

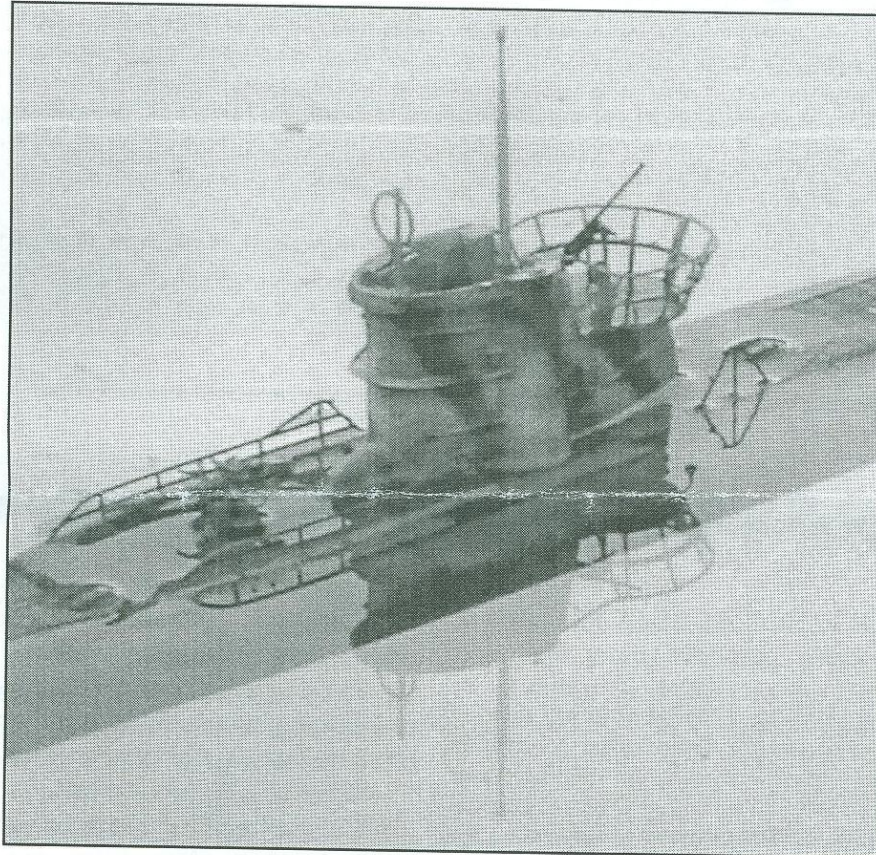


BUILDING AN R/C SUBMARINE OR HOW TO LITTER YOUR LOCAL LAKE BOTTOM

By Paul Bishop

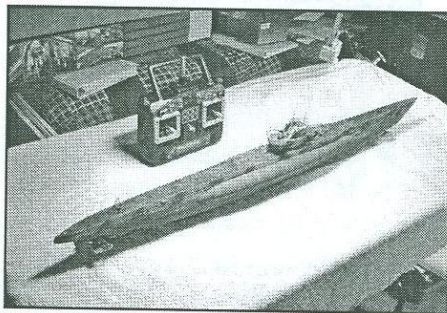
This article chronicles my almost two year sojourn in seeking to have my very own radio control submarine. This has been a great learning experience and also a trip into the land of insanity. But that is what a hobby is all about right? In the spring of 2004 I got tired of the usual "building the plastic model thing" and was looking for a challenge. I found that challenge when looking over the SubCommittee website. Here the adage "be careful what you wish for" comes to mind.

My project started with the Revell-Gemany 1/72 scale kit of the Type VIIC German U-Boat of World War II fame. It is a very nice kit and lends itself to radio control. I had looked at larger scale submarine kits - some get 6 feet long or more. The thought of lifting something like that out of a pool or lake made



me remember my back surgery in 2001. A 33 inch 1/72 scale model seemed more back friendly - to my body and my wallet.

The key ingredients in a radio control submarine lie in the water tight compartment (wtc). I had come across Dave Welch's website: <http://www.frontiernet.net/~bwelch/> which seemed to fill the bill for me. He offered what he calls an "experimenter's kit" to r/c this sub. Let me just say that nothing was more appropriately named - experimenters kit indeed! This kit contains three lexan tubes with resin end caps and o-rings to seal the end caps. He also includes a cd full of pictures and a short description of how to put things together plus a list of vendors for the different bits and pieces such as servos, batteries, electrical switches, pumps etc. Dave is a wonderful guy and has very nicely answered my many e-mails and provided valuable advice.



Above: While wearing swimming trunks Paul sails his submarine in the neighbours pool.

Left: The transmitter and U-Boat with it a great paint job.

The whole system works on what is called RCABS which means recirculating compressed air ballast system. Basically this means that the sub is able to conduct static (no forward

Continued on page 3

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

EDITOR'S BRIEF

This has been an interesting couple of months. First off I'm sorry that the December issue did not make it out. My laptop suffered a tragic loss. The hard drive is no more. Consequently I lost a lot more than the styrene sheet. If you have sent me any articles and they have not been printed please send them again. As of January 15th I am out of articles. So once again please send me an article on anything.

A few of you have been very helpful in supplying articles in a last minute plea to fill this issue. I was excited to even see a crossword puzzle submitted. There was an error in November's crosswords. I've lost the information in that one but I recall that it was missing a box in one of the down spaces. I'll work on recreating it so you'll have the answers.

I found my father's article "Building An R/C Submarine Or How To Litter Your Local Lake Bottom" very entertaining. It seemed that every time I went over to my parents house I'd hear him exclaim in a low disappointed voice "I've got another leak". To his credit he has worked hard on it. Move that once he's had to ship broken R/C parts back and wait for replacement parts.

I've been hard at work on my a few models. Part 2 of my USS

Defiant will be delayed. I learned a lot about LEDs and not enough about power supplies. So far I've blown 2 LEDs. I'm looking forward to April where we will hold 2007 annual kick off classic. With the theme of "Pimp My Model" I've decided enter my Tamiya 1/350 Enterprise. It has more aftermarket products than anything else I own.

I spent about 30 hours this month working on the fantail. There are lots of scratch built part. After stepping back I realized that there is a lot more work to do. The size of a Enterprise just swallows up all the small detail.

Now if I don't have enough to do I found another project to start. I've been working on a painting of the F-14 Tomcat VF-103. While I was working my model I thought to myself "I think I'll paint that." I'm suffering from starting but never finishing projects. Needless to say the modelers wife is not happy.

In December we enjoyed our wonderful annual gift exchange. In March we have our elections. Please be sure to join us that evening.

-Editor

MESSAGE FROM THE PRESIDENT

Meeting Time Update:

Following conversation with the Milpitas Library Staff a clarification of our hours of use for the meeting room is in order. We have the room from 6:30PM until 9:30PM. Their janitorial scheduling requires the room be returned to original order and vacated by 9:30PM. So, in order to have time for our meeting a shift in arrival and meeting start time is needed.

Ideally we will have folks there at 6:30 or so to set up and the Meeting Start Time will be 7PM. That allows two and a half hours for meeting and break so please adjust accordingly,

Thanks,

Laramie

LETTER TO THE EDITOR

I really enjoyed the crossword in the last issue of the Styrene Sheet. Not only was it fun to do, but I thought it was a great way to learn about airplanes. I also appreciate you trying different ideas to keep the Styrene Sheet fresh.

Our club is a diverse bunch and all too often we stay within our genre, so I think if we had more crossword puzzles about

all the different model types we'd all come to appreciate the other subjects more.

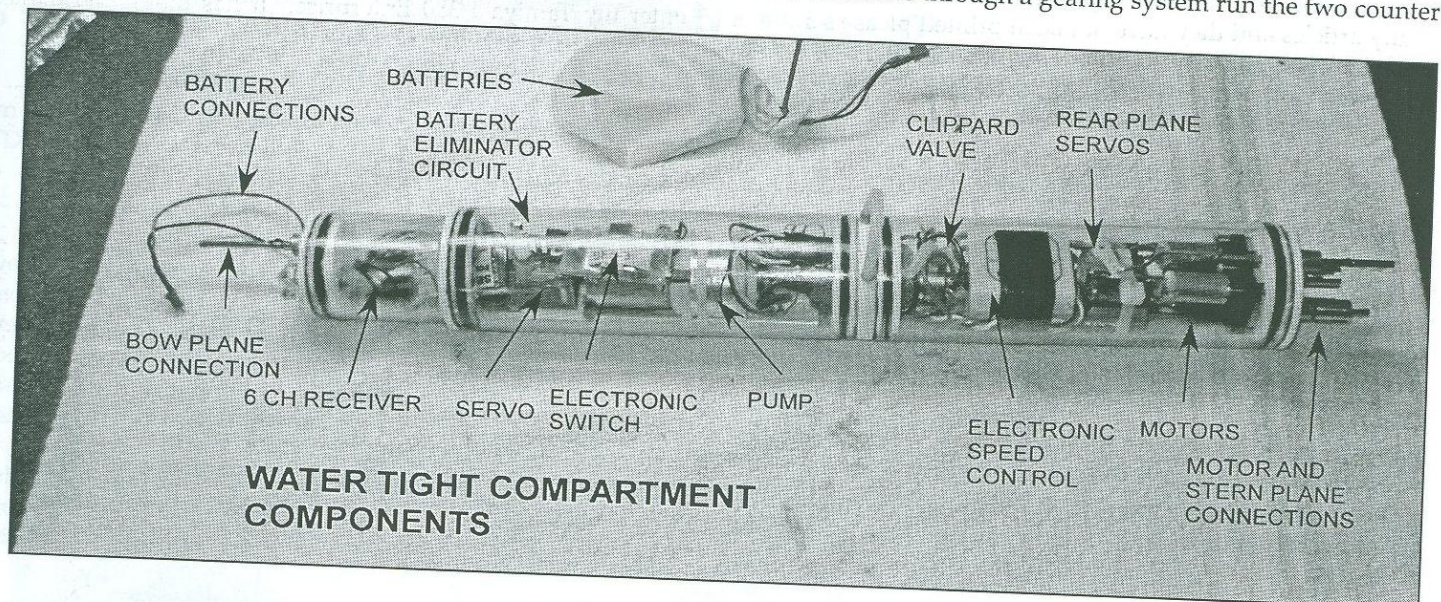
In this spirit I have enclosed another crossword with a car theme. (See page 13)

Andy Kellock

motion) submergence and surfacing by the use of a blood pressure pump located inside the wtc. The pump forces air from inside the wtc into a blood pressure bladder located outside the wtc thus displacing the water inside the sub and

providing enough buoyancy to bring it to the surface. For submerging - an electronic switch activates a valve which releases the air from the bladder back inside the wtc - this provides negative buoyancy and allows the sub to submerge - and it can go right to the bottom. Interior servos link to the stern dive planes, rudders and bow dive planes. Ultra light electric motors through a gearing system run the two counter

Detail list of components of the R/C components. Note the air bag bladder is not shown



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CONTEST CALENDAR

Saturday, February 10: **IPMS Santa Rosa and IPMS Mt Diablo** present the 2007 Model Expo at the Petaluma Community Center. Once again, we will co-host with our good friends, IPMS Mt Diablo. This year's show will feature displays and demos by over a dozen hobby clubs: wooden ship builders, model railroaders and RC modelers of all types. This year's theme is "The Pacific Ring of Fire". For more information contact Greg Reynolds, Secretary IPMS Santa Rosa (707) 829-6304 email: ipmsgr@sbcglobal.net

Saturday, April 14: **Silicon Valley Scale Modelers** present the **12th Annual Kickoff Classic**, the 2007 Regional, at the Santa Clara Convention Center, 5100 Great America Parkway. This year's theme is "Pimp My Model." For more information, contact Chris Bucholtz at (510) 769-8316 or e-mail him at bucholtzc@aol.com, or visit the club website at www.svsm.org.

Sunday, July 29: **IPMS/Yuba City** plans a contest. Details as they become available.

August 22-25 **2007 IPMS National Convention**
This years National IPMS convention will be hosted by IPMS Orange County at the Anaheim Marriott Resort Hotel starting on Wednesday, August 22 and going through Saturday, August 25. Please visit the convention website www.ipmsusa2007.org for the latest news.

Sunday, October 14: The **Fremont Hornets** plan a contest. Details as they become available.

Saturday, October 27: **The Shasta Scale Modelers** present **River Classic 1** at the Win River Resort and Casino, 2100 Redding Rancheria Road. The theme is "Halloween Havoc." For more information, contact Michael Lindsey at (530) 222-4794 or e-mail him at mflindsey@msn.com.

December 3, 2005: **IPMS/Silverwings** hold their **Holiday Classic** at the Elk Grove Middle School in Elk Grove, CA. For more information call Michael Scott at 916-351-2321.

AMERICAN JET

A 1975 RENO, NEVADA AIR RACER

By Rodney Williams

In early 2005 I scanning about 200 vintage Reno racing color photos for Pylon Dave. Man does he have lots of racing photos of Bearcats, Corsairs, Mustangs, etc.

After completing the above operation, I got the "bug" to build

a couple of the racers. I started to surf the web and found a "pro and con" review on building the High Planes Models 1/48 scale racing F8F-2 Bearcat named "American Jet." The review stated that there was next to nothing in the way of an accurate cockpit, but that did not matter. With such a small canopy, you can hardly see anything in the cockpit, even with the use of a bright flash light. The kit included some excellent metal gears, and decals. High Planes advertised decals for a second Bearcat racer with a name of "Smirnoff." I was ready to buy the kits, as I had accurate color photos of both of them.

I sent an email to Steven Mandich who lives in Thowgla, Victoria, Australia. Naturally, everyone knows where Thowgla is? It's just a couple of Kangaroo "walk-about" away from Alice Springs, Australia. RIGHT! I order two kits from Steve and he shouted them out to Dolores, Colorado. The cost was about \$48.00 Australian dollars, give or take a Kangaroo or two.

My blue plastic injected mold kits arrived a few days later. I was not happy with the cockpits to say the least, including the overall kit, thus I ordered two old Testors Bearcat kits from

Squadron. I knew that the Testor's kit did not have a cockpit, as I built the kit many years ago and painted it up to represent Al Williams Gulfhawk-4 show plane. A "model-build" of "Gulfhawk-4" is on Hyperscale.

With about a \$150.00 in four models, I do want to get my monies worth! So like a lot of modelers, I went by the "KIT-

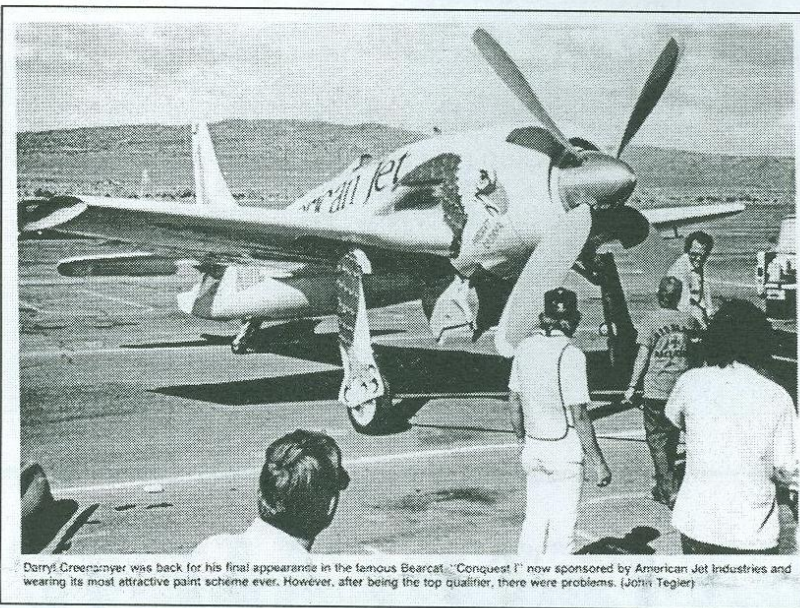
BASHING" method of model building.

The first photo shows "American Jet" at Reno in 1975. The next views show the "easy" to follow building plans. I estimate that I could have tossed this model together in less than 6 hours, had I not chose to do some kit bashing and scratch building.

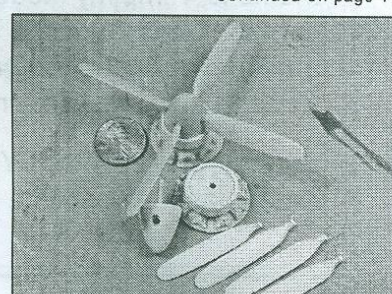
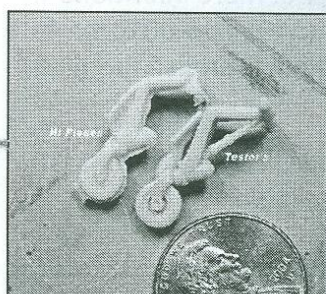
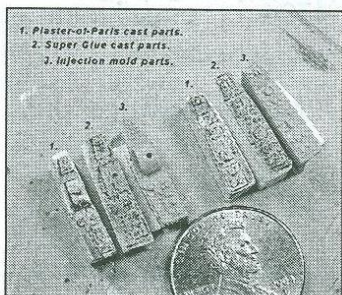
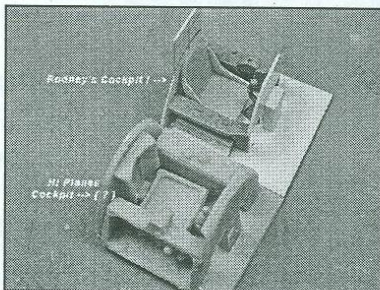
I made my own cockpit tubs, seats, side consoles, and instrument panels. I found some cockpit items in 1/48 scale in my "spare parts box," thus I went to work making impressions down into my clean modeling clay with these parts. I coat all of these parts with "3-n-1" house hold oil, so that I can remove them from the clay. I made several molds and

poured in super-glue into two sets of molds.

I tried something new, and mixed up some "plaster-of-paris," and poured it into the other two sets of molds. Sometimes the clay sticks to the finished product, but it is easily washed off with paint thinner. Presto, I now have four cockpit sets consisting of the side consoles and instrument panels. I



Darryl Greenamyer was back for his final appearance in the famous Bearcat, "Conquest I" now sponsored by American Jet Industries and wearing its most attractive paint scheme ever. However, after being the top qualifier, there were problems. (John Tegler)



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IPMS
Santa Rosa

Scale Model Expo 2007

Saturday, February 10
9:30am to 4:00pm

Petaluma Community Center, 320 North McDowell Blvd
Free Admission



IPMS
Mt Diablo

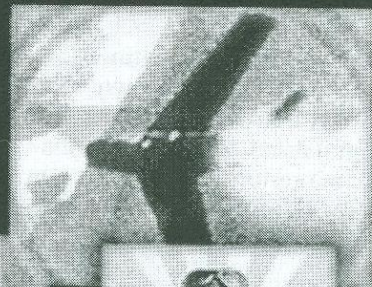
\$5 First Adult Contest Entry + \$1 each additional model

\$2 First Junior Contest Entry + \$1 each additional model (16 and under)

A scale model contest & exposition featuring displays and demos by over a dozen hobby clubs, including railroad, RC planes, ships and cars. Vendor sales of models, decals and books.

This years contest theme is:

Models from the
"Pacific
Ring of Fire"

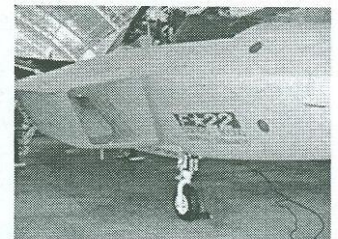
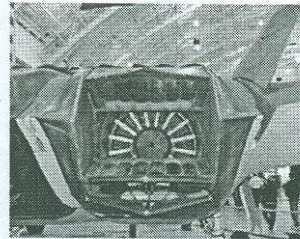


For more information contact Greg Reynolds, Secretary IPMS Santa Rosa (707) 829-6304 email: ipmsgr@sbcglobal.net

Stealth Technology at the National Museum of the United States Air Force

photos by John Heck

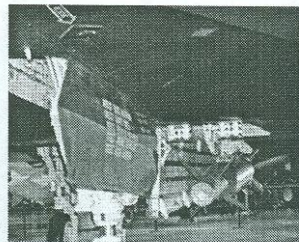
The most complete collection of stealthy aircraft in the world (at least, the most complete collection of unclassified stealthy aircraft) resides at the National Museum of the United States Air Force in Dayton, Ohio. That makes sense; stealth came about as the result of requests from the Air Force for aircraft that could defeat radar and enable aircraft to be invisible to electronic means of detection. Since its development in a practical form in the 1970s, stealth technology has gone through two generations of development, with the latest beneficiaries of the technology being unmanned combat aerial vehicles (UCAVs) pioneering aircraft barely out of their experimental stages. Thanks to the NMUSAF's unique ability to add aircraft, even these are included in the collection. Who knows what oddly-shaped, RAM-covered aircraft will hit the museum's floor next?



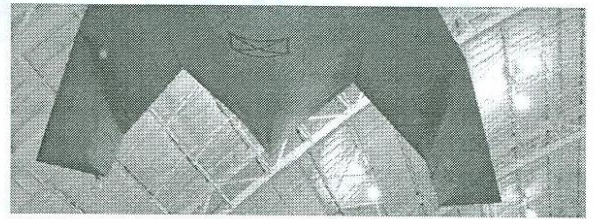
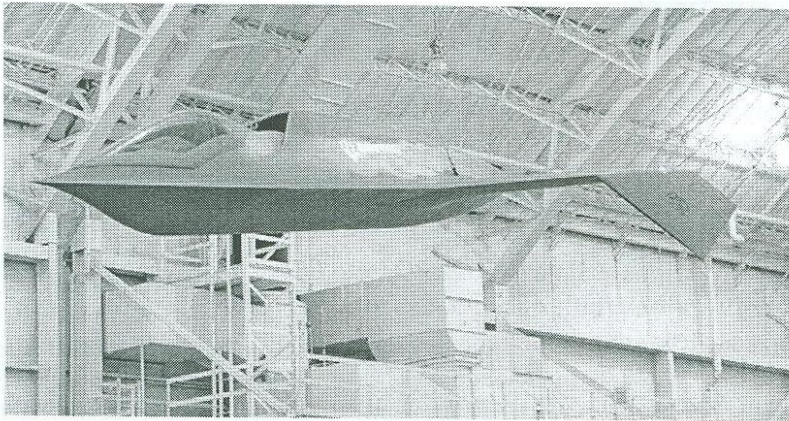
Although the F-22 Raptor is just now entering service, the YF-22 prototype has been in the museum since 1997. Unlike earlier stealth aircraft, its performance characteristics are not limited by its stealth technology.



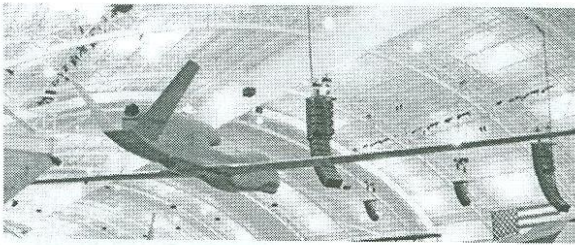
The once-controversial B-2 was nearly undone by its high price-tag. Don't worry that the museum's ownership of a B-2 is cheating the taxpayers; this example was a structural test article stress-tested to near destruction, then restored for the museum.



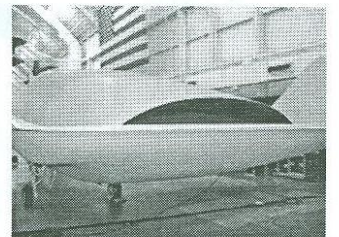
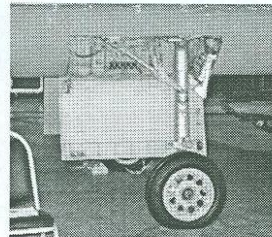
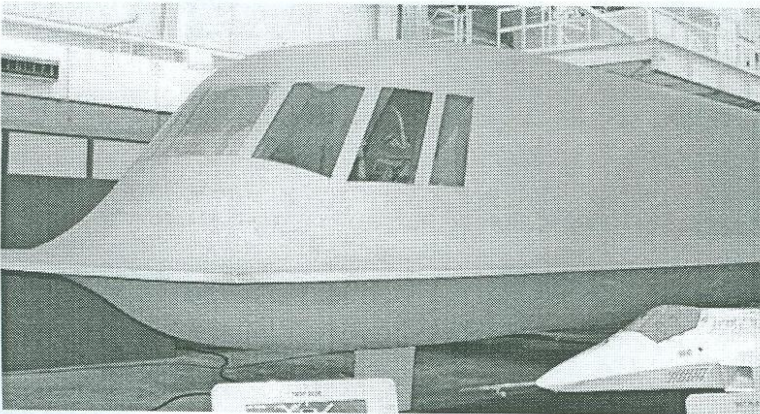
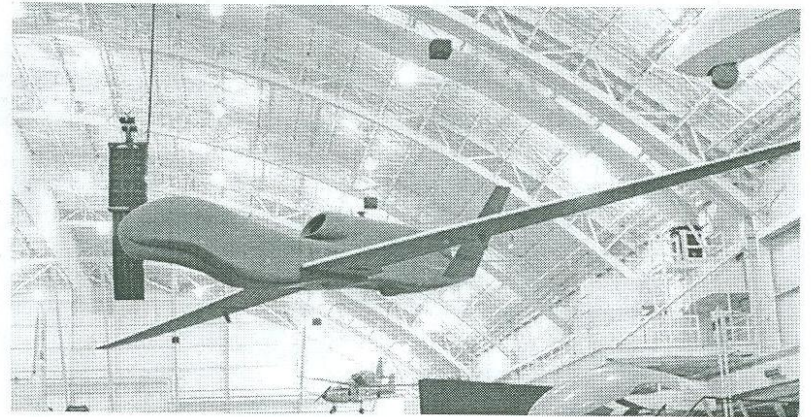
The Lockheed F-117A was the first combat-capable stealthy aircraft. The museum's "Stealth Fighter" is a full-size development (FSD) aircraft with an analog cockpit; plans are in the works to replace it with a combat veteran aircraft.



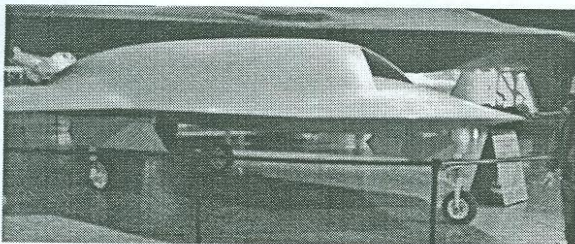
The Boeing Bird of Prey Stealth Technology Demonstrator isn't a UCAV but is actually a single-seat aircraft designed to demonstrate new technology, like gapless control surfaces and an intake shielded by the canopy to minimize its forward radar signature. The Bird of Prey Program ended in 1999.



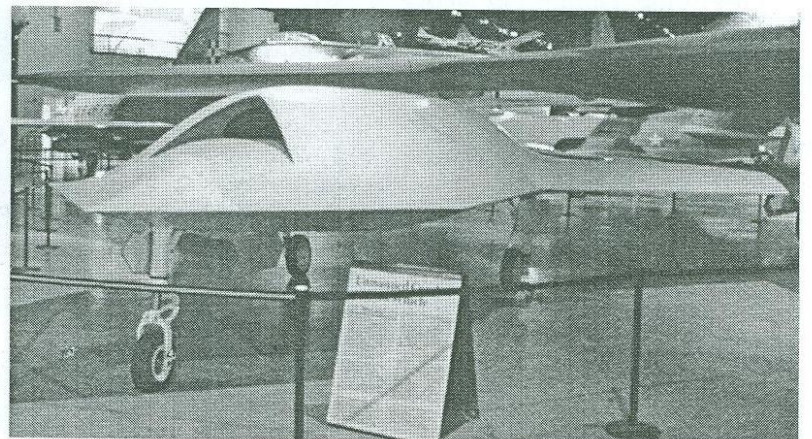
Not as stealthy as some of its stablemates, the RQ-4A Global Hawk has seen effective use in Afghanistan and Iraq. The Global Hawk is a high-altitude, long-loiter reconnaissance platform that delivers detailed targeting information back to American forces.



The truly awkward-looking Northrop "Tacit Blue" was built to test advances in stealth technology. First flying in 1982, the plane demonstrated the effectiveness of well-planned and well-placed curved surfaces, as opposed to the flat facets of the F-117.



The Boeing X-45A is the newest addition to the museum's stable of stealthy aircraft. Designed as an unmanned combat aircraft, the X-45 demonstrated it could drop a 250-pound bomb in 2004; it will be an autonomous vehicle and is scheduled to be ready for deployment by 2010.



SVSM BOOK REVIEW

By Chris Bucholtz

Ford in Miniature by Randall Olsen
\$39.95, 128 pages, 432 color photos
Veloce Publishing (UK), August 2006

The publisher describes this book as "featuring rare 1:43 scale models of classic American Ford motor company cars and trucks from the 20's to the 70's", but this simple statement doesn't do the book adequate justice.

The format of the book is a glossy, coffee table type, jammed with color photos. And I do mean jammed. There are hundreds of high quality close-up photos of these beautiful models. This is not a compendium of mass-produced 1:43 scale "toys", but rather a peek into a world of exclusive handbuilt replicas. Probably the best known company represented is Brooklin, which has limited production runs of around several hundred models which sell for about \$100 each. But more typical is the smaller cottage industry type builder who produces no more than 50 of each model, selling for typically around \$300, but often up to twice that amount. The fit, finish &

detail of these purchased collectibles would rival that of models seen on IPMS contest tables with rubbed out paint, Bare Metal Foil for chrome trim, photo-etch details and detailed interiors with hand-painted instruments.

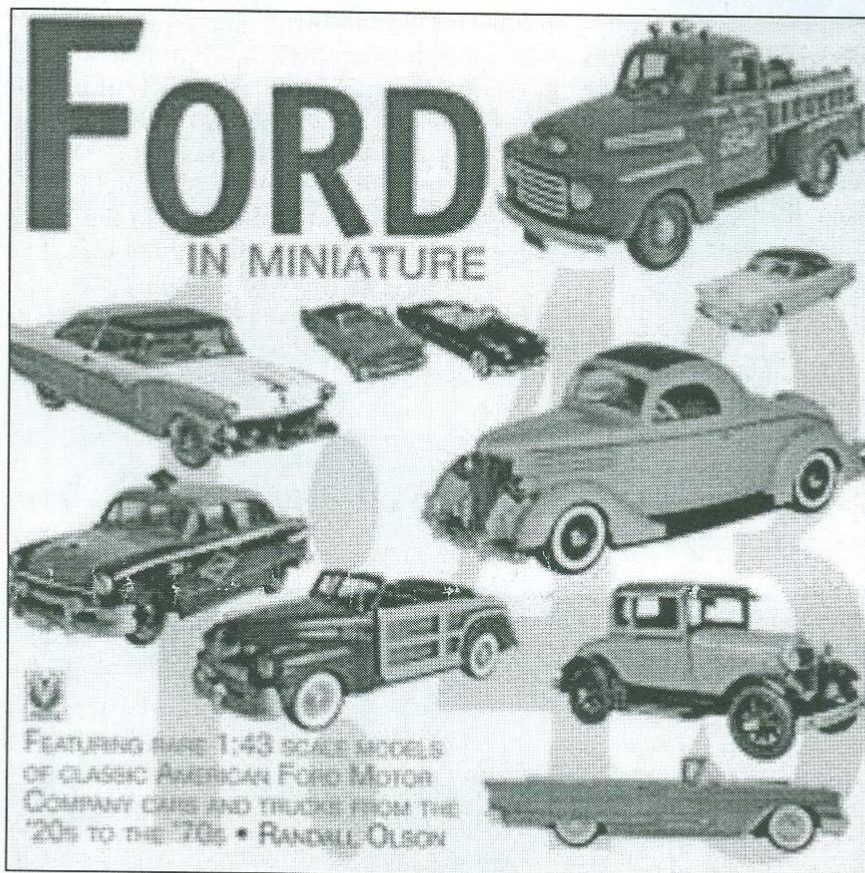
While the Canadian author limits this book to just Ford, Lincoln and Mercury models from 1930 to 1969 he starts with a very comprehensive explanation of what exactly makes a handbuilt model. He goes into the process of mastering, casting in white metal, vacforming the "glass" and all of the steps required in

adding detail by hand. As a modeler I found this chapter to be the most interesting. The rest of the book then deals with each of the real car manufacturers separately and chronologically, i.e. Ford from 1930 to 1969, Lincoln from 1930 to 1969 and Mercury from 1930 to 1969. The amount of space dedicated to each company reflects their popularity in the marketplace, i.e. 50 pages for Ford, 20 pages for Lincoln and 10 pages for Mercury. Most of the focus of the book is on models of the 50's and it's unclear whether this is the personal preference of the author, or of the handbuilt industry. I suspect the latter

since cars from the 50's have a huge following, especially amongst boomers. The last chapter is a comprehensive description of each of the roughly 30 handbuilt manufacturers with a listing of the models they have produced as well as contact details, including websites. Since these models are collectibles in the true sense of the word, the book lists not just currently producing companies, but also defunct companies that produced collectible worthy models.

I would highly recommend this book to anyone interested in Ford, Lincoln and Mercury's from this era. Even if you are not interested in the models themselves, the

chronological format of the book makes it an excellent history of these cars from possibly the most imaginative 4 decades of automotive history.



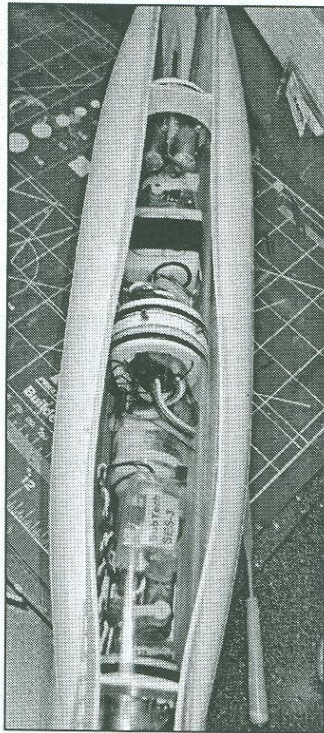
Chris Bucholtz has been building models since 1973 and has been a member of SVSM since 1986. His interests include 1:72 scale aircraft of all types, but specifically World War II and subjects whose pilots or crew he has met.

rotating brass props. Power is provided via two cell phone lithium-ion batteries sealed in a yellow balloon in the bow.

All this is very well and good. But in the real world I found out the submarine r/c hobby says the question is not when you lose it on the bottom but when. Fortunately for me that when hasn't come yet. These things dive (sink) really well and this particular model has to have everything working properly to STAY on the surface. It does have one failsafe feature – if the sub loses the signal from the transmitter it will automatically surface – if there is enough battery juice that is.

Well none of this deterred me (fool that I am) and I plunged in.

I was able to build the wtc with all of its ingredients and wire it all up. I only burned out the speed control twice, stripped the gears on two servos and ruined one pump in the process. It has been a real process of learn-as-you-go. Everywhere the wtc could leak – it did leak at one time or another – I have spent a lot of time bent over the bath tub checking this and that. It seems that once I fix one leak source – another pops up. Well – I wanted a challenge. I have



Above: The R/C components leave little room for any thing else. The air bag bladder (not shown) lays over the top of the tubing.

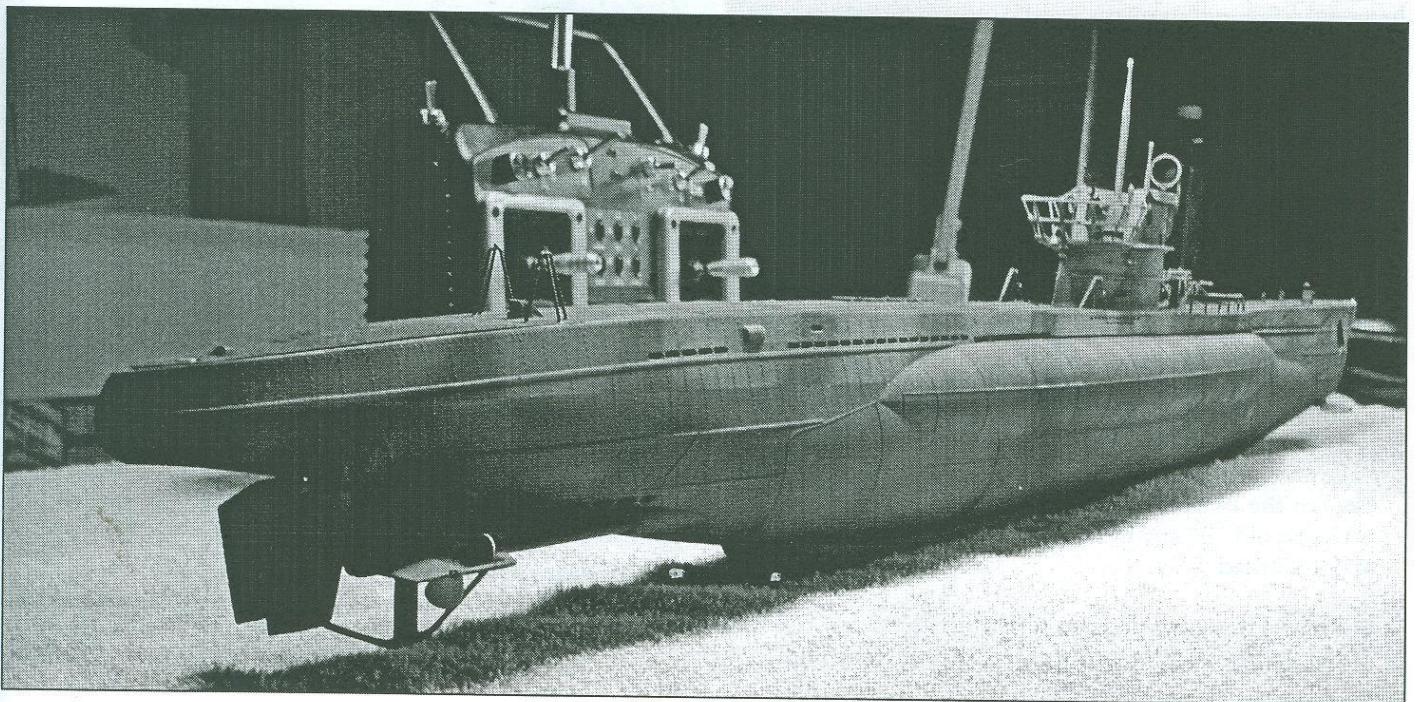
Below: Detail of the rear portion

come to realize that to build a successfully working r/c sub you need to correctly seal the wtc against leakage (as I've already mentioned) – have all the wiring connected properly (polarity reversal does burn things out). The pump, valve and servos must work – no kinked hoses or stuck servo connections. And last but not least you need to balance the sub in the water. This balancing act must take into account not just the weight distribution of the sub – but also the center of buoyancy. I had to add quite a bit of foam to displace water in the bow and stern as well as lead weights in the keel.

After successful tryouts in the bath tub it was on to the neighbor's pool for the real thing. He hasn't had his pool cleaned for several months now and the deep end has only about a 4 foot visibility before everything turns dark. I found I hadn't sufficiently mastered the controls of my transmitter – before I knew it the sub had slipped into the deep dark unknown of that pool. Neither I nor my neighbor could see the darn thing. Just blackness. My neighbor postulated that the sub had got caught in the gunk in the bottom. "What gunk?" I asked. I hadn't even thought of that. I gave the sub full reverse on the props and a command to surface and nothing happened. I wasn't looking forward to jumping into water this cold – this was on the 8th of January of 2007 and I was just getting better after a week of the crud. After about 3 minutes the sub finally popped to the surface – well I considered this first test a success and promptly pulled it out of the water. When I got it home I discovered that the wtc was half filled with water.

And the saga continues. Someday soon I'll get it to work right – I'm not giving up!

Paul Bishop began modeling in the late 50's. He joined SVSM in 2003. Paul's modeling interests include favorite subjects are Sailing Ships, Armor, Aircraft, Naval ships from WWII to Current.



SVSM BOOK REVIEW

By Laramie Wright

The Spitfire Mk.IX in the
Israeli Air Force Service
1948-1956
By Alex Yofe

Published by White Crow Publications
8 1/2 x 11 format, Soft cover, 152 pages
ISBN - 0-9774627-0-6
MSRP: \$29.95
Available on-line or from Yannis Hobbies

The Spitfire ranks as one of the most beautiful aircraft ever built and justly earned a great reputation during the Second World War in many different theaters and in varied assignments. Following the end of WW2 thousands of no longer need aircraft were scrapped or given to smaller air forces the world over to rebuild and revitalize them. Some of those were in turn sold to other smaller air forces, mostly to fade away and be scrapped after a few years. Sometimes though, the old war horses served in their intended roles again carrying men to fight for national survival and stymie the hostile forces threatening the destruction of their homeland. Such is the story of the Spitfire Mk.IX used by Israel from 1948 to 1956.

Author Yofe begins by telling of the first spitfires pieced together from abandoned RAF hulks, shot down Egyptian AF Spitfires and other scrounged components by teams of mechanics and made to fly during the 1948 War of Independence. They were followed by two groups of Spitfires purchased from the Czech Air Force and ferried to Israel by a motley assortment of IAF pilots from Palestine, Canada, USA and assorted Europeans. The early days of the IAF and its acquisition of people and equipment is like an old "B" spy movie at times but it happened that way and it worked.

The books describes and illustrates the skullduggery involved as the Spitfires with German Me-109 drop tanks under their

wings, leave Czechoslovakia with their Czech insignia painted out only to be replaced by Yugoslavian markings for the ferry flight across Tito land to the applications of IAF Star of David insignias. Many colorful personalities are written about and their influence on the IAF discussed.

Subsequent Spitfire acquisitions are detailed and the book goes through use of Spits a fighter, fighter bomber and as second line use in training squadrons. Finally a number of Israeli Spitfires were sold to Burma in 1955 and their journey has several interesting turns. The color schemes and markings are well covered in photos and profiles. There are 46 side view color profiles and five three-view color drawings of specific Spitfires. Some aircraft are illustrated at different points in their career, a useful thing for looking at the life of an aircraft

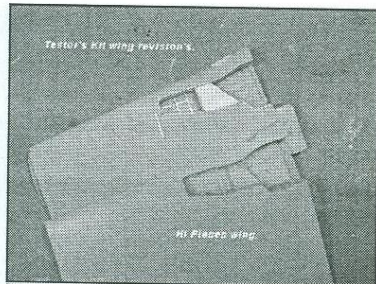
The author of this book, Alex Yofe has lovingly produced a volume that captures much of the chaos and by the seat of the pants efforts that resulted in the fledging Israeli Air Force creating its first fighter arm literally from scratch, through its transformation to a lethal, highly professional force to be reckoned with. The quality and quantity of photos and color artwork makes this a modeler's dream. While the narrative text is rather sparse, the photo captions are very good overall with a few typo's here and there such as one pic describing the servicing of the "Marilyn" engine (Merlin) on a Spitfire. Still such occasions are few and do not detract from the value and enjoyment of the book. Yofe was a large contributor to Ventura Publications Spitfire, Star of Israel, written by Malcolm Laird.

This book is highly recommended for Spitfire enthusiasts and particularly for those interested in the Israeli Air Force use of Spitfires. It is a great modeling resource.

Laramie Wright

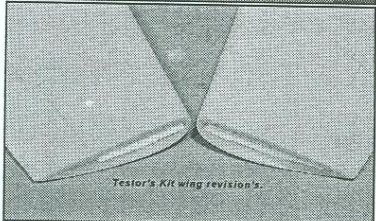
Laramie Wright started building models in 1964 and joined SVSM in 1995. His interests include 1:48 scale aircraft and 1:35 scale armor, especially Sherman tanks.



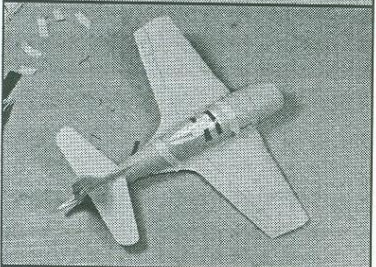


removed the bottom portion of the instrument panels, then dry fit the panels into the fuselage area. The fit was acceptable.

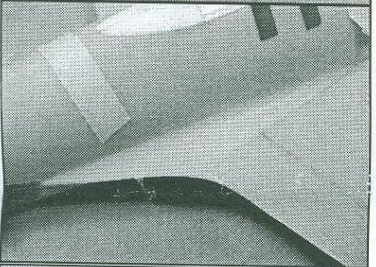
These next two photos show the main gears and tail wheels. I used Testor's wheels, as it was less work getting them finished.



The next photo show how I did a bit of revisions on the prop hub, including the two engines, and blades.

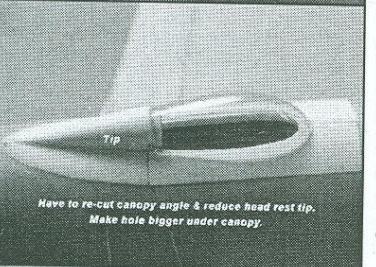
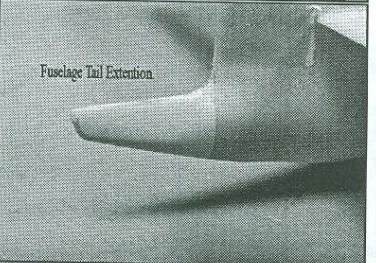


I use the Testor's fuselage halves, thus I had to revise the rear deck. By dry fitting the fuselage halves together, I found out that I could put my home made cockpit into the model, after I glued the fuselage together. Great! After I finished the fuselage, I painted the cockpit interior, then slipped in the pre-painted cockpit through the front of the model. The engine was finished and painted, so it was the next assembly step, then the cowling went on.

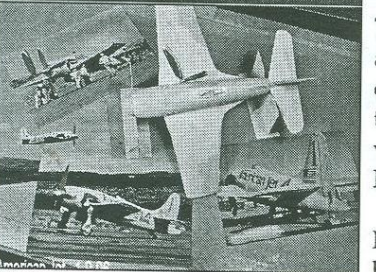


Fuselage Tail Extension

American Jet has a flaring attached to the trailing edge of the wing and mounts onto the fuselage. High Planes blue parts fit next to perfection on the Testors kit.



I had to revise the wing tips on the Testors kit, as the real aircraft had the Hoerner Style wing tips. I revised the Testors wheel wells to look more like the ones in the High Planes kit.



This photo shows how I added a tip to the aft section of the fuselage, as noted in the above drawing. This tip was included on the High Planes kits.

My next step was to make a head rest/fuselage canopy

flaring, so that the kits excellent clear canopy would fit to perfection on final assembly. It was cut and fit, until it fits.

I air-brushed the overall kit with Tamiya X-2 Gloss White paint, which covers up the blue and grey plastic pretty good. I had to make some repairs, then added more thinned-out white paint. It was a go for several thin coats of my Tamiya X-8 Gloss Yellow paint, which was sanded a few times with 2000 grit wet/dry sandpaper. The next application was spraying on thinned down Future.

It was decal time, and as usual I carefully cut around each decal. To my horror, the front left section of the Eagle's head



started to come apart in about a dozen pieces. It took lots of time to get the decal back together. I stopped at this point an air brushed on some Future on the rest of the kit decals. As the Kangaroo's in the "outback" say: "Hey Mate, you can't see the flaws from ten meters away during an Australian dust storm.

The finished model was photographed inside on my model table. I set up my "snow-white" poster paper, and positioned my two swivel desk lamps above the model. I had two new spiral-type of florescent bulbs in my lamp sockets. I used my new 4.0m.p. digital Konica/Minolta camera.

Look for my "Smirnoff" Bearcat model in the next issue of the Styrene Sheet.

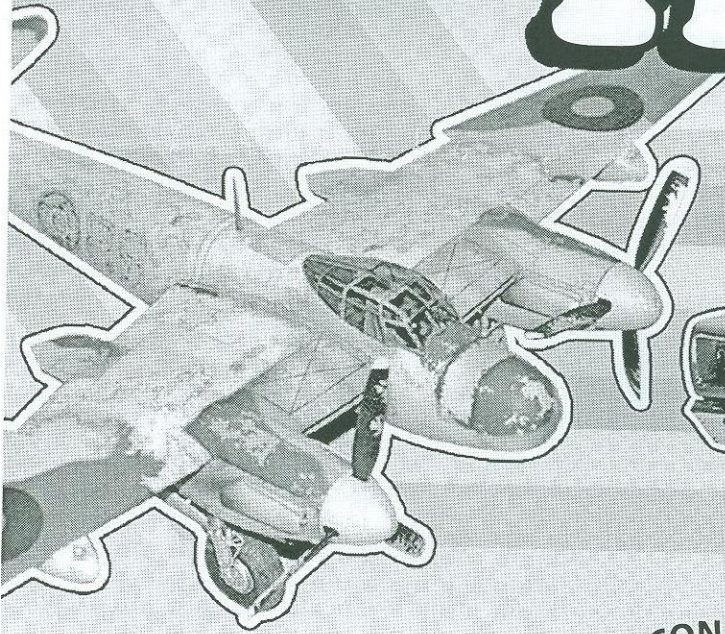
Happy modeling from cold Colorado.

Rodney fox77@mindspring.com

Rodney Williams has been building plastic models since 1977 but was building flying stick models as far back as 1937. He has been a member of SVSM since 1984. Rodney's prefers to build jet and prop aircraft, especially the F2G.

Silicon Valley Scale Modelers
present the
2007 Kickoff Classic

Pimp My Model



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



April 14, 2007
Santa Clara Convention Center
5001 Great America Parkway,
Santa Clara, CA 95054

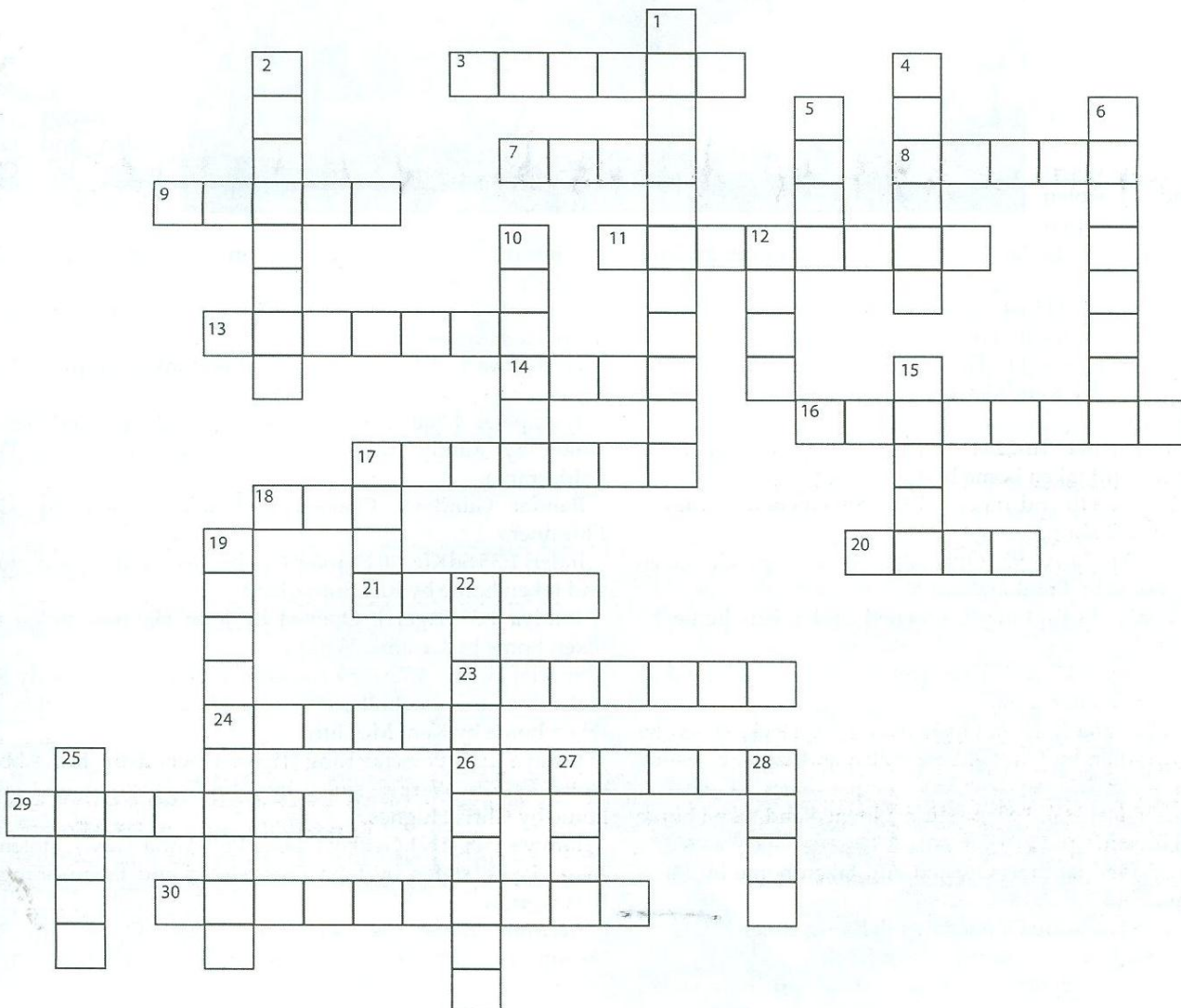
Member submitted crossword puzzle

DOWN

- 1 Famous Italian supercar manufacturer that never goes racing
- 2 First V8
- 4 The original endurance race where strangely Pontiac never raced.
- 5 My name is AJ and I can win any type of race
- 6 If you'd bought me in 71 for \$4000 I'd be worth over a million today
- 10 Famous GM body builder
- 12 Smokey drove this sort of bird
- 15 Chrysler products
- 17 Found on road dead
- 19 The peoples car
- 22 Four barrel, four on the floor and twin exhaust
- 25 Notoriously bad electricals, old boy!
- 27 Early dragster type
- 28 The car you love to hate

ACROSS

- 3 I used to be called Datsun
- 7 Air fuel mixer
- 8 Nickname for small block Chevy
- 9 Nascar legend
- 11 New racing craze
- 13 First man to 200mph
- 14 Legendary engine
- 16 On the track I have a rear wheel drive V8, but on the street I'm a front wheel drive V6.
- 17 Famous Italian racing marque
- 18 Supposedly started the muscle car craze
- 20 Camaro named after this racing series
- 23 Fast beach
- 24 Treadless racing tires
- 26 Fancy Ford
- 29 I'm that white circle where they put the numbers
- 30 After you drive here don't forget to wash off the salt



DECEMBER MINUTES

At the December meeting, we held our annual gift exchange. Much thievery was experienced by the entire membership and few people escaped losing their models. Here is a record of this tawdry chapter in SVSM history:

Academy 1:72 P-38 Lightning: Opened by Roy Sutherland, stolen by Chris Bucholtz, stolen by Shervin Shembayati, stolen and taken home by Randy Ray.

Hasegawa/Revell of Germany 1:72 P2V Neptune: Opened by Paul Bishop, stolen by Jim Priete, stolen by Brian Sakai, stolen and taken home by Chris Bucholtz.

Hasegawa 1:48 A-4L Skyhawk: Opened by John Heck, stolen by Brian Sakai, stolen by John Carr, stolen and taken home by Brian Sakai.

Hasegawa A6M2 Zero 21: Opened by Woody Yeung, stolen by Greg Plummer, stolen by Laramie Wright, stolen and taken home by Greg Plummer.

An assortment of motor tool bits: Opened by Cooper Sutherland, stolen by Randy Ray, stolen back by Cooper Sutherland, stolen and taken home by Greg Lamb.

Monogram 1:48 AH-64 Apache: Opened by Ben Abbott, stolen and taken home by Jared Bishop.

Academy 1:48 P-47D Thunderbolt: Opened by Greg Plummer, stolen by Kent McClure, stolen and taken home by David Quick.

Hobbycraft 1:144 Tu-22M "Backfire": Opened by Steve Travis, stolen and taken home by Ken Miller.

Fujimi 1:72 Bf 110 and Italeri 1:72 Ju 88: Opened and taken home by Jared Bishop.

MPM 1:72 Arado Ar 95: Opened by Andy Kellock, stolen and taken home by Frank Babbitt.

Revell 1:48 P-38 Lightning: Opened and taken home by Anita Travis.

Books: Boeing 747 and Tank Details: Opened and taken home by Mark Balderrama.

Airfix 1:25 Aston-Martin: Opened by John Heck, stolen by Bill Abbott, stolen by Gabriel Lee, stolen and taken home by Jim Priete.

Tamiya 1:35 Flak 36/37 88mm gun: Opened and taken home by Vince Hutson.

Italeri 1:35 Jagdpanther: Opened and taken home by Mark Balderrama.

Dragon 1:35 Nashorn: Opened by Bill Bauer, stolen by David Quick, stolen and taken home by John Heck.

Tamiya 1:72 F-51 Mustang: Opened by Chris Bucholtz, stolen

by Jim Priete, stolen by Bill Ferrante, stolen and taken home by Jim Priete.

Revell of Germany 1:72 A-26B Invader: Opened by Mike Meek, stolen by Chris Bucholtz, stolen by Ron Wergin, stolen and taken home by Mike Meek.

Tamiya 1:16 Kubelwagen: Opened by Paul Bishop, stolen by Jonathan Kua, stolen by Frank Babbitt, stolen and taken home by John Carr.

Hasegawa 1:48 Fw 190A-4: Opened by John Heck, stolen by Jim Priete, stolen by Shervin Shembayati, stolen and taken home by Greg Lamb.



Accurate Miniatures Chevy Corvette Grand Sport: Opened by Greg Plummer, stolen by Andy Kellock, stolen by Bill Abbott, stolen and taken home by Andy Kellock.

AML 1:72 Curtiss Mohawk/Hawk 75: Opened by Vince Hutson, stolen by Barry Bauer, stolen by Randy Ray, stolen and taken home by Chris Bucholtz.

Accurate Miniatures Yak-1: Opened by John Heck, stolen and taken home by Bill Abbott.

Italeri 1:72 B-66 Destroyer: Opened and taken home by Veronica Hughes.

Hasegawa 1:72 Me 262B: Opened and taken home by Brian Sakai.

Trumpeter 1:700 U.S.S. Hornet: Opened by Jared Bishop, stolen by Randy Ray, stolen and taken home by Dave Balderrama.

Bandai Gundam: Opened and taken home by Greg Plummer.

Italeri 1:35 SdKfz. 10 Demag: Opened by Jared Bishop, stolen and taken home by Roy Sutherland.

Tamiya 1:35 Tiger I: Opened by John Haynes, stolen and taken home by Laramie Wright.

Special Hobby 1:72 P-59 Airacomet: Opened by Randy Ray, stolen by Chris Bucholtz, stolen by Frank Babbitt, stolen and taken home by Kent McClure.

Tamiya 1:35 Porsche King Tiger: Opened by Bill Abbott, stolen by Ron Wergin, stolen by John Carr, stolen and taken home by Chris Hughes.

Tamiya 1:48 J1N1 Gekko: Opened by Anita Travis, stolen by John Hayes, stolen by John Carr, stolen and taken home by Ron Wergin.

Accurate Miniatures 1:48 TBM Avenger: Opened by Paul Bishop, stolen by Jonathan Kua, stolen by Shervin Shembayati, stolen and taken home by Andy Kellock.



Revell of Germany 1:72 Hawker Hunter: Opened by Greg Plummer, stolen by Randy Ray, stolen by Chris Bucholtz, stolen and taken home by Barry Bauer.

Revell 1:48 F/A-18E Super Hornet: Opened by Ben Abbott, stolen and taken home by John Hayes.

Tamiya 1:24 Ferrari F-1 2000: Opened by Steve Travis, stolen by Jim Priete, stolen by Bill Ferrante, stolen and taken home by Bill Bauer.

Monogram 1:48 F-15E Strike Eagle: Opened by Paul Bishop, stolen and taken home by John Hayes.

Hasegawa 1:48 Blue Impulse Mini-Bike Team: opened by Chris Bucholtz, stolen and taken home by Dave Balderrama.

Maquette 1:35 SdKfz. 140/1: Opened and taken home by Pete Schyvers.

Accurate Miniatures SBD-5 Dauntless: Opened by Pete Schyvers, stolen by Shervin Shembayati, stolen by Woody Yeung, stolen and taken home by Shervin Shembayati.

Revell of Germany Ju 290: Opened by Cooper Sutherland, stolen by Shervin Shembayati, stolen by Randy Ray, stolen and taken home by Hanchang Kuo.

Minicraft 1:144 Eastern Airlines DC-8: Opened by Mark McDonald, stolen by Gabriel Lee, stolen by Ken Miller, stolen and taken home by Ben Abbott.

Hasegawa 1:48 Spitfire Mk. IX: Opened by Woody Yeung, stolen by Barry Bauer, stolen by Roy Sutherland, stolen and taken home by Woody Yeung.

Italeri 1:720 U.S.S. Abraham Lincoln: Opened and taken home by Jared Bishop.

Tamiya Flak 36/37 88mm Gun: Opened and taken home by Mark McDonald.

Tamiya Flak 36/37 88mm Gun: Opened by Paul Bishop, stolen and taken home by Frank Beltran.

Academy 1:72 B-17G Flying Fortress and book B-17 At War: Opened by Anita Travis, stolen by John Hayes, stolen by Anita Travis, stolen and taken home by Frank Beltran.

Academy 1:35 Warrior ACV: Opened by David Quick, stolen by Laramie Wright, stolen by John Heck, stolen and taken home by Laramie Wright.

Accurate Miniatures 1:48 P-51A Mustang: Opened by Chris Bucholtz, stolen by John Heck, stolen and taken home by Jonathan Kua.

Hasegawa 1:72 F-16N Fighting Falcon: Opened by Kent McClure, stolen and taken home by Alphonse Vu.

Book Aviation: Opened and taken home by Cooper

Sutherland.

Monogram 1:24 1959 Cadillac: Opened by Vince Hutson, stolen and taken home by Veronica Hughes.

Tamiya 1:35 M3 Stuart: Opened and taken home by Steve Travis.

Academy 1:35 M18 Hellcat: Opened by John Heck, stolen by Jim Priete, stolen and taken home by Ron Wergin.

Revell 1:72 TPZ-1 Fuchs and 1:72 SPR-2 Luchs: Opened and taken home by Ben Abbott.

AFV Club 1:35 M10: Opened by Mike Meek, stolen by Jim Priete, stolen by John Carr, stolen and taken home by Keiko Wright.

Italeri 1:72 H-21 Shawnee: Opened by Bill Ferrante, stolen and taken home by Kent McClure.

Gundam Valkyrie VF-13 and Glencoe Nieuport 23C: Opened by Paul Bishop, stolen and taken home by John Carr.

Bandai Gundam 22: Opened and taken home by Mark Balderrama.

Nova 1:72 C-141 Starlifter and Revell F-14 Tomcat: Opened by Bill Ferrante, stolen by Ken Miller, stolen by Chris Bucholtz, stolen and taken home by Bill Ferrante.

Eduard 1:48 Albatros D.V: Opened by Veronica Hughes, stolen and taken home by Ben Abbott.

Aoshima 1:25 Ferrari Testarossa: Opened and taken home by Frank Babbitt.

Italeri 1:72 Merlin HAS.1: Opened by Roy Sutherland, stolen and taken home by Randy Ray.

Dragon 1:35 M1A1 Abrams: Opened and taken home by Cliff Kranz.

Aoshima Ferrari: Opened and taken home by Ben Abbott.

Tamiya 1:72 F4U-1 "Birdcage" Corsair: Opened by Chris Bucholtz, stolen by Jim Priete, stolen by Kent McClure, stolen and taken home by Shervin Shembayati.

Hasegawa 1:48 Bf 109G-6: Opened by Barry Bauer, stolen by Jim Priete, stolen by Barry Bauer, stolen and taken home by Laramie Wright.

Trumpeter 1:700 U.S.S. Iowa: Opened by Randy Ray, stolen and taken home by Gabriel Lee.

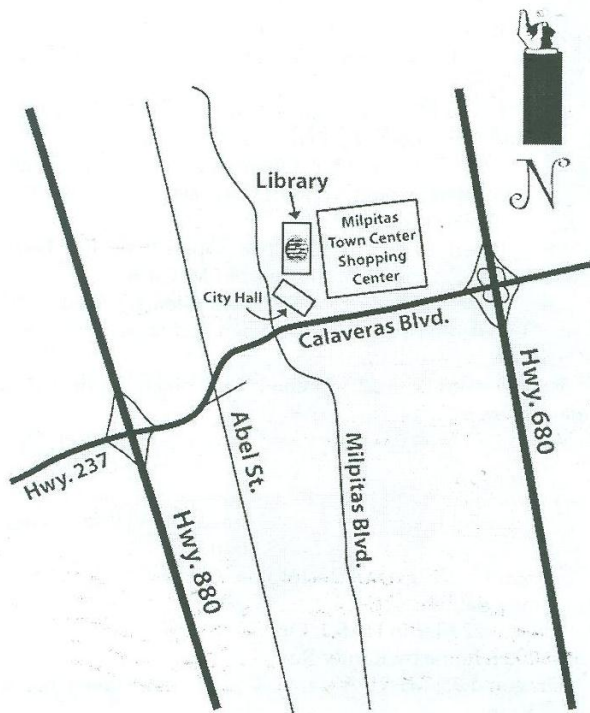
Special Hobby 1:72 Focke Wulf "Flitzer:" Opened and taken home by Vince Hutson.

Italeri 1:35 LAV-8: Opened and taken home by Bill Ferrante.

Hasegawa 1:72 Fw 190 and Hasegawa 1:72 AH-64 Apache: Opened and taken home by Anita Travis.



The SVSM January meeting will be held at the Milpitas Library
See this page for details



Next meeting:

6:30 p.m.,

Friday,

January 19

at the

Milpitas Public Library

40 N. Milpitas Blvd.

For more information, call the

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email: editor@svsm.org

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