plastic tool to finally ream out the window... Each and every window.

Now that most of the decals were in place, it seemed like a good time to put the landing gear in place. The nose gear seemed the correct size, but the main landing gear was another story altogether. Shims were made of plastic strip to give the main landing gear some height. That way, the aircraft did not look like it was about to scrape engines 1 and 3 on the runway. Part of the fix involved changing the angle of the nose gear to nearly straight. The result was not perfect, but it was an improvement on the model's height.

Now that the model had something to stand on, the landing gear doors were added – except for two of them. It was at this point that I noticed that one landing gear door was missing. This part was then ordered from Airfix. It was painted and cemented on, followed by the remaining landing gear door.

The model was sprayed with glosscote once more to seal the decals in place, and an ink wash applied once the glosscote was dry. The wash gave the DC-10-30 a slightly "used" appearance, which makes the model look vastly different from that found on someone's desk at a travel agency. The model was then finished in



**For the markings, Gabriel used MASP Decals Golden Series VIASA 1980's DC-10-30 that he ordered from Hannants in the UK.**

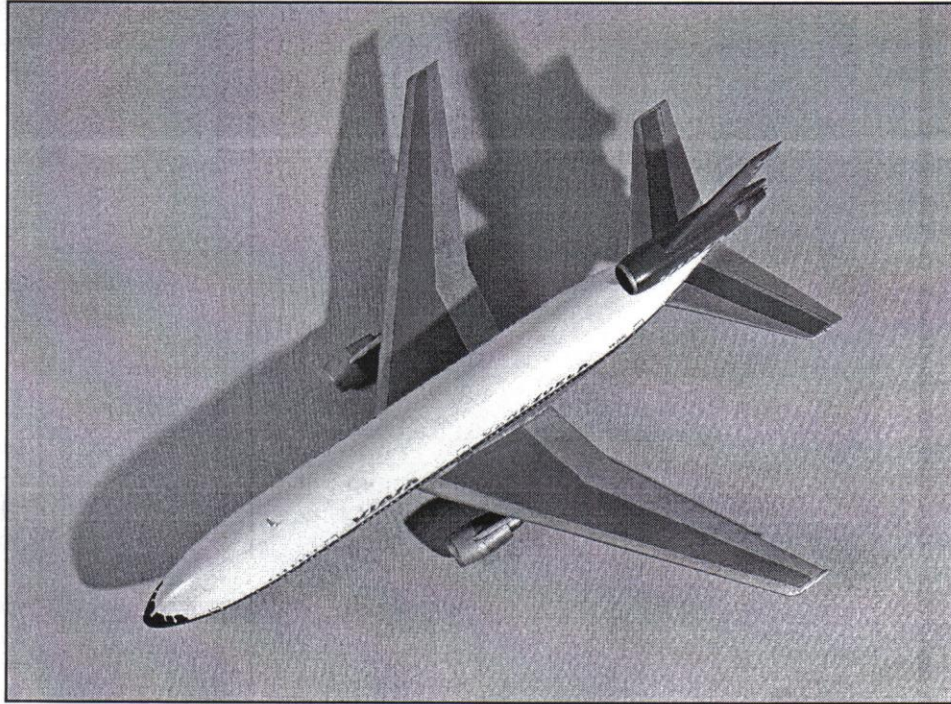
semi-glosscote.

Looking at the built model of a VIASA DC-10-30 sitting on my bookshelf takes me to a time and place that no longer exists. For that matter, to an airline that no longer exists. What finally compelled the author to build? Just beyond the postcard was the author's already-built AVENSA 727-200, an airliner that the author had probably flown in at some time. VIASA, AVENSA and Aeropostal were at that time the only airlines that Venezuela had. The author flew these airlines coming back to what was then "home" all those many years ago.

My family had its own homecoming ritual. Everyone would pile into the car to greet whoever was arriving from far away at the airport. In my case, after a long day of flying, it was a shock to feel the salty humid air of Maiquetia (location of Simon Bolivar International Airport, within sight of the ocean). Inevitably one tended to perspire a little due to the temperature differential from the air-conditioned customs area versus the outside of the airport. The trip from the airport to Caracas proper was nearly an hour, one more hour to live with the smell one perceives upon one's clothes (and one's self) after a long day of flying, one more hour for hunger and thirst to

build. The drive from the airport to the restaurant showed me what had changed in the time I had been away at school. All the changes I could see from the car window were incredible, as anyone who hasn't gone home (wherever home happens to be) for a while can attest. We would then go to a certain restaurant, "El Granjero" (if I remember correctly) in Las Mercedes (a neighborhood in Caracas), that made the national dish, arepas, rather well. I would order a couple Reina Pepiadas (an arepa filled with the Venezuelan idea of chicken salad and avocados) to be washed down with either a Polar (Pilsner-type of Venezuelan beer; a watered-down "Americanized" version is available in Florida) or a Cardenal (Munich-type Venezuelan beer) and talk like families talk at the dinner table at a restaurant. The smells of the restaurant, the sound of Spanish being spoken the way only Venezuelans speak it, the taste of the arepas and beer, watching the "controlled" chaos that is Venezuelan vehicular traffic from the restaurant's window, and having dinner with my parents – I was finally home. I knew I was going to wake up in the morning and step out onto my parent's bal-

cony in the apartment building I had grown up in, to look at the majestic sight of Avila Mountain dominating and overlooking the city of Caracas in its northern horizon. I knew the air would smell different than that in the U.S. (particularly in the greater Los Angeles area, which is where I went to school – you can actually see the air you are breathing there), it was a place I knew well. I was home. It was Caracas, Venezuela with all its crazy things and idiosyncrasies that had surrounded me during my formative years. I had managed to show one friend from College (born and raised in the U.S.) what that Venezuela was like (not that particular trip however). Every so often we still do talk about that trip, especially if I have managed to get my hands on some Venezuelan rum.



**The centers of the wings, ailerons and parts of the nose cone were painted with Model Master Non-Buffering Metalizer Steel.**

I remembered that it was on the Caracas-Miami portion of the trip that I had picked up that postcard (on my way back to school). Nostalgia gripped me. I had to do something to remember the past more clearly. Amazingly enough, this is possible these days in the San Francisco Bay area. Now I can look over at my VIASA DC-10-30 and think about the past.

Bob Hope was quoted as saying, "When we recall the past, we usually find that it is

the simplest things – not the great occasions – that in retrospect give off the greatest glow of happiness."

I remember having a simple Venezuelan meal with my parents in a place that is very different from the reality that presently exists there. I needed something to connect me with that time and place, a place that (given the current political turmoil) I will probably never be able to set foot in again, especially since I firmly support the opposition and have been photographed supporting the opposition outside of Venezuela at anti-Chavez protests and events here in the U.S. I hope I am impossibly wrong in that regard; that I may actually go back to Venezuela to show somebody where I came from, that my eyes (no matter how old they are when that happens) can see that majestic Avila Mountain again. That was my muse.

*Gabriel Lee has been building plastic models since 1997. His interests include 1:72 scale Latin American & Venezuelan Air Forces, ships, sci-fi, hypotheticals and occasionally 1:35 Tanks. He has been a member of SVSM since 2001.*

# JANUARY MINUTES

At the January meeting... We received news of a new hobby shop, Yanni's Hobbies, located on El Camino Real across from the San Antonio Plaza where San Antonio Hobbies used to be. Yanni is an enthusiastic and knowledgeable modeler, and his shop is all models right now. Here's to a long run for Yanni!

We received an update from Steve Travis on the Veterans Hospital Model drive, which delivered 150 snap-together kits to three hospitals in the VA system. The program is well funded and we owe it to all our members for their support of this very worthwhile effort to support America's fighting men and women.

The *Styrene Sheet* is looking for a new editor, for a good reason: John Heck and Chris Bucholtz are part of the new team that will be producing the IPMS/USA Journal. The new crew takes over with the April/May issue of the Journal; if you want to take a turn as the editor of the *Styrene Sheet*, talk to John. He can let you know what it takes and give you an idea of what resources are available to you. [Jared Bishop has agreed to edit the *Styrene Sheet* - Ed]

May 20 is the Fremont Hornets' Tri-City Classic III, with a couple of interesting themes: "Never a Shot in Anger" and "Coulda, Shoulda, Woulda," which involves the F5D Skylancer, F8U-3 Crusader III, the CF-15 Arrow, the TSR.2 and the F-107 Ultrasabre.

In model talk... Paul Bishop has been working on his Heller HMS Victory on and off for almost 20 years. He says the big man of war is not a model for apartment dwellers! Son Jared Bishop has his F-14 in 1:48 nearly done after some hard work, and he's already assembled the 1:35 Dragon Hughes 500 he won at the December gift exchange! Jared's had some trouble finding markings and a camouflage scheme for his little bird. Jared also brought in his up-for-adoption 1:48 Monogram B-1; his wife is tired of the toddler-sized model sitting in the corner! Vladimir Yakubov took a pre-finished model of a Soviet "Whiskey Long Pin" cruise missile-carrying submarine, converted it to a waterline model, opened the missile tubes and created a "Submarine Project 665" model that's unavailable from a conventional kit. Vlad also has a 1:700 Russian cruiser in the works that he hopes to complete for the Kickoff Classic, a 70-percent rebuilt UM Model 1:72 Su-112 self-propelled gun, and a converted Christie Model 1930 reworked from a UM Model BT-2 kit with a scratchbuilt interior and no turret to depict the Christie prototype the Soviet Union bought in 1931 and used as the basis for its first successful indigenous tanks. Ben Pada stuck a Black Box interior into Monogram's F-86D Sabre Dog, making a nice kit even nicer. Eric McClure's wife gave him a big

Lego knock-off M1A1 Abrams "kit" for Christmas; Eric says it's the first Christmas model he's been able to build on Christmas day! Eric has a more familiar 1:35 Sherman in the works, and he's outfitted it with a full load of supplemental armor sandbags. He was going to give the model an overall coat of olive drab, but he decided he liked the way the sandbags looked against the green hull. Dennis Ybe puttied closed the inaccurate speedbrake on his Italeri 1:72 F/A-18F Super Hornet; Dennis says the kit doesn't have much of an interior, but once built it looks like a Superbug. Buddy Joyce brought in a trio of Braulio Escoto's identically-marked Monogram 1:48 T-28 Trojans, depicting an instrument trainer based at Moffett Field in the 1950s. Jim Lund was of a mind to build a Hamilton Field-based Keystone B-4A bomber, and the fact that there was no kit didn't stop him.

Ray O'Neill made the pattern and Mike Harrell vacuformed the beast, which he rigged with .010 stainless steel wire and services with a nice RPM Mack Bulldog chain-drive truck, also in 1:72 scale. Terry Newbern's 1:72 goblins came from various Heroquest game parts and weapons and head modifications made by Terry himself. Shervin Shembayati painted his Revell 1:72 Fw 190A-8 with Mr. Kit acrylics; he says it's a nice kit except for the horrible way the sliding canopy was rendered. Shervin's Spitfire IX came from the Italeri kit and was



**Nick Moran won Model of the Month with his Tamiya LTVP-7 for which he scratchbuilt an interior in spite of a complete lack of references.**

finished with Gunze paints, and his Airfix Spitfire Vb was his first experience with resin and photoetched parts. The Airfix Vc wing was terrible, Shervin said, and he had to modify it back to a Vb. Shervin topped it off with a Squadron vacuformed canopy and decals from AeroMaster. Vince Hutson is still laboring on Craftmaster's 1:32 La-7. His latest application of elbow grease came in the attachment of the wing to the fuselage. Steve Travis read an article in a hot rod magazine that inspired him to combine MRC wheels and tires, a '32 Phaeton engine, a '32 five-window coupe body from an aftermarket company, D&J Billet taillights, an MM radiator cap and a swapped set of front and rear axles to create his latest masterpiece. Steve applied 22 coats of paint as a finishing touch. Mike Meek's Super Corsair racer started life as an Otaki kit and was then radically modified with a new cowling, canopy turtledeck and clipped-down wings. Jim Priete said Hasegawa's Datsun 240Z Safari kit's only tricky spot is in the headlights. Jim hopes to have his rally car done for the Kickoff Classic. Ben Pada built Hasegawa's P-40E in 1:48 right from the box and refused any further comment. Ron Wergin built Tamiya's 1:35 KV-2 kit and crewed it with a figure from the kit. Ron also did a comparison of four small-scale Tigers:

Dragon's new kit, with zimmerit, the Revell Tiger (Ron's favorite), Fujimi's 1:76 Tiger and the awful old Hasegawa Tiger. After this adventure, Ron said he is now addicted to the optivisor. Roy Sutherland's job forced him to build Tamiya's 1:48 F4U Corsair; after seven or eight hours, his model of an Operation Tungsten Fleet Air Arm aircraft is ready for paint. Roy's also got a Dragon Stug IV languishing and in need of attention, and a Tamiya 1:48 Panzer IV progressing, although Roy hates the metal lower hull on this kit. Mike Braun is also building a Tamiya CORsair for Roy's job, but he says his is better than Roy's and has taken less time. Bill Dye's collection of F-84 variants started with the XP-84 prototype, a Heller F-84E that lost a foot from the fuselage, the ribbing from the canopy and its tip tanks; once painted it will be a light gray. Next up was the XF-84F prototype, a Heller F-84E fuselage with ESCI F-84F wings and tail and a pointy brass pitot tube. Bill's F-84F came from ESCI and once was camouflaged but has been stripped for a natural metal finish. The RF-84F was built from the ESCI kit and marked with Microscale decals. Bill also has a Welsh Models 1:144 Vickers Viscount in the works, and he's rehabilitating an A-Model I-270 rocket plane. Mike Burton's current projects include a Dynavector Wyvern S.4, a big aircraft that Mike brought a Tamiya P-51B to use as a demonstration of its size. Mike's lineup of armor included two Tamiya 1:35 M41 Walker Bulldogs, both in Japanese markings, a Lindberg T-67 modified to represent an example captured and modified by the Israelis, a DML T-34/55 in North Vietnamese colors, a DML Su-85 and a DML Su-100. Mike's also finished his Zvezda 1:34 BT-5 tank. Bill Ferrante has set to work on Tamiya's 1:72 F4D Skyray and has found the fit to be unsurprisingly good. Greg Plummer took MPM Customs trike "the Mailbox" and redid all the pipes in Alclad. He's also finished up a Tamiya Royal Marines Centaur tank, now outfitted with Fruimodellismo tracks following the breakage of the kit tracks. Laramie Wright is going overboard with accurizing the Tamiya Panzer IVD, adding rivet detail, the proper fuel receptacle and new pioneer tools, among other things. Laramie's M4A3E2 came from Tamiya's Jumbo kit with a Tank Workshop turret and transmission cover. Laramie added a spent shell port from a DML kit and scavenged wheels from a variety of Shermans. His other Sherman is a 76mm M4 in Soviet markings from the DML kit that boasts new weld bead detail and scratch-built sand shield mounts. Just to mix it up, Laramie's also working on a Tamiya 1:48 Bf 109E-4/7 Trop, which he's improved by eradicating the sink marks from the wing. Gabriel

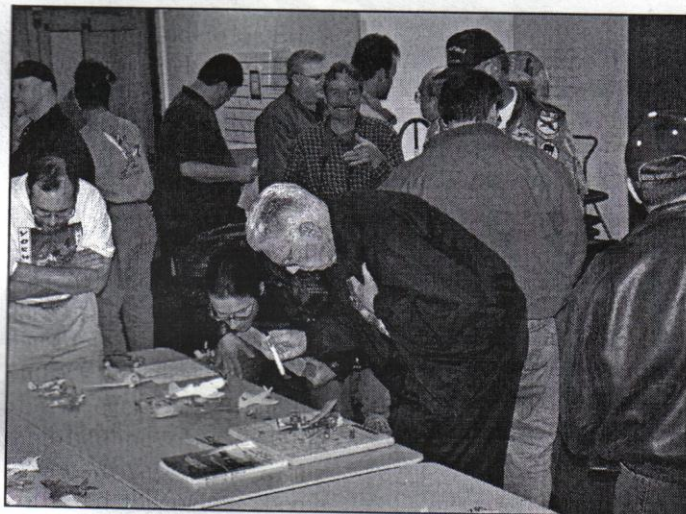
Lee's Airfix DC-10-30 in VIAZA markings lost an engine in a case of art imitating life. Chris Bucholtz' 1:700 Scamp survived a car accident with only minor periscope damage; the JAG Models kit is now steaming toward the "Eight is Enough" Contest at flank speed. Chris also has his 1:72 bubbletop P-47 from Tamiya ready for paint. Brian Sakai showed off his new Sweet 1:144 Bf 109F kit, which features four sets of markings, including two sets for Hans Joachim Marseilles. Frank Babbitt has started in on Fujimi's 1:72 Corsair II, and he plans on finishing his Hasegawa F-16A in commemorative Belgian markings depicting a Spitfire. Frank's added parts from the Revell F-16 MLU kit and a

Seamless Suckers intake to his Belgian Lawn Dart. His Italeri Ju 86 is making good progress; it now wears full Hungarian markings over a Floquil camouflage scheme. While most of Frank's stuff this month was in 1:72, he also brought in his 1:48 Aeroclub/Hobbycraft Vampire NF.10 kitbash, which he built many years ago before he discovered superglue! Eric McClure's Space Crusier Yamato came from the Bandai kit; he said it fit together fairly well. The same could not be said for Revell's P5M Sea Master; Eric's version is coming from the Mexican Lodelo kit. Eric's missing the cockpit glass, so if anyone has an extra, he'd like to talk to you about it. Eric's stable of small models also included a 1:144 Revell of Germany YF-22 and a bunch of ships: a K-class submarine in 1:700 and two German flak barges, including one that mounted three 88s. Ken Miller's Revell 1:144 DC-8-61 will eventually wear the cargo hauling colors of Flying Tigers Airways. Cliff Kranz corrected the paint scheme on his old Monogram B-58, painting the wingtips and the droppable pod in

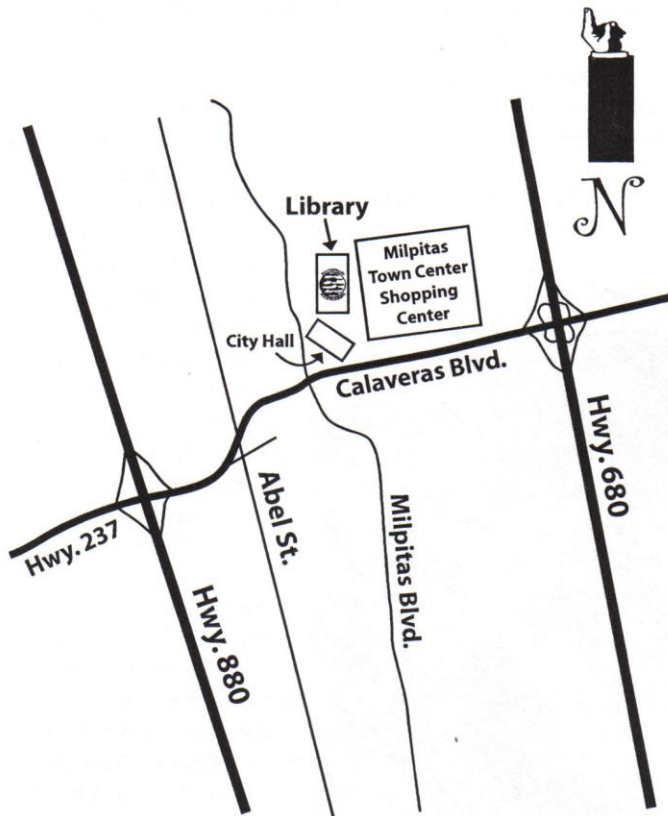
red. He also added Navy-style wings to Revell's 1:762 F-111 to make an FB-111, finishing it off with Superscale decals. Cliff's also been busy with his gift exchange model, forcing his VB Plasticard AN-12 into the shape of an airplane. The Fremont contest was a while ago, but John Heck has finished his F-104; it's the Hasegawa kit, with an Aires cockpit and tailpipe, Alclad paints and Eagle Strike decals. And the Model of the Month goes to... Nick Moran, who didn't have many good references, but he still scratchbuilt the interior of his Tamiya LTVP-7. Nick used whatever material he had on hand and his imagination to outfit his amtrac.



**Jared Bishop looks on as other SVSMers delight in his Monogram B-1B that he has put up for adoption.**



**Yanni and Burt go in for a closer look while Mike Burton grimaces mincingly in the background.**



Next meeting:  
**7:00 p.m.,**  
**Friday,**  
**February 17**  
at the  
**Milpitas Public Library**  
**40 N. Milpitas Blvd.**  
For more information, call the  
editor at (408) 307-0672  
email: [editor@svsm.org](mailto:editor@svsm.org)



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