

Ventura's 1/72 Hawker Tempest I conversion

By Mark Schynert

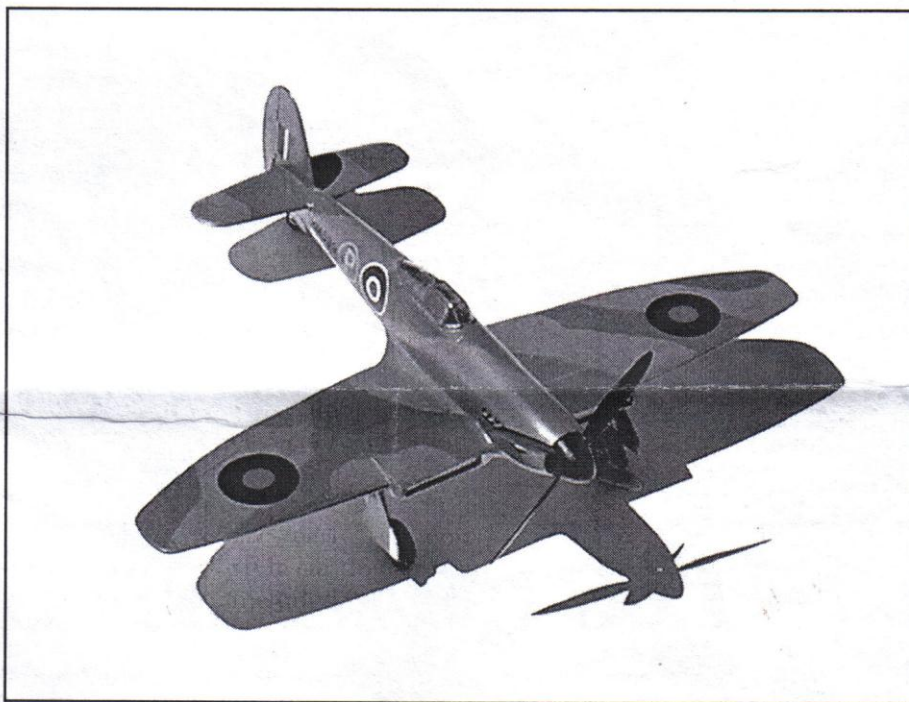
The family of Hawker fighters that followed the Hurricane has a somewhat convoluted family tree. Originally the Typhoon and Tornado were conceived simultaneously; the Typhoon went on to a career as one of the most important ground attack aircraft of mid- to late WWII, while the Tornado failed because of its Vulture engine. A Typhoon II was proposed, with a much more efficient wing; this became the Tempest family. Only the Tempest I, II, V, and VI were built and flown, with only the Tempest V seeing service in WWII, though it too was a superb ground attack platform, and also served well in fighter vs. fighter and anti-V1 combat. The final development of the family, the Fury/Sea Fury, served well into the fifties with the Royal Navy and other air arms.

It's pretty easy to build most of these aircraft in 1/72. There are early Typhoon kits by Av Usk and Pavla, a pretty nice late Typhoon kit by Academy, which also does a fine Tempest V, and a combo Tempest II/VI by Matchbox. With the recent release of Special Hobby's Sea Fury kit, all major production variants of the family have been covered reasonably well.

It's a little tougher to get some of the prototypes. The focus of this article, the Tempest I, was represented by a single prototype, serialed HM 595. With its lack of chin radiator and the addition of two wing-leading-edge radiators instead, it looks like nothing else in the family. Ventura of New Zealand

produced a conversion kit some time back, which relies on the old Heller Tempest V kit. Incidentally, despite the newer and better kit by Academy, the Heller Tempest V still has value as a source of parts: besides facilitating the Tempest I conversion, it also has better stabilizers and a better propeller than the Academy Tempest V, it has a better landing gear than the Matchbox II/VI kit, and bits like the pitot and landing step are useful supplements to a variety of other tasks.

The Ventura conversion consists of a limited-run injection plastic fuselage in two parts, top and bottom left and right radiator fairings of the same material, and a single vacuform canopy. For the especially ambitious who desire an opening to the cockpit, an early-Typhoon-style car door is also included in the vac molding, since the Tempest I prototype was built with early Typhoon fuselage components. The clear parts are very



Mark combined the still useful 1:72 Heller Tempest V kit with the Ventura Tempest I conversion that consists of limited-run injection plastic parts with a vacuformed canopy.

clear parts are very nice. On the other hand, the fuselage pieces, while right in shape and offering some good detail, do not fit each other well. The radiator fairings are really only a starting point towards the conversion.

The first order of business was to get the fuselage to a state where I could dry-fit it to the Heller Tempest Wings. After substantial sanding, I managed to match the halves and tape them together with a decent alignment. I taped the wings together, and tried the dry-fit. I was pleasantly surprised to find that a minimum of wing root sanding was necessary to get a good fit.

Continued on page 6

EDITOR'S BRIEF

I'm sorry to say that I will be resigning my position as editor this March. Actually, is it really a resignation if you don't run for office after your term is up? Either way, I will no longer be able to publish the newsletter after the March elections. I have really enjoyed being the editor but I will be taking on a new project that will not allow me the time to continue to publish the Styrene Sheet.

If any of you are interested in taking over, don't be shy. Get in touch with me and I will give you all the files you will need to get started. If you want to give it a go but do not have a lot of graphic or page lay-up experience, I will be glad to show you what I can.

Just so you know what you will be getting into, I estimate that I spend about 20 hours a month on each newsletter. This includes proofing articles, emailing with my friends who help me proof articles, taking photos of models, laying-up the newsletter, adding spelling mistakes, printing, folding, stapling and mailing.

What you should also know is that publishing the newsletter is a lot of fun. Like any thing else it is sometimes harder and more painful

This one!

6715 Employment

Express Yourself!

Learn new computer and design skills! Meet new people! Learn to fold paper very quickly!

Northern California's largest modeling club seeks a misanthropic, introverted editor/graphic designer to sit hunched over his computer and create a 16 to 20 page monthly newsletter called the Styrene Sheet, all by himself. Applicants will be responsible for all aspects of creating, printing, assembling and mailing the newsletter to approximately 85 club members. Applicant must supply their own computer. Current newsletter staff will supply training and act as consultant. Computer graphic and page layout skills are a plus.

E-mail resumes to
editor@svsm.org
or call
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to do than other times but on the whole it has been a great way to get to know many of you, learn a lot about publishing (honest) and has been a tremendous opportunity to contribute to the club in a way that few members have in the club's 40 year history.

You will need some computer skills. You will also need a computer. You will also need some software. I am currently using the Adobe CS2 suite. Adobe CS2 is sweet. You are, of course welcome to find your own solutions but I highly recommend Adobe's InDesign over the increasingly archaic QuarkXPress and Photoshop is pretty much mandatory so you might as well go Adobe all the way. Hey, Adobe is local and I like to support small businesses in my neighborhood.

So, if you have any curiosity about what it would take for you to publish the Styrene Sheet, feel free to talk to me.

- The Editor

CONTEST CALENDAR

January 29, 2006: IPMS/San Diego presents the **San Diego Model Expo '06 Model Contest and Vendor Fair** at Marine Corps Base Camp Pendleton. For more information, e-mail Jose Gonzalez at jgonzalez42@cox.net phone him at (760) 430-3005, or visit the club's Web site at www.ipmssd.org.

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.

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/ipmspearsonmodelers.


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.

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.

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://kcscalemodelers.com> or call Richard Horton at (559) 924-8067 or e-mail him at 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**



Revell's 1/144 wonder—the E-2C Hawkeye

By Mike Burton

As “long suffering, proud warriors” in the popular culture Boeing has the B-52, Douglas has the DC-3, North American has the P-51 and F-86, Lockheed has the C-130 Hercules. All are lauded aircraft that served well and long past expected retirements. Grumman’s mark in this league doesn’t ring to mind it seems. Did you think of the OV-1 Mohawk and the E-2 Hawkeye? I bet not!

Grumman Aircraft (yes the current corporation identity is Northrop-Grumman in historical terms but irrelevant for the material in discussion here—so tough) built an impressive history of successful designs, as many of you are aware.

Pre World War 2 saw them turning out “Barrels” (the biplane series of fighters starting with FF-1 on thru F3F). World War 2 Pacific Theatre immortalized the first two fighting “Cats”— the F4F Wildcat and F6F Hellcat—from the Bethpage Iron Works. More fighting felines followed post-war with the F7F Tigercat, F8F Bearcat, F9F Panther/Cougar/Tiger (the Tiger’s original designation was F9F-9), reflecting Grumman prowess into the 1970s. More

recently Grumman produced the awesome F-14 TomCat. Let’s be certain to spotlight the inestimable “Stoof” (from the original USN designation S2F), Grumman’s S-2 Tracker ASW plane for the US Navy. The S-2 evolved into two other very successful carrier-based aircraft, the C-1A Trader cargo barge which begat the E-1B Tracer. None of these mighty Grumman winged heroes soldiers on today as do the C-130 and B-52 for their corporate inheritors. Nay, in the 21st century a legacy of reliable innovative strength in service is carried on by twin turboprops that Grumman first came up with at the dawn of the 60s.

The Grumman E-2 Hawkeye Airborne Early Warning/Command & Control aircraft began life in 1957 as the W2F-1, replacing the WF-1 in service. It was the winner of a USN contracted competition for this specialized mission craft. Prior US Navy practice had been (as in most other air services worldwide) to adapt other type aircraft to this

mission. Grumman had designed and built a majority of these prior craft with the TBF-3W Avenger, AF-2W Guardian and WF-1 Tracer. Problems of increased crew mission loading and growing equipment complexity and payload from this practice weren’t unfamiliar territory. Particularly tough demands of design for carrier operation being demonstrably well understood by those and other examples of Grumman’s long association with US Naval aviation probably helped intimidate competitors too.

The W2F-1 Hawkeye first flew in October 1960 making the plane’s design over 45 years old, however this was the aerodynamic prototype only. The production prototype flew in April 1961. At this time, in the “modern” 1960s, the pri-

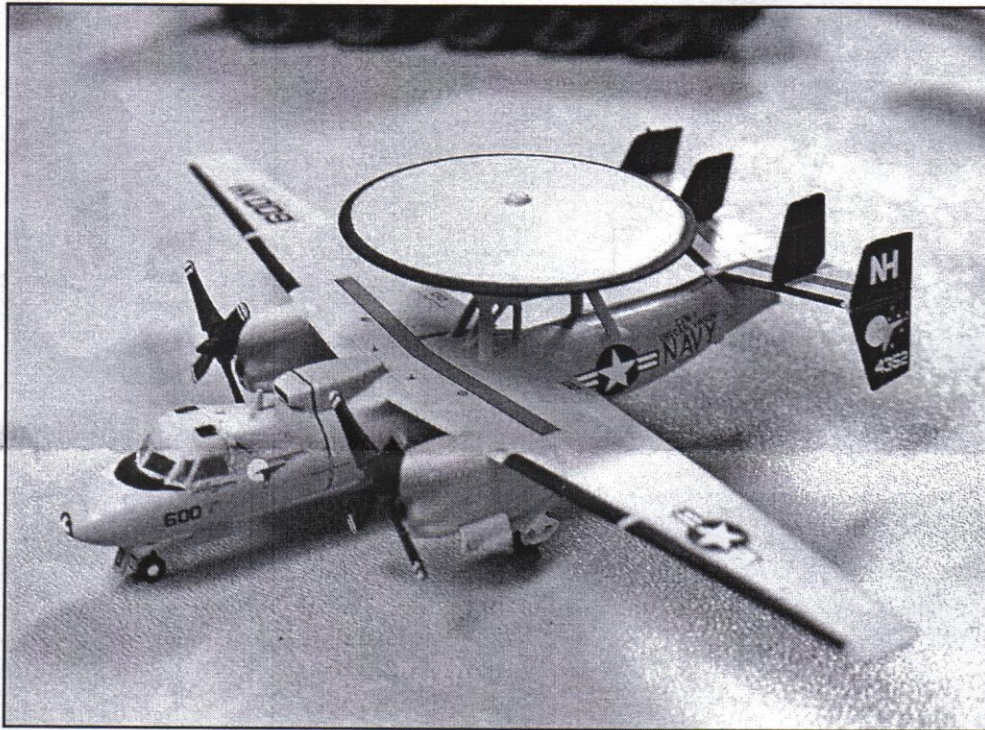
ority of electronic equipment was first seen. Today’s E-2C purchase price is 75 percent electronics cost and 25 percent everything else, including engines and airframe! The Hawkeye saw two fundamental developments in the interim before entering USN service in 1964.

In 1962 the Dept of Defense under orders from “whiz kid” Defense Secretary MacNamara “simplified” the designation system (some maintain to this day “stupified” is

more like it) for US military aircraft. So the W2F-1 became the E-2A which would replace the E-1B (formerly the WF-1).

In early 1964, the US Navy directed Grumman to come up with a Hawkeye based Carrier Onboard Delivery (COD) cargo plane, resulting in the C-2A Greyhound. This is a neat reversal of the design evolution for the planes they were to begin replacing that year. Had this continued full circle Grumman would have perhaps had today an ASW version of Hawkeye still in service! The E-2A was rather quickly upgraded to E-2B which first flew early 1969, with most E-2A aircraft upgraded before end of 1970.

January 1971 saw the first flight of the now definitive E-2C Hawkeye with its distinctive nose and superb electronics onboard. This version became operational with US Navy in late 1973 and still serves today. Israel became the first non US operator after purchased with E-2Cs in 1977. Now



Mike's E2-C at the January 2005 SVSM meeting finally finished. Since the previous SVSM meeting, Mike put in several more hours into the model and did a complete makeover of the paint scheme to wind up at this point.

Egypt, France, Japan, Singapore, Taiwan have joined the satisfied customer list.

Crewed by two pilots and three mission specialists, E-2s are capable of detecting potential air and surface (land/sea) targets at long range during very long duration patrols and then directing actions on them. Considered a "pocket AWACs", the Hawkeye also features a extremely clever design. The wings, of course, fold to the sides, but additionally the radar dome can be lowered 24 inches when parking space is at a premium. All in all, this twin turboprop will continue to turn and burn well into the 21st century. Not bad for being an aging "baby boomer," hey?

Thanks to Revell-Germany there's a very recent and decent molding of this machine in the extremely "easy-to-find-space-to-park" scale of one half 1/72, better known as 1/144. Don't gnash or bash, if you've never tried this scale here's a splendid kit to start with! I was tipped to this being an excellent but very pricey (not uncommon with Revell-Germany brand) model. Given a modest discount for persuasion the purchase was a done deal!

Upon opening the box, I was surprised to find truly a jewel of sharp simplicity. There are three trees in total with the third being the two clear parts along with eight pages of instructions, and a lusciously printed

decal sheet covering three very different schemes (two USN, one French). The decal options are: a gull grey and white VAW-121 "Bluetails" on the USS Eisenhower CVW-7, June 1990, a overall gull grey VAW-117 "Wallbangers" on USS Carl Vinson CVW-17, July 20.

Well, it *looked* that way—in much the same manner DML brand aircraft kits always bewitch and beguile you when in the box. The cockpit is a sweet first assemblage with a floor with basic seats (underneath is the "roof" of the nose gear bay with some good raised detail) also a center console and a separate main instrument panel. Two very delicate molded "U" handled control yokes complete the basics. This all mounts to separate bulkhead wall with and engraved closed door. Decals are provided for the main instrument panel and center console.

Painting was the extent of detailing for me, forgoing those very nice decals, alas. Adding the seat belt decals, would be all I could recommend. Anything more detailing

would be lost detail with those silly flashlights judges use to peer inside through the tinted overhead windows. The fuselage halves capture the cockpit assembly with no gaps or sanding.

While the instructions direct you to install the window in the nose now, I found you can leave it until much later. The recommended ten grams of weight for the nose shouldn't wait, however. A chunk of fishing weight lead can be mounted inside after the fuselage is glued through the wing mount opening.

Next, the quadruple tail was to be assembled and then mounted on fuselage. I found it works better to align and glue the single piece mold horizontal surface to the fuselage first then attach end full vertical fins and inner half vertical fins. The fins have to be canted inward. The alignment diagram provided is not too much help as there is no degree specified.

The end vertical fins have miniscule recesses to match up to tail plane pins along with a faint surfacing to "butt join" as the only other guide. The inside vertical surfaces are simply butt jointed on lines marked on horizontal tail plane. Since the end result was that they all appeared is to have perpendicularity, I moved onward to adherence! Using cyanoacryl (supergoo) and a trusty eye, I achieved "like"



The E-2C model at the November 2004 Fremont Hornets meeting showing the masked Hawkeye as Mike continued "white out." This was the third try.

angular alignment on my four parts pretty quickly. Just to prove how well, I casually broke off and remounted three of them a few times along my way to finishing this Hawkeye.

Okay, maybe that's revisionist history. The main wing, like the horizontal tail plane, is a single piece molding. Again, this is a very thin, superbly in airfoil section with light engraved detailing. I lack the information or the inclination for doing the wing-folding maneuver on a Hawkeye (maybe if I lived in the Lesser Antilles...). However, looking at this wing molding provokes thought. It would look quite right if I simply cut on the engraved line, rotated and mounted the wings with a little extra detailing. It's scale fidelity-to-eye seems that high.

Seating the wing onto the fuselage was virtually seamless—it was that snug. The alignment was nearly spot on before any effort was applied here. The scoop on the right side of fuselage under the wing can be installed now or left

Converting Heller's 1/72 Tempest V into a Tempest I

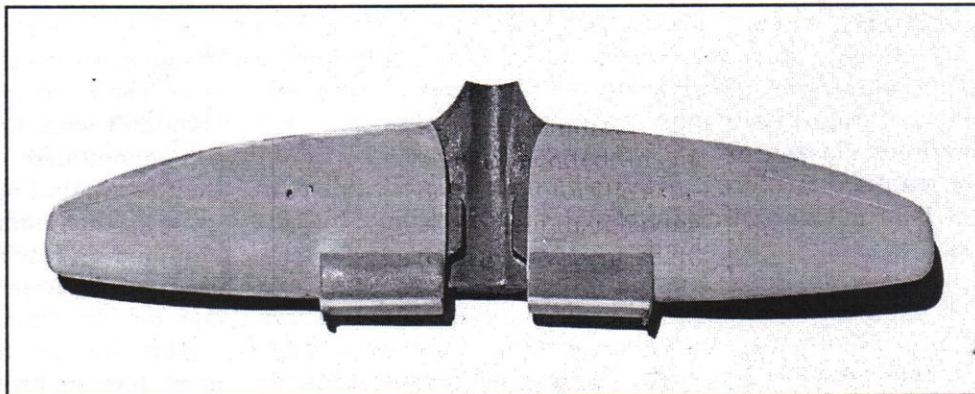
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The easier task at this stage seemed to be to prepare the wings, but I became over-ambitious. HM 595 appears to have been unarmed for most or all of its career, and the wings do not show the top surface bulges that go over the cannon ammunition drums. By extension, there were probably no shell ejection ports underwing either. Of course, the Heller kit includes both details. The lower surface was not much of a problem, simply involving filling from the interior side and a little light sanding to the exterior surface to eradicate the ejection ports. The top surfaces were another story. Removing the bulges and getting the requisite flat area ended up wiping out a lot of the raised detail that Heller provides. Raised detail is always a lot of trouble to repair, so I sanded all of it off the top of both wings. However, this now left me with the distasteful prospect of rescribing everything. I returned to the fuselage instead.

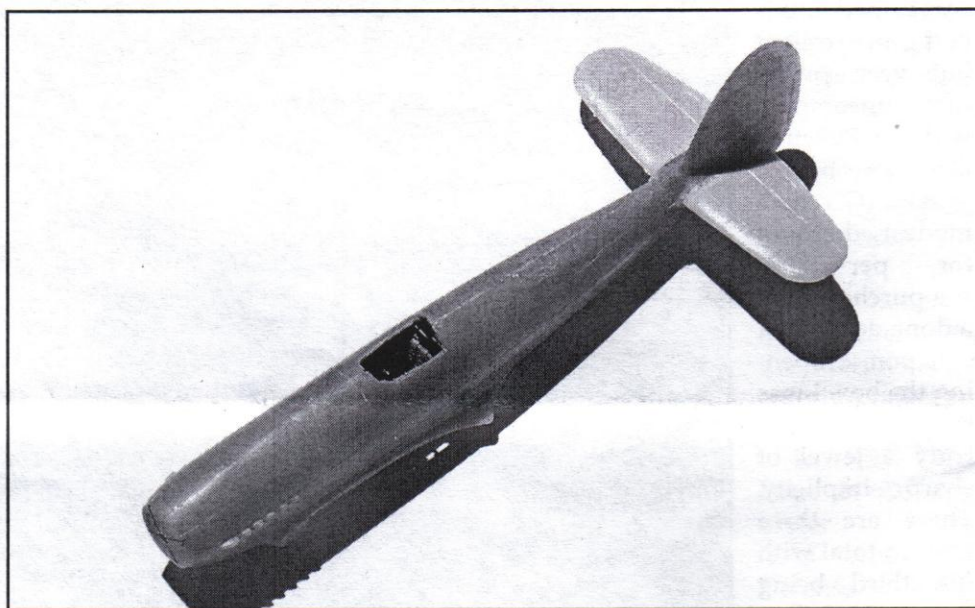
It was my intention to install an Obscureco Tempest V cockpit, but the thickness of the molding and the lack of obvious reference points was really off-putting. So, at this stage, I put off working on the model at all for a space of about a year.

This December, with the imminent approach of the Tri City Regional contest, I decided to see if I could get together a collection of unusual prototypes. I finished the third of the five I would need, in January, which left me with the HM 595 replica and an even worse headache in the form of the High Planes Mustang X. Oddly enough, though, this turned out to be an advantage. Every time I stalled out on one of the models, I could simply shift gears and move to the other. I did manage to complete both, and thus have the collection ready for exhibit by the contest.

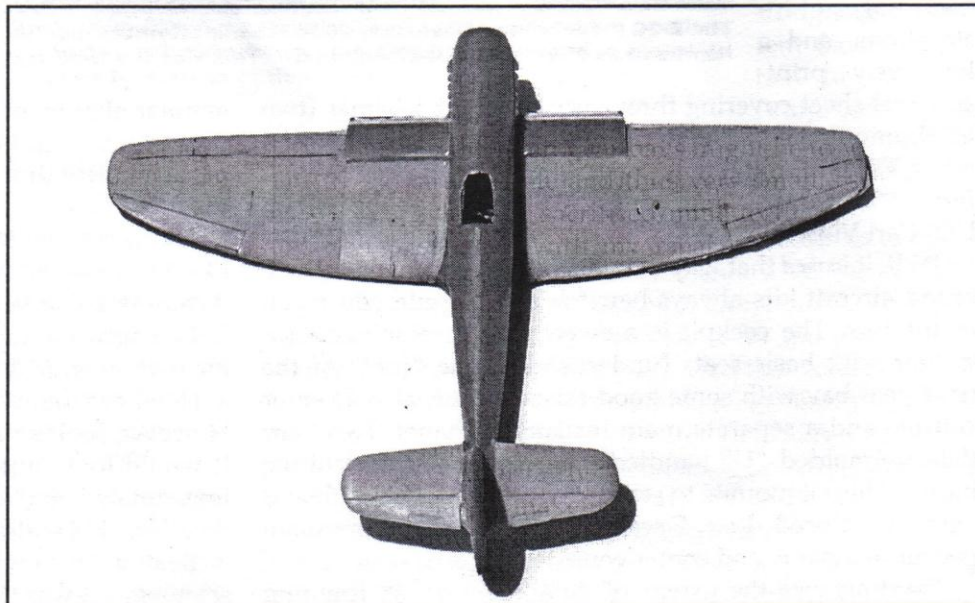
My first step upon return was to cram the Obscureco cockpit into the fuselage. It turned out that the main limiting factor was the maximum aft travel of the armor plate as dictated by the fuselage opening for the cockpit. I used this to gauge where the side panels had to go to line up properly.



HM 595 was unarmed so Mark removed the top surface bulges that go over the cannon ammunition drums and the shell ejection ports.



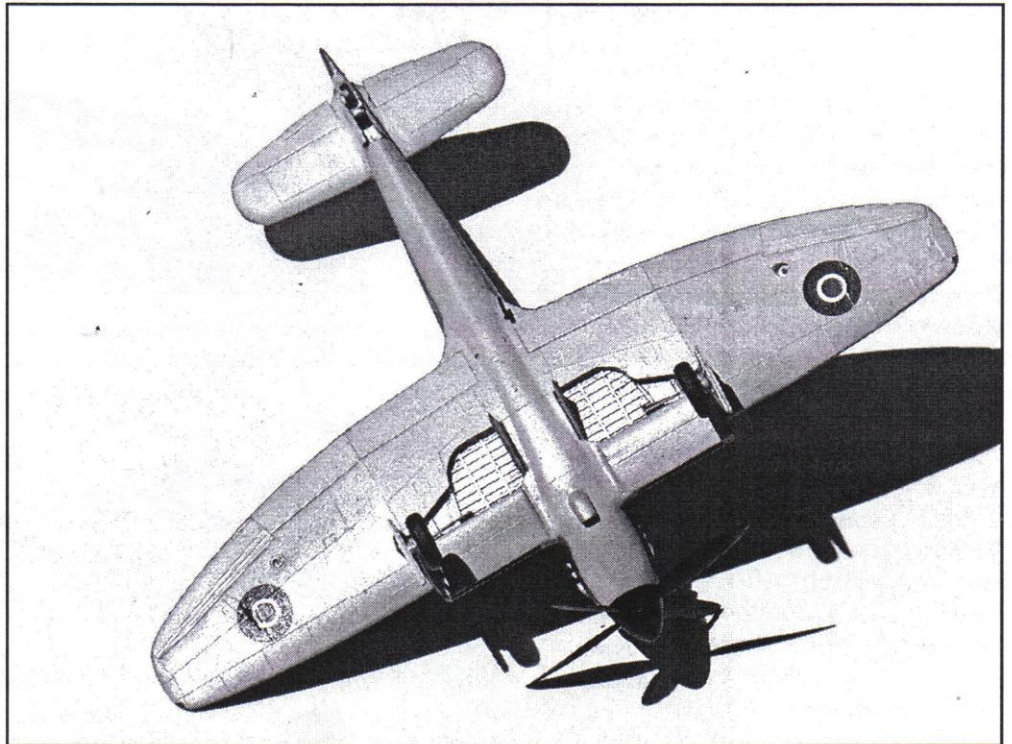
Even though the Academy Tempest V is newer, Mark took advantage of the Heller donor kit's superior stabilizers and propeller for the Mk. I conversion.



Mark reports that while the Tempest I conversion parts were well detailed, the fit was poor and the radiator fairings are really only a starting point toward the final conversion.

I attached them after removing some material from the inside of the fuselage halves. I painted them as per the Obscureco instructions, going with the early scheme which specifies British interior green for the lower part and black for the upper, with certain details then picked out in other colors. Not having a photo of the cockpit of HM 595, I simply operated on faith that the cockpit wasn't very different from that of a Tempest V. I next prepared the central floor/bulkhead piece with paint, attachment of seat and control column, and so on. This went in with a bit of trouble, as everything was still too wide for the fuselage, but there wasn't much I could do about it at this stage. I had to shave down the wings of the instrument panel to get it to fit, but it all came off the back, so I didn't lose any detail. I finally clamped the fuselage halves together, accepting a small topside gap rather than flaring the wing roots so much that I would have a fit problem there.

Anticipating a lot of sanding work, I pre-scribed some of the fine engraved lines near the fuselage seams. The seams were eradicated with very little trouble, and I didn't have to do much rescribing afterwards either. The Heller tail planes went on next; they fit well with a little trimming, and I took care of the seams in quick order. I also had to find a carburetor intake, since none was provided; the spares drawer had one close enough that I was able to sand to

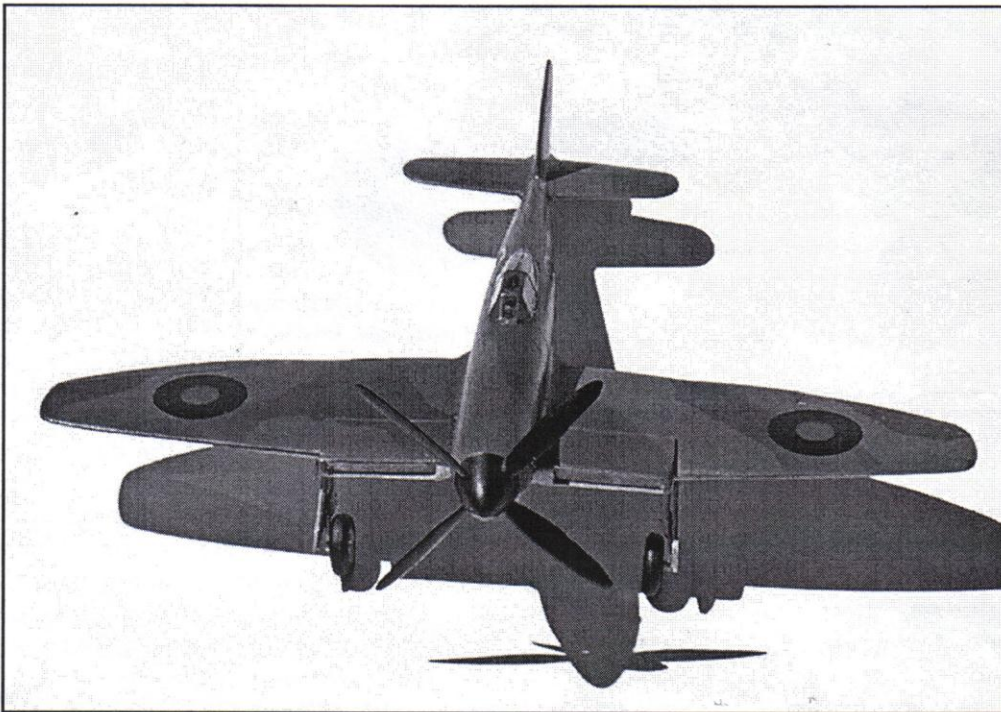


Typical of British prototypes of the era Mark painted the underside of his Tempest I Tamiya acrylic white as a primer, followed by Tamiya yellow.

shape and install.

I drilled out receiving holes for the propeller and tail wheel and test-fitted them; I determined the location for the prop by using a center-finder tool, and got a precise fit. I then attached the wings, and reduced the small seams fore and aft under the fuselage. I did not treat the wing root yet, because the next big task was installing the wing radiators.

The fairings are both handed and specific to the top or bottom, so I had marked them at the start as "LU" for left upper, and so on. They were actually so labeled by Ventura on the underside of each piece, but on three out of four, it was barely legible. It took some work with a beveled file to match their interior curvature to those of the wing, and when finally fitted, they did not come together flat at the leading edge. Instead, there were two huge "V" shaped indentations. I began by filling most of the gap with superglue and micro-balloons. I sanded this flat and put a strip of .20 x .40 Evergreen plastic over it. I then conformed the seams between the strip and the fairings. Next, I needed to fabricate the outer lip of each radiator. For this I took two Monogram 1/48 P-38 intercooler leading-edge fairings and cut out the center 3mm or so of the center of the concave side of the fairings. The slight curvature was just right. I attached these bits. The inside lips were .20 x .20 Evergreen material. I then had to do a little filling



The Tempest I was represented by a single prototype with the serial number HM 595. Its lack of chin radiator was compensated by two wing-leading-edge radiators instead.

and sanding to get a symmetrical appearance.

I now worked on filling the wing seams. Aft of the radiators, this proved very easy, but there were gaps between the radiators and the fuselage which required a lot of care to resolve. I started with superglue and micro-balloons, but as the gap became much shallower, I relied just on the superglue, trying to flow it to the margins and working with small quantities, so that little or no sanding would be necessary. This was nerve-wracking, but ended up working well.

I finally could defer the rescribing of the top wings no longer. Using undamaged Heller wings as a guide, I laid down Dymo tape and began to restore the lines using a Bare Metal scriber. I took about three hours of work to get all the detail back on the wings; at least I had very few missteps. Those few I filled with Dr. Microtools putty. Then it was back to the radiators. I attached strips of Evergreen .20 x .20 to the top and bottom radiator face edges, filled the seams and sanded everything out.

The canopy was another headache. The molding was very nice, but my knife slipped and scored the side panel. I actually almost got it totally sanded out, though in the process I overstressed the top of the canopy, resulting in crazing evident at some angles. I Futured the canopy at this point. After painting black the margins of the fuselage that would go under the canopy,

I attached the canopy to the fuselage with gem-to-fabric white glue. What I didn't realize until later is that I used too much, and some seeped over the aft decking, where it dried to a very glossy sheen. After the glue set, I finished the canopy seams with superglue and sanded them out.

The paint scheme was typical for a mid-war British fighter prototype: yellow undersides, with a standard day fighter Ocean Grey/Dark Green top scheme. I started by painting



Period photos of the prototype HM599

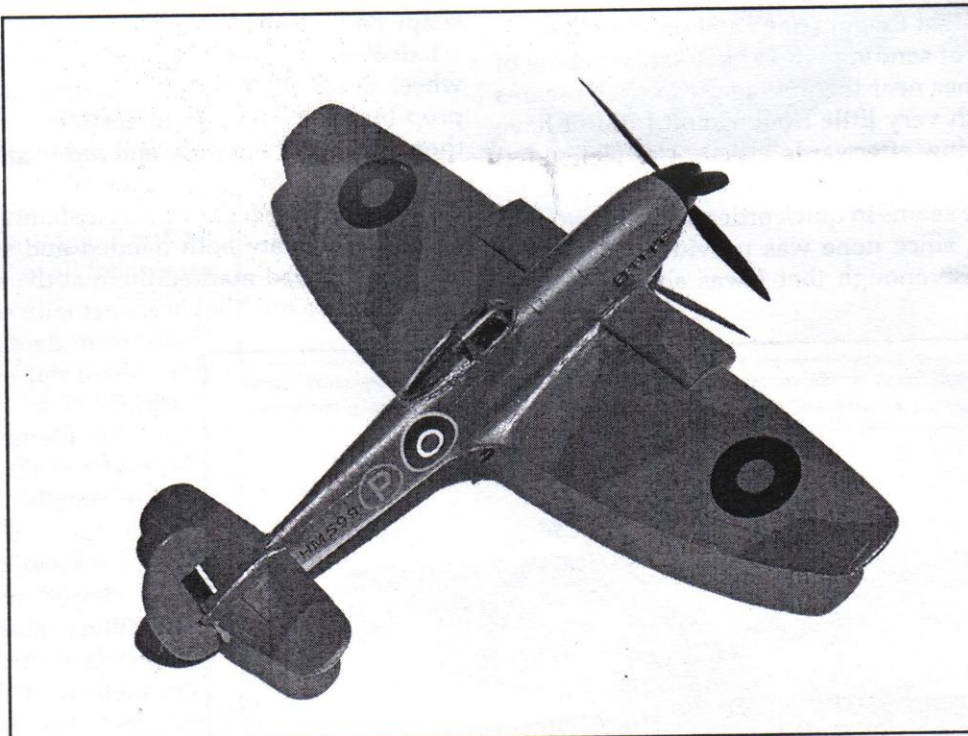
the underside Tamiya acrylic white as a primer, followed by Tamiya yellow. I then masked off the underside and the canopy glass, and used a topside coat of Polly Scale Ocean Grey. I further masked by using Glad Press & Seal cut to shape to establish the camouflage pattern, and sprayed on the Polly Scale Dark Green. One of the good things about working on the Mustang X at the same time, is that it had the same top color scheme, so I was able to take care of both models at the same time.

Ventura's conversion comes with no decals. After giving the entire model a coat of Future, I took roundels and fin flashes from an Eagle Strike Spitfire/Hurricane/Typhoon/Tempest sheet, the serials from a sheet by Tally Ho, and the prototype "P in circle" markings from the Eastern Express "Floatfire" kit sheet. The Tally Ho decals were extremely finicky, coming off the paper at the slight-

est touch of water, and wanting to stay wherever they hit the model. I floated them onto drops of Microset, and thus was able to position them. The other decals were a breeze to use. I followed another coat of Future with several coats of Floquil Railroad Flat.

The rest of the build was straightforward, as I attached the various landing gear bits, the prop, pitot, and landing step. I finished in mid-afternoon of the day before the contest. Sadly,

the canopy is a real botch, but if I really get bothered by it, I can redo that easily enough, and in the meantime, I have another off-beat prototype to add to my menagerie.



Mark painted the upper surfaces in a typical mid-war British fighter scheme of Ocean Grey and Dark Green. The decals come from Eagle Strike, Tally Ho and Eastern Express decal sheets.

Mark Schynert has been building models on and off since 1959 and has been a member of SVSM since 1998. His interests include 1:72 scale aircraft between the years 1936 and 1948 with an emphasis on fighter prototypes and flying boats.

SVSM BOOK REVIEW

By John Heck

Modeling the De Havilland Mosquito

By Roy Sutherland
Osprey Modeling No. 7
2005 Osprey Publications

A few years ago Osprey Publishing Ltd. began releasing a second series of books on how to build plastic models. While this new series turned out to be much better than Osprey's earlier effort, I had to question the relevance of such books.

A strange thing about a solitary hobby like model building is that it has managed to spawn a vibrant Internet community where the modeler has access to literally thousands of detailed model builds and dozens of online message boards. Here a modeler can find just about anything he would want to know about the subject he might be currently building. Consider, also, that nearly half of the Osprey aircraft modeling books currently available have been written by Brett Green who is the Webmaster of HyperScale, one of modeldom's most popular Websites, and one starts to wonder why anyone would shell out \$18.95 for what would normally be free.

In spite of the dubious value of these books, I somehow managed to acquire many of the titles for the subjects that interest me. The information in all of them is useful and it is handy to have several builds of the same subject in one place even if most of it is information I have seen before—ironically on Brett Green's Website.

Modeling the DeHavilland Mosquito by Roy Sutherland is one of the more recent books in the Osprey series. The components of this book are similar to the others. Roy Sutherland along with Michael Braun build four Mosquito models using basic to master techniques. The book also has a valuable and extensive introduction written by Chris Bucholtz that includes a brief history of the Mosquito, a useful listing of all the Mosquito variants, a listing of after-market accessories for your model and a section on the various Mosquito kits available. There is also model gallery section at the rear of the book showing several build-ups of Mosquitoes in various scales.

Unlike the other books I have seen in this series *Modeling the DeHavilland Mosquito* has many modeling techniques

I have not been exposed to in great detail before. Sutherland's builds are on a level not commonly seen on line or in the other Osprey books. That is not to say the book is for experts only. Most modelers will find value in any section of this book.

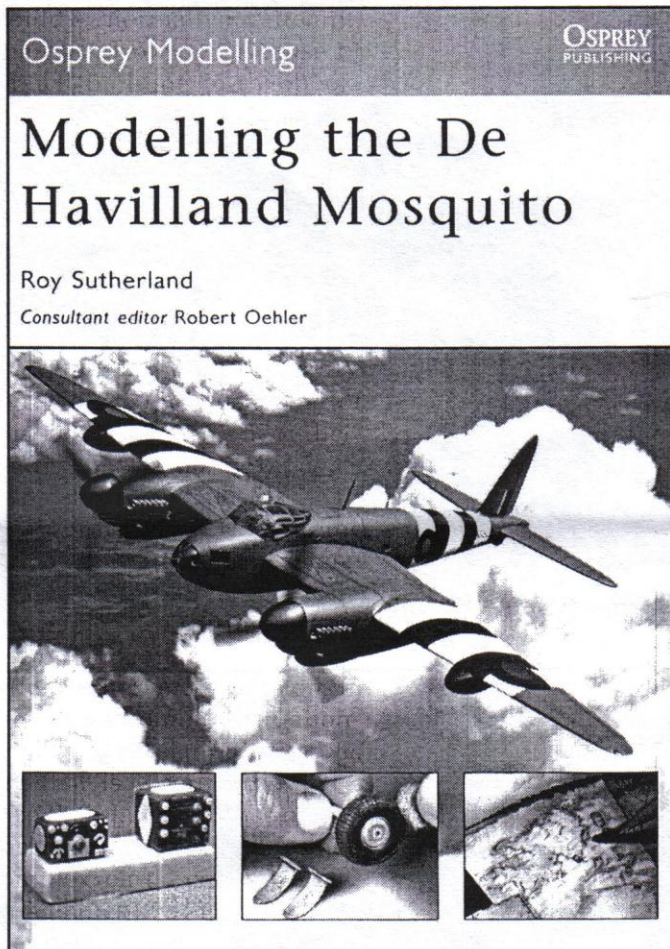
Sutherland is a stickler for detail—a self proclaimed “Mr. Fussy-Pants,” and this obsession results in things like adding cockpit wiring where one is not likely to notice it and adjusting the sit of a 1:72 scale Mosquito NF Mk. XIII by 1 millimeter to get it just right. Even the seemingly routine builds using after-market resin parts are taken one step

further than most modelers would normally attempt. There is also extensive use of scratch-building in this book. If a detail is visible and is not included in the kit or any of the after-market products, Sutherland will simply create it with apparent ease.

While the bloodiest part of the book occurs while Sutherland wrestles with the Cutting Edge Mosquito B Mk. IV cockpit set, the true value of this book is seen in Sutherland's conversion of Tamiya's 1:48 Mosquito NF Mk. XIII to a burnt Mk. XIX. Here, the author gives a detailed explanation of the advanced techniques he used during this extensive and unique conversion. Often Sutherland's solutions to seemingly complex situations are forehead-slapping simple, but that is where the experts earn their keep. The use of Blu-Tack to create handles for small complex parts, creating lightning holes by simply reaming them out with an X-Acto knife and creating paint flakes with

Monocote film are techniques that are completely obvious only after someone shows you how they did it.

Now, I'm as aware as the next guy that creating show-stopping models is more than the mere understanding of how they are achieved. It takes a lot of quality time with dozens of pointy little tools and a box of plastic sprue and that is something one does not get from simply reading a book. What *Modeling the De Havilland Mosquito* does accomplish is short circuiting much of the learning curve. Additionally, Sutherland's abundant photographic illustration and unassuming tone allows even the most timid of us to think that we might actually be able to pull off many of his tricks. In the end it is this inspiration that will cause a model builder to try something new and achieve a new level for himself.



Revell-Germany's tiny mighty mini AWACs

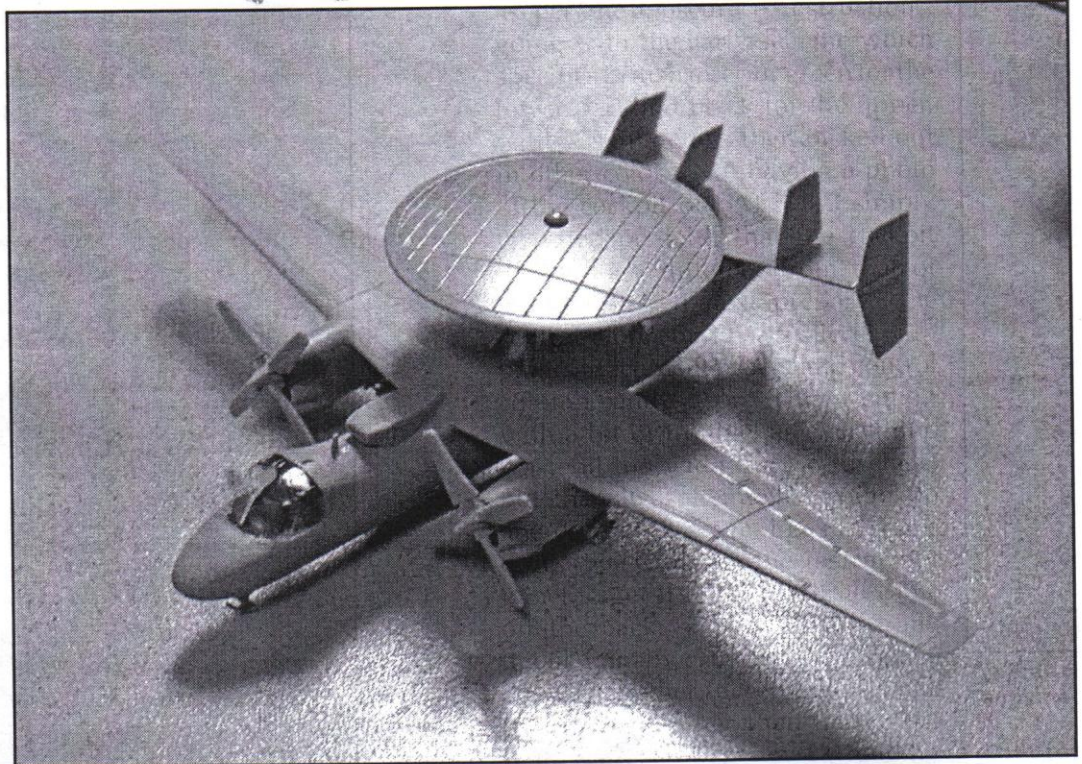
Continued from page 5
until you are done mounting the engines. The engine halves are well molded; however they lack "blindings" so these must be added, which blew my "out of box" plan. These snugly fit onto underwing mounts and cleanly mated with molding on the wing upper surface.

While the instructions now direct one to close up fuselage, I skipped ahead to get the radome assembly work done just in case fuselage wasn't "weighty" enough. The radome mount pylon is a two part molding that includes the four outside pylons and center drive shaft. This was another clean scale looking thin molding setting atop the fuselage with the rear mounts mating to the molded-in fillets exquisitely.

Defying the instructions I left the inner "V" support pylon off until aligning and gluing the radome mount on fuselage. It is much easier to fit, align and attach the mount this way. The whole plan worked perfectly, right to the point where the inner "V" fell out and was lost in carpet before being glued. Not a problem—suitable replacement

merely required that two pieces of styrene scrap be suitably "airfoiled" then blended into one piece at the join of "V.". This only took me about half the time I had spent on all the rest of this E-2C model. Such is life.

After examining the mounted radome pylon, I noticed



Taken at October 2004 SVSM meeting, with about six hours total time spent on the model.



An E-2C shortly before takeoff aboard an aircraft carrier.

the center drive shaft just missed reaching fuselage. A small amount of "window goo" (Humbrol Clearfix in this case but I have used Micro Kristal Kleer in similiar fixes before) blended this in. Better that for the actual problem than having to trim in a bent shaft, I say.

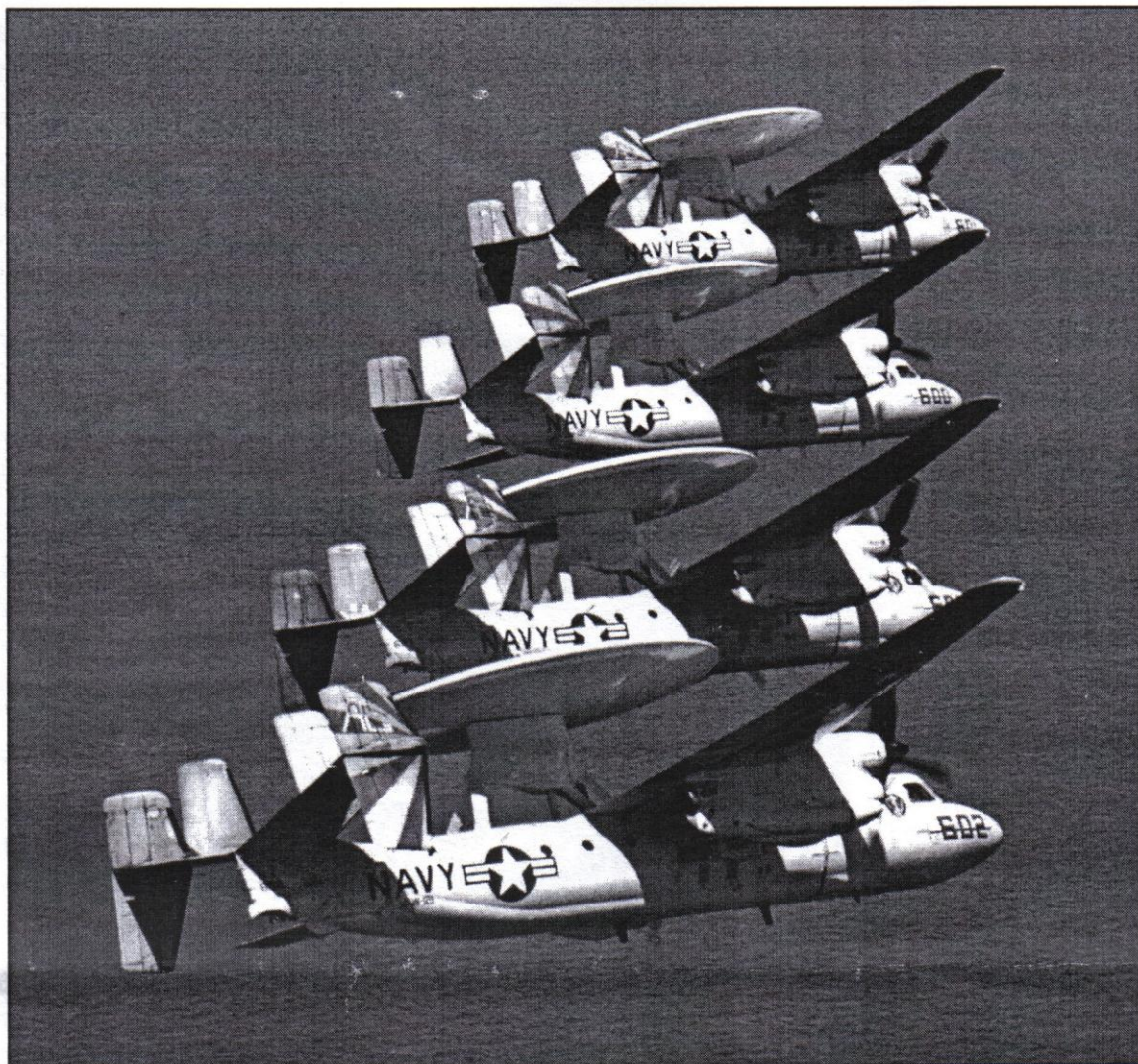
The radar radome itself is a three-piece affair with upper and lower halves and a trapped pin shaft. While the real thing rotates, mine was not going to simply for ease of building but the shaft is a perfect alignment mount/tool. The radome moldings are lightly scribed and look to scale when assembled.

Now having verified that the weight of all this assembled new material wouldn't overcome the model's rearward balance, I went back to the final assembly bits. The arrester gear cavity and hook is a bit tricky to put together. While just two parts, you literally must thread them together. The more painful part is blending in this assembled part to the fuselage. This was the last chance to add weight inside the fuselage before you install the arrester assembly.

The landing gear legs are all delicate and detailed single piece moldings. Detailers in this scale be advised that boxing in the main gear bays might be to your desire. The wheels are to scale and thus very small, especially the twin nose wheels. I sacrificed mine to the carpet gods who weren't satisfied with my meager "V" radome pylon offering, I guess. The spares box coughed up some great mimics.

The propellers are single piece molding spinners and blades and leaving them off until all painting and decals applied to model proved serendipitous. Revell provides you decals for the red-white-red tips. It is much easier to apply these decals with the props are off the engine.

After fairly "swiftly" getting my Hawkeye together, my plan to make it classic USN gull grey and white was to be thwarted. Unhappy after several tries with the application of the white and then the grey paint, a sudden affinity for the "Wallbangers" scheme took hold of me. Overall FS36440 Light Gull with dark blue tails rendered with FS15042 Dark Sea Blue airbrushed my dream of a completed Hawkeye



They look like they're attached, don't they? A gaggle of Hawkeyes.

into sight. The flat black accents such as de-icer boots, prop blades and spinners, anti-glare panel and, yes, even the nose tip black were done by hand. The nose tip was fun, there is a white cross decal provided as is on real Hawkeye, and in this scale it's hard for me to see masking it but you can't leave it off. I cut the decal out and carefully painted the nose.

The decals applied were all a delight. Only thing I would note to those who take on this kit is leave the radome off until you're done decaling. Several fuselage, wing and tail decals will prove so much easier to deal with if you do.

All in all, the mighty mini AWACs in mighty mini 1/44 scale is a tribute to Grumman and to Revell-Germany. Perhaps someone will or has already produced decals for this E-2C model to do some other schemes. Maybe even Japan, Israel, others. This was a very nice molding and an incentive for making more 1/144 forays and I recommended this kit to all E-2 adherents or those seeking something different and doable in small space.

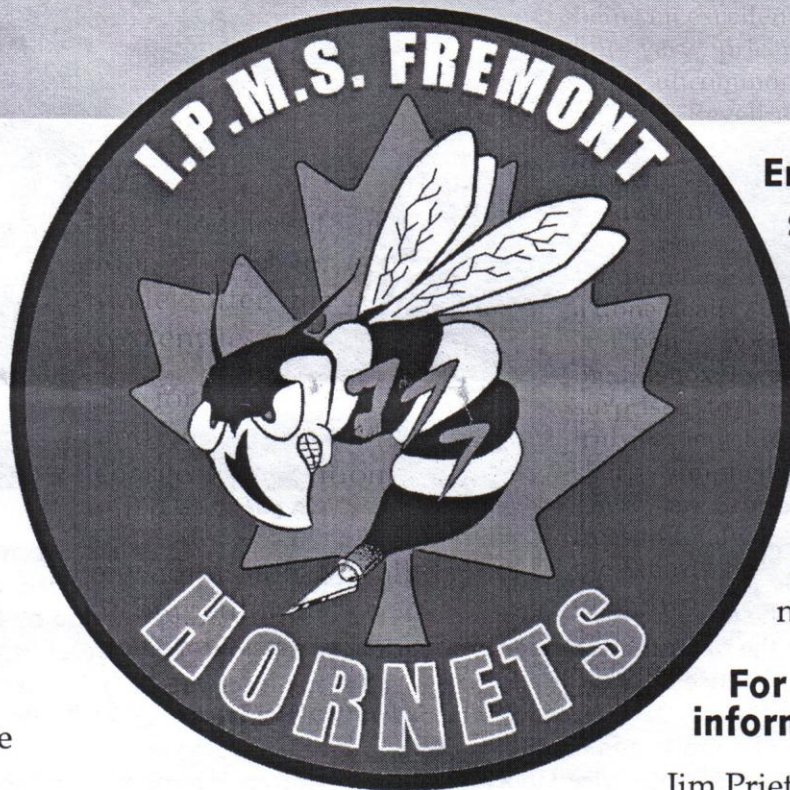
Mike Burton has been building plastic models since 1964 and joined SVSM in 1984. His interests include one-offs and obscure vehicles and creatures in 1:72 scale but will also gladly build in 1:35 and 1:48 scales.

IPMS/Fremont Hornets &
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9 a.m.–Registration Opens
Noon–Registration Closes
1 p.m.–Judging Begins
3:30 p.m.–Awards Ceremony

For more information, contact Mark Schynert at (510) 796-3331 or e-mail him at mass22@earthlink.net with 'Tri-City Contest' in the subject line.

DECEMBER MINUTES

At December's meeting, once the noshing, nibbling and gnawing of food had concluded, we held our annual gift exchange. The exchange went something like the account that follows. Any odd names are the result of heretofore-unknown guests' participation and not the result of holiday binge-drinking by the scorekeeper.

Italeri 1:35 LTV-4 Tractor: Opened and taken home by Randy Ray.

Revell 1:53 Biber Bridgelay: Opened by Don Savage, stolen by Vladimir Yakubov, stolen and taken home by Chris Hughes.

MPM 1:72 Polikarpov R2: Opened and taken home by Brian Sakai.

Monogram 1:48 F-106 Delta Dart: Opened by Jared Bishop, stolen by John Heck, stolen and taken home by Vince Hutson.

Dragon 1:35 MD 500: Opened and taken home by Jared Bishop.

The book Tanks in Detail: Opened and taken home by Don Savage.

Maisto 1:24 Corvette: Opened by Daryn and stolen by Nathan.

Book Warplanes of the Luftwaffe and Hasegawa 1:72 Fw 190: Opened by Benjamin Abbott, stolen and taken home by Dave Balderrama.

Minicraft 1:48 UH-60 Blackhawk: Opened and taken home by the Mysterious Joe.

Hobbycraft 1:48 P-40F Warhawk: Opened by

Greg Plummer, stolen and taken home by John Heck

Accurate Miniatures 1:48 P-51A Mustang: Opened by Andy Kellock, stolen and taken home by Greg Lamb.

Fujimi 1:24 Integra R-Type: Opened by Mark Schynert, stolen by Andy Kellock, stolen by Don Savage, stolen and taken home by Bill Bauer.

Monogram 1:48 Me 410: Opened by Benjamin Abbott, stolen by Mark Schynert, stolen back by Benjamin Abbott, stolen and taken home by Dave Balderrama.

Tamiya 1:48 P-51B Mustang: Opened by Greg Plummer, stolen by Randy Ray, stolen by Jared Bishop, stolen and taken home by Mike Meek.

Airfix 1:48 Buccaneer: Opened by Bill Abbott, stolen by Nick Moran, stolen by Greg Plummer, stolen and taken home by Nick Moran.

Hasegawa 1:48 Hurricane Mk. I: Opened by John Heck, stolen by Kent McClure, stolen by Frank Babbitt, stolen and taken home by Greg Lamb.

Hasegawa 1:48 AU-1 Corsair: Opened by John Heck,

stolen by Kent McClure, stolen by Mike Meek, stolen back and taken home by Kent McClure.

Tamiya 1:48 "Irving": Opened by John Heck, stolen by Postoria Aguirre, stolen by Andy Kellock, stolen and taken home by Mark Schynert.

Academy 1:72 P-38J: Opened by Randy Ray, stolen by Eric McClure, stolen by Mark Schynert, stolen and taken home by Brian Sakai.

Hasegawa 1:48 Bf 109G-10: Opened by Mysterious Joe, stolen by Mark Schynert, stolen by Jim Priete, stolen and taken home by Keiko Wright.

Revell 1:100 Schnellboot: Opened by Benjamin Abbott, stolen by Jim Priete, stolen by Mark Schynert, stolen and taken home by Brian Sakai.



The December 2005 pile of presents awaits what's coming to it. In several hours these presents would never see each other again.

Hasegawa 1:32 Bf 109G-6: Opened by Vince Hutson, stolen by Frank Beltran, stolen by Mark Schynert, stolen and taken home by Frank Babbitt.

Tamiya 1:25 Mercedes CLK-GTR: Opened by Andy Kellock, stolen by Brad Chun, stolen by Jim Priete, stolen back and taken home by Brad Chun.

Aeroclub 1:72 Hawker Woodcock and Fairey Firefly: Opened by Dave Balderrama, stolen and taken home by Chris Bucholtz.

Hasegawa 1:72 Ki-44 Shoki: Opened and taken home by Vladimir Yakubov.

Book Humvee at

War: Opened and taken home by Bill Dye.

Hasegawa 1:72 P-40N: Opened by Brian Sakai, stolen and taken home by Greg Lamb.

Hasegawa 1:72 Ki-43 Hayabusa: Opened by Bill Dye, stolen and taken home by Bill Abbott.

Monogram 1:48 F-15E Strike Eagle: Opened and taken home by Kristina Balderrama.

Book 345th Bomb Group: The Air Apaches: Opened by Nick Moran, stolen by Laramie Wright, stolen by Brian Sakai, stolen and taken home by Dennis.

Hasegawa 1:72 Mosquito B.Mk. IV: Opened by Mike Meek, stolen by Mark Schynert, stolen by Greg Plummer, stolen and taken home by Laramie Wright.

Hasegawa 1:48 Ki-84 Hayate: Opened by Daryn, stolen by Jim Priete, stolen by Frank Babbitt, stolen and taken home by Frank Beltran.

Hasegawa 1:48 F6F Hellcat: Opened by Kent McClure, stolen by John Heck, stolen back by Kent McClure, stolen back and taken home by John Heck.

Hasegawa 1:48 P-47D Razorback: Opened by Eric McClure, stolen by Greg Plummer, stolen by Greg Lamb, stolen and taken home by Keiko Wright.

Tamiya 1:35 Mobilwagen: Opened by Vince Hutson, stolen by Ron Wergin, stolen by Brad Chun, stolen back and taken home by Ron Wergin.

Italeri 1:35 M1A1 Abrams: Opened by Frank Beltran, stolen by Dave Balderrama, stolen and taken home by Laramie Wright.

Italeri 1:35 LVT-4: Opened by John Heck, stolen and taken home by Jim Priete.

Monogram 1:48 P-40B: Opened and taken home by Don Savage.

Revell 1:23 1964 Impala, Silverado: Opened and taken home by Daryn.

Monogram 1:48 F/A-18C Hornet: Opened by Vince Hutson, stolen and taken home by Benjamin Abbott.

Minicraft 1:144 727-200: Opened by Greg Lamb, stolen by Bill Ferrante, stolen by Bill Dye, stolen and taken home by Greg Plummer.

Trumpeter 1:700 Minsk: Opened by Jared Bishop, stolen by Vladimir Yakubov, stolen by Randy Ray, stolen and taken home by Keiko Wright.

DML 1:32 Fokker D.VII: Opened by Mysterious Joe, stolen by Andy Kellock, stolen by Frank Babbitt, stolen back and taken home by Andy Kellock.

Lindberg box-scale Snark missile: Opened by Benjamin Abbott, stolen by Mark Schynert, stolen back by Benjamin Abbott, stolen and taken home by Jim Priete.

Trumpeter 1:35 LAV-25: Opened by Vince Hutson, stolen by Frank Babbitt, stolen by Frank Beltran, stolen and taken home by Kent McClure.

Hasegawa 1:48 A-4E/F Skyhawk: Opened by Don Savage, stolen by Brad Chun, stolen by Frank Beltran, stolen and taken home by Dave Balderrama.

Tamiya 1:35 Schwimmwagen: Opened and taken home by Vladimir Yakubov.

Minicraft 1:144 Boeing 377 and DC-6: Opened by Daryn, stolen and taken home by Gabriel Lee.

Book Military Aircraft and Hasegawa 1:72 Zero: Opened and taken home by Mark Schynert.

Revell 1:144 737-800: Opened by Vince Hutson, stolen by Greg Plummer, stolen and taken home by Bill Ferrante.

Revell 1:48 P-38 Lightning: Opened by Eric McClure, stolen and taken home by Benjamin Abbott.

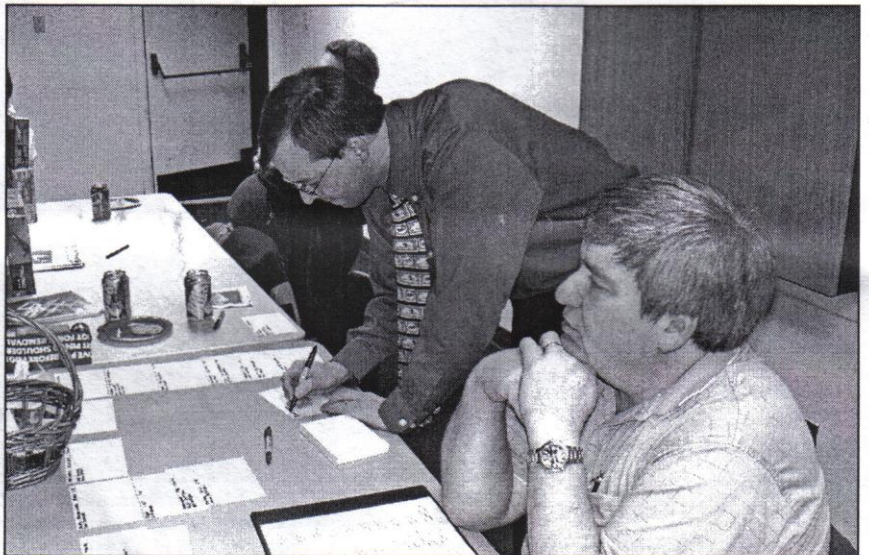
Academy 1:72 P-38J Lightning: Opened by Greg Plummer, stolen by Randy Ray, stolen by Jared Bishop, stolen and taken home by Frank Babbitt.

Revell 1:72 Hawker Hunter: Opened by Randy Ray, stolen by Mark Schynert, stolen by Brian Sakai, stolen and taken home by Ron Wergin.

VB Plasticard An-12: Opened by Jared Bishop,



Andy Kellock opens a package to find a Tamiya 1:700 U.S.S. New Jersey. In a disturbing crime spree, the kit was stolen by Ron Wergin, stolen by Brian Sakai, stolen back and taken home by Ron Wergin. Ron Wergin is still at large.



Vice president Bucholtz uses his patented method of tracking the opened models. My sources says it involves 3 x 5 index cards.



P.A. sizes up a Tamiya 1:48 Irving. He declines.

stolen and taken home by Cliff Kranz.

Trumpeter 1:32 MiG-15UTI: Opened and taken home by Bill Abbott.

Tamiya 1:48 Spitfire Mk. V: Opened by Greg Plummer, stolen by Jared Bishop, stolen back by Greg Plummer, stolen back and taken home by Jared Bishop.

Hobbycraft 1:144 B-47 Stratojet: Opened by Greg Lamb, stolen by Jim Priete, stolen by Brian Sakai, stolen and taken home by Eric McClure.

AMT 1:24 1966 'Cuda and 1959 Mercury: Opened and taken home by Andy Kellock.

Monogram 1:48 F-106 Delta Dart: Opened by Mark Schynert, stolen by Vince Hutson, stolen by John Heck, stolen and taken home by Jim Priete.

ID Kits 1:35 T-28: Opened by Cliff Kranz, stolen and taken home by Laramie Wright.

Revell 1:72 SdKfz 9: Opened by Ron Wergin, stolen by Mark Schynert, stolen back by Ron Wergin, stolen back and taken home by Mark Schynert.

Revell 1:28 Fokker D.VII: Opened and taken home by Vince Hutson.

Hasegawa 1:200 DC-3: Opened and taken home by Greg Plummer.

Italeri 1:48 MB. 326: Opened by Benjamin Abbott, stolen by Postoria Aguirre, stolen back by Benjamin Abbott, stolen back and taken home by Postoria Aguirre.

Hasegawa 1:48 F6F Hellcat: Opened by Vince Hutson, stolen by Greg Lamb, stolen by Jim Priete, stolen and taken home by Frank Babbitt.

Revell 1:24 Dodge Challenger: Opened and taken home by Don Savage.

Sweet 1:144 A6M Zero, DML 1:48 MH-60 Pavehawk: Opened by Don Savage, stolen and taken home by Randy Ray.

Tamiya 1:700 U.S.S. New Jersey: Opened by Andy Kellock, stolen by Ron Wergin, stolen by Brian Sakai, stolen back and taken home by Ron Wergin.

Monogram 1:48 F-86D Sabre Dog: Opened by Vince Hutson, stolen by Kent McClure, stolen back by Vince Hutson, stolen and taken home by Bill Ferrante.

Hasegawa 1:72 B-17G Flying Fortress: Opened by John Heck, stolen by Dave Balderrama, stolen by Jared Bishop, stolen and taken home by Frank Babbitt.



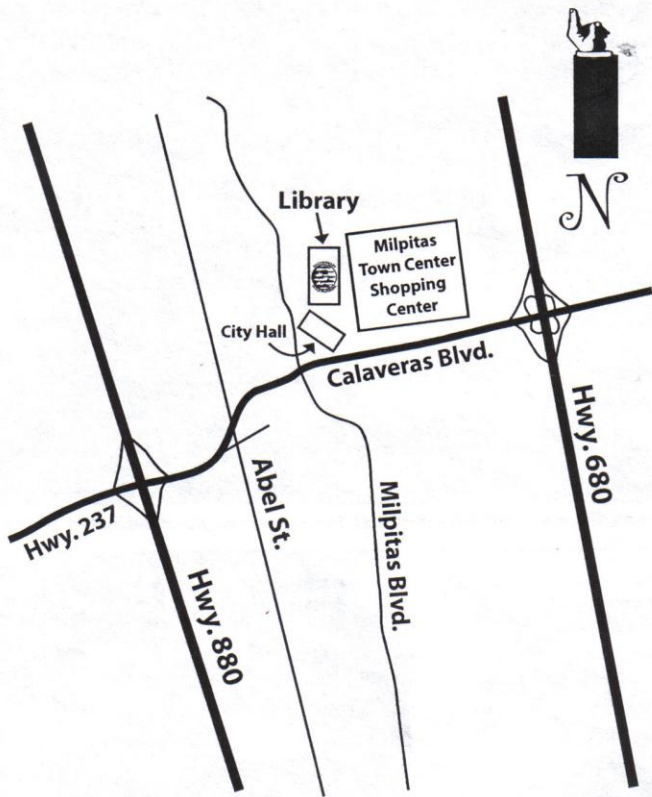
Kent McClure offers his Hasegawa 1:48 F6F Hellcat for swiping. Your editor obliges.



Christmas food.



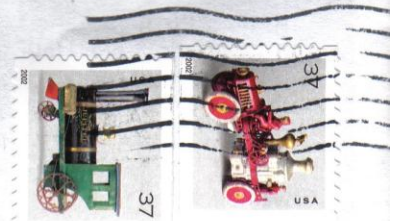
Keiko Wright keeps track of Laramie's winnings for the evening. Perhaps she is visualizing another trip to Disneyland. (Think big, Keiko—think Walt Disney World!)



Next meeting:
7:00 p.m.,
Friday,
January 20
at the
Milpitas Public Library
40 N. Milpitas Blvd.
For more information, call the
editor at (408) 307-0672
email: editor@svsm.org



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DAN BUNTON
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If your renewal date is in red, it's time to pay your dues!