

Building the Yankee Model Works 1/350 USS McKean

By Paul Bishop

I'm currently working on the Yankee Model Works (formally Blue Water Navy) 1/350 model of the USS GEARING. I'm building this (actually finishing) it for a friend. He dad served on the USS McKEAN in 1954. It was in the Gearing class. The top and bottom hull halves were already glued together and the seam was sanded smooth. He had painted the hull bottom red with a black boot top and the upper sides grey. The paint job while good was uneven. There were some surface imperfections so I sanded it down with 600 grit wet dry sandpaper. I shot the hull with some Tamiya fine white primer that I had laying around and finish sanded it and filled a few small divits.

I decided that I needed to add the propeller shafts - but I needed to protect the work - so I attached the two brass display pedestals that my friend had furnished. I proceeded to look at the white metal castings for the prop shafts. I soon found that I had one part missing and the rest looked pretty bad. I decided to do the shafts in brass tubing. The finished work

looked much better.

I now was able to turn my attention to the topsides. There were a few resin parts that needed to be superglued to the superstructure area. With that finished I now felt that I should paint the hull. The only problem was that I was out of the Tamiya masking tape that I use. It's on order - so I will have to put this

aside till it arrives in the mail. I have also ordered the Etch Mate 3C by Mission Models. I had noticed that the photo etch for this model has some really small bits that need to be bent. The Etch Mate will enable me to do a much better job there.

A few days latter the Etch Mate arrived and I have started building up some of the photo etch structures - the Etch Mate works great with the small bits that need to be folded. I have also molded

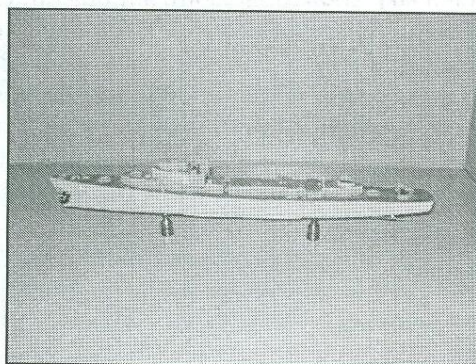
the blast bags on the 5 inch turrets using Tamiya white putty. Still waiting on the masking tape.

Finished the torpedo mounts and the gun director with it's radar screens. Next I attached the photo etched progs. I still need to attach the cones that are the aft part of each prop; I also attached and painted the two rudders. I then accidentally knocked them both off - they will have to be put on near the end of the build.



Above: The 1/350 USS McKean as fished

Below: The Destroyer has been stripped down and moved to the dry dock on Paul Bishop's work bench



Continued on page 7

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

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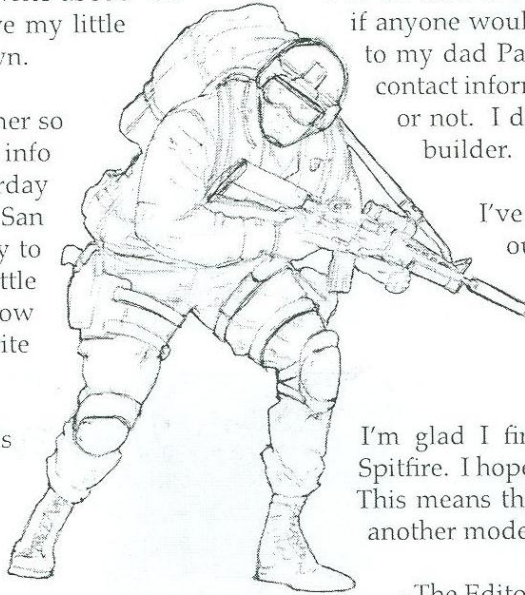
EDITOR'S BRIEF

I've enjoyed working on this issue of the news letter. I've had enough articles to actually spend time working on little bites here and there that most people won't notice. Next month however will be interesting. I've run out of articles and my Dad and I only have so many kits to write about. So be sure to send in an article or I'll have my little Marine Recon illustration hunt you down.

I've heard of a few air shows this summer so I'd like to invite everyone to e-mail me info about air shows in our area. On Saturday June 16 there is a helicopter air show in San Carlos. I think it would be a great way to add to our calendar and take up a little more space. Also if you go to an air show send me a few pictures and a little write up.

I won't be at the next meeting so here is some information for you guys.

I received a plea for help. One of our members (I don't recall who). He needs instructions for a kit. A British Army Centurion Mk3 Kit# MT130. If you



can help him out please bring it to the next meeting.

I also received a phone call from someone looking for a model builder. The kit he wants built is the Revell Fokker F-27 air-liner in Pacific Air Lines markings. He has the kit if anyone would like to help him out e-mail me or talk to my dad Paul Bishop at the June meeting to get his contact information. I do not know if it is a paying gig or not. I didn't ask. I'll leave it up to him and the builder.

I've also created an ID card to be used by our club. It is being reviewed by the club President. (See may minutes for details) Be sure to re-up you membership. The date on you address label shows when your membership expires.

I'm glad I finally have another finished model, the Spitfire. I hope to finish my USS Defiant from DS9 soon. This means the modeler's wife will let the modeler get another model. ■

- The Editor

CONTEST CALENDAR

Saturday, June 16

IPMS/Ontario presents its California MiniCon 07 at the City of Ontario Senior Center, 303 East "B" Street, Ontario, California. For more information, contact Farlan Clutters by e-mail at fclutters@ontariopolice.org.

Saturday, June 16

The North Olympic Peninsula Modelers Society hosts the Peninsula Model Show and Contest 2007 at Building 204, Fort Worden State Park in Sequim, Washington. For details, contact Larry Speelman at (360) 681-5266 or e-mail him at larry234@olypen.com, or visit the club website at www.nopms.net.

Sunday, July 29

IPMS/Dragonlady presents Wings Over Water at the Plaza Room, 210 Julie Dr. in Yuba City. For more information, contact Donald Terbush at (530) 674-8194 or e-mail him at donaldterbush@yahoo.com.

August 22 to 25, 2007

Anaheim, CA 2007 IPMS National Convention
This year's 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 2007 IPMS National Convention website 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.

Father & Son 1/48 Tamiya Spitfire Vb Build

Began By Jared Bishop

I picked up the kit at the 2005 Christmas Model Exchange. My Dad agreed to help me build this kit. I figured it would be a fun father son project. I build the model and gave it quick paint job that I was not satisfied with. I turned it over to my dad to finish it off. The kit was very easy. Open the box, throw in some glue shake and out come a great model. Well there was a bit more to it than that. I went back and forth with my Dad whether it would be gears up on a stand or gears down on the ground. Looks like he won. But not until I put the pilot in and closed the canopy.

The detail of the pilot is a bit above par for a 1/48 scale figure. Better than most Hasegawa kits but not as good as some aftermarket figures. The cockpit has enough detail I don't think you'll need to spend any money on any aftermarket parts. There was a small part that had to be sanded off from the underside of the wing. The part may be used for other versions of the Spitfire. All the parts fit together beautifully. I was excited to start on the paint job.

To get the correct color you had to mix several colors. I didn't like that idea so I looked around and found some colors that were close and sprayed away. The underside turned out to be very close if not right on. After taking it to a meeting I learned that the top two colors were off. Also the camouflage scheme was not random. The actual layout down some kind of rubber mat as a pattern. So there was very little variation if any in the pattern. At this point I put it on the shelf. There it sat for many months until my Dad complained about all the models I had stored at his house. So I asked him to finish the kit.

Finished By Paul Bishop

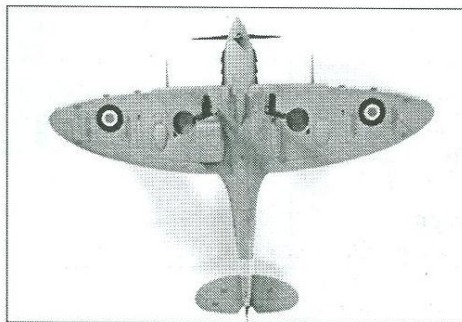
I repainted the top in the grey then replicated the green pattern from the kit instructions freehand with a brush. I then went over the pattern with an airbrush to smooth things out. I had to scratch build one gear door that I found to be missing. The canopy rear view mirror was catapulted into the ether from my tweezers - I hate it when that happens. I built another one from a small piece of brass wire for the post and a small piece of steel photoetch for the mirror.

Everything was looking good until it came to the decals. I had given the model a light coat of Future Floor Wax to prepare the surface. All of them went down without problems - I needed Microscale Set and Sol to get the decals to soften and lay down right. The problems were with the wing roundels on the top. They wouldn't conform to the wing and then they wouldn't smooth out from repeated applications of Microscale Sol. They were wrinkled. I recall that I sprayed the model with a topcoat of Future then I took the plane to the May club meeting and received some comments. One person said that I

should apply glue used for ABS type plastic. I thought I had some but when I looked I couldn't find any. I did however have Tamiya thin liquid cement. I carefully spread that on the roundels and then blotted with a paper towel. It seemed to help some. I let that dry then sprayed the roundels with Model Master flat lacquer from a rattle can. The decals seemed to react to that and I again gently pressed them down with a paper towel. That seemed to do the trick. I then gave the model a few more light coats of clear flat to finish it off.



This Spitfire was built and painted by son Jared Bishop, then repainted, detailed and decaled by father Paul Bishop



Overall the model turned out very nice. Next time I'll follow another suggestion re the decals that I have found to work well. Place the decals in really hot water - it only takes a second or two - and that will soften the decals. Carefully place the decal on the model then blot it with a paper towel dipped in the hot water. That actually works great. ■

Paul Bishop started building models in the late 50's and joined SVSM in 2003. His favorite subjects are Sailing Ships, Armor, Aircraft, Naval ships from WWII to Current. Jared Bishop started building models about the age of 8. He joined SVSM in 2005, builds modern military ships, aircraft, and armor.

Kit Review

Legato- 1/48th scale Prod Focke Wulf FW-190V-1

Reviewed by Floyd S. Werner, Jr.

Prod code-LGMLK4822

Cost \$75.00

Wurger, Butcher Bird, or whatever you call it the FW-190 was one of the great warbirds of the WWII. Before it could become the deadly bird of prey the 190 had to start somewhere. That started in June 1, 1939 in Bremen with the first flight of Kurt Tank's greatest design. A small compact all metal monoplane fighter, the FW-190 was initially beset with problems, most notably by the intense heat from the engine. The 190V-1 employed a unique NACA type cowling over the spinner in an attempt to streamline the bulbous radial engine. This cowling arrangement was found to not work as advertised. The V-1 was re-engined with the BMW801 engine and with the repositioning of the cockpit aft to counter the heavier engine the rest is history.

The kit

Legato's FW-190V-1 is packaged in a sturdy cardboard box with an instruction sheet and painting sheet. The 29 pieces of resin are light grey and relatively free of defects. I did have a couple of bubbles here and there but nothing that was out of the ordinary or in an objectionable place. You also get a fret of photo etch and one transparent canopy. The decals are printed by Aviagraphics and are very nicely done.

Construction

I like to cut all my parts from the pour stubs and clean them up first. I washed all the parts in Dawn grease cutting dishwashing liquid. The whole separation process took a little longer than I thought it would, about three hours. Nothing out of the ordinary but it did seem long.

Cockpit

The cockpit is the normal starting place and this model is no different. The cockpit is a mixture of resin and photo etch. Everything fit as advertised. I elected to paint the entire cockpit in RLM 02. There is also the possibility that it could have been RLM 66 but I think that the 1939 date of manufacture leads to the RLM 02. The wash was burnt umber artist oils with a dry brush of white and small chips of silver pencil. Just a little as this was a brand new machine fresh from the pre-war factory.

Fuselage

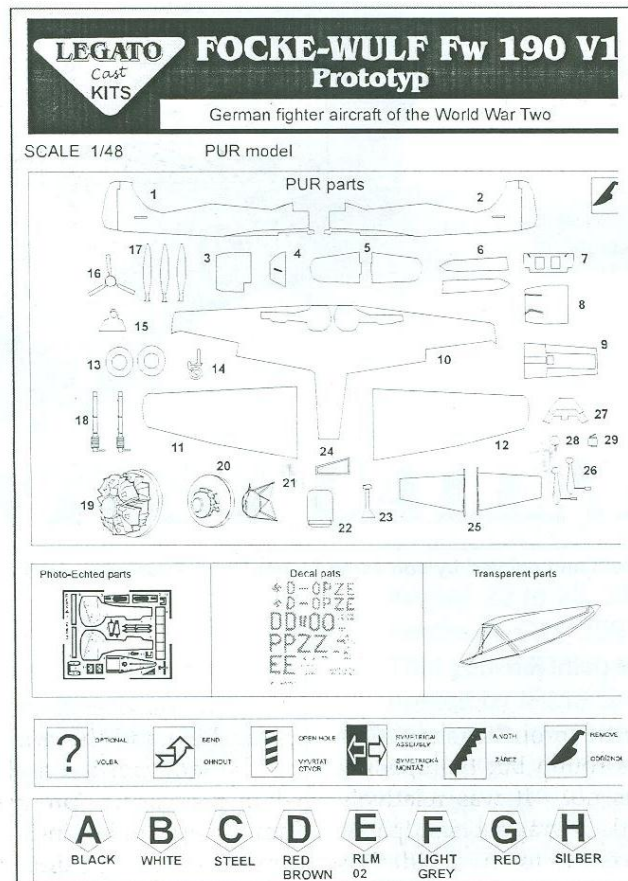
Cutting the fuselage halves from their pour stub is a time consuming task. Patience is called for. This task was more like separating a vacuform part. I cut at an angle and then sanded the top where the pour plug were until it was flat. I added some plastic channel to the tail wheel area to mount the tail wheel to. This helped this greatly. Once that was done the parts were joined with superglue from the inside to tack the pieces together. Once I was sure everything was aligned I added superglue to the seam on the outside. One thing I should have done but forgot was while the halves were separate I should have attached the horizontal tail with superglue and then drilled the mounting holes from the inside. This would have made attaching these pieces easier later.

Now that the fuselage was assembled how far back do I put the cockpit tub as there are no locating pin and only vague pictures in the instructions. I finally figured out a way to do it. I folded the photo etch piece for the deck behind the pilot and then placed it in the opening. I moved it back until the part could move no more and then inserted the cockpit from below to fit this piece. It actually worked out pretty well and everything was aligned, including the instrument panel.

Wings

Now came the first really big hurdle, the wheel wells and wings. The wings are a typical three piece affair, one lower and two upper halves. The issue is where do you fit the wheel wells. Seems easy

enough but this proved to be one of the more difficult tasks. First off you will have to remove a lot of resin from the wheel well opening to thin the edges to a more scale appearance and better fit the wells themselves. There was dust everywhere, but I finally got a good fit. Then when I tried to attach the top wings they needed the same amount of thinning to allow the wheel well to sit properly and the wings to attach to the fuselage. Go slow and test fit often. Once you have them in place there is the center piece of the wheel well that fits someplace up under the cockpit and should attach the outer wheel wells. It doesn't, not really. First off the instructions are vague at best as to where it goes. It obviously does not butt join because then the landing gear mounts won't fit. I ended up lining the rear portion of the wheel well which allowed



the whole thing to fit in the wing. Then I added the vertical portion of the wheel well. This was offered up to the wing to check alignment and it was fine.

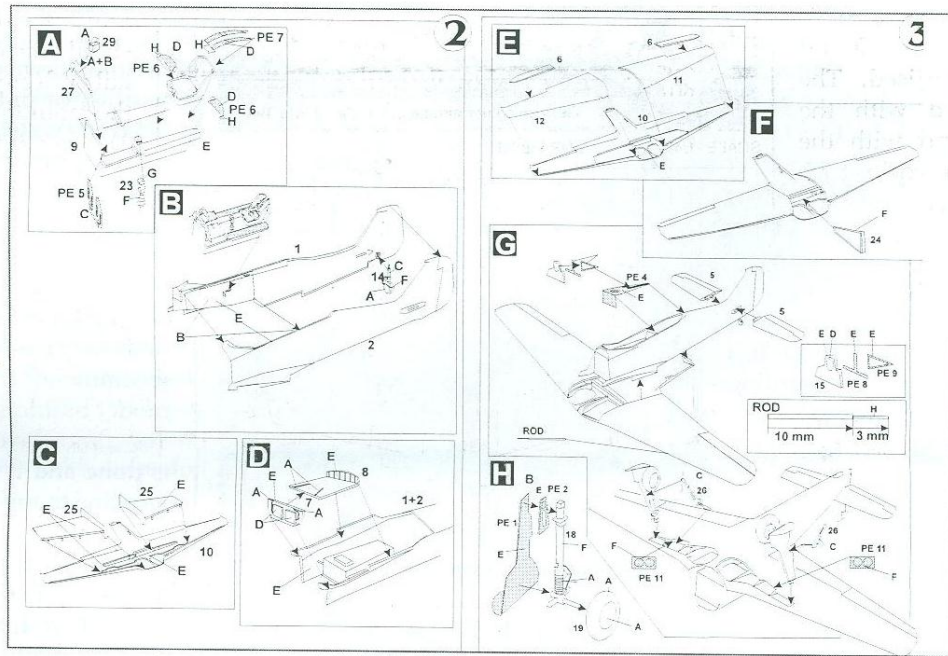
The ailerons are separate pieces. My example had some flaws in them that needed a little putty. No big problem. There were some air bubbles on my upper wing half on the trailing edge that I filled with superglue and accelerator before I attached the ailerons.

The Engine

The engine is a key part of this kit. I painted my engine flat black and dry brushed silver over the cylinders. It has some pieces that have to be aligned for the prop to fit properly as well as the NACA cowling. Dry fit, dry fit, dry fit. I got lucky and mine lined up. There is no indication on how far in or out the cowling it is supposed to fit so align at the back. The engine mount fits against the vertical wheel well piece. Then the back of the engine fits on that. Now the front portion of the engine is where the issue comes into effect. Should it be glued to the rear portion or inserted in the cowling someplace? If you look at the instructions you should mount the engine to the front of the cowling. This doesn't work as it will interfere

with the NACA cowling. I finally ended up just gluing it to the back piece and drilling a hole for the propeller shaft. The NACA cowling on my example was round but the opening where the prop comes through was not. It was relatively simple to sand it so that it was round. I wrapped sandpaper around a round brush handle and went to town. Inside this piece goes the inner prop hub. I just glued the prop hub to the NACA cowling ensuring that it was aligned with the holes for the props. Then the NACA assembly was attached to the normal cowling and the fit was actually pretty nice. I had to open the holes for the propeller blades.

Bringing the wings together revealed some issues that would have to be addressed. I noticed that the dihedral was too shallow and that the left wing at the root was not completely molded. It was about an 1/8th inch too short at the back but fit fine at the front. What to do? First off I decided to deal with the dihedral by using my wife's heat gun for stamping. I kept it moving and when I could tell that the resin was pliable I added gentle pressure to get some dihedral. Just hold it until the wings cool. This technique is not for the faint of heart. For the wing root I mixed two part epoxy putty and filled the area.



That was actually pretty easy.

Next problem area was the horizontal tails. The tails were canted aft and that would not do. At first I thought what the heck I'll just substitute a set of Tamiya ones, but unfortunately the Tamiya ones are too large. So now I had to figure out how to make do with what was given to me. First off, I drilled mounting holes to see how much I was talking about. The gap was pretty substantial if the tail was going to be straight. Using hypodermic needles as mounts I leveled everything out. The resulting gap was then filled with epoxy putty. This actually worked rather well. I was pleasantly surprised at how easy it was.

With the wings, fuselage, and tail all together it was time to wash the model and prime it. I used ALCLAD grey primer to

check for flaws and there were many. A little Tamiya putty here and there and another coat of primer and it was time for paint.

Canopy

There is only one canopy and it is different than other canopies from any injection kit so you only get one shot to cut it open. I chickened out, but with a reason. The FW-190V-1 had the cockpit situated forward and if you cut and reposition the canopy open

you won't notice it as much. I needed to cut the canopy from the backing and this was very easy. I used my olfa cutter to cut the long portion and scissors on the front portion. The whole process was pretty easy. The canopy was masked with Tamiya tape and painted RLM 02 as a base color prior to the camouflage being painted.

Painting

You are given two choices for the 190V-1. The way it looked when it rolled out of the factory in RLM 63 Light Grey overall or the way it was test flown in RLM 65/70/71. I elected the tactical look for my V-1. My Bf-109V-1 is overall RLM 63 so I wanted something different for this model.

As this was a factory fresh machine it would have no dirt and grime so I elected not to preshade the model. I first sprayed the Gunze RLM 65 on the bottom. Masked it off with Tamiya tape and then sprayed the red band on the tail and masked it off too. The Gunze RLM 70 Dark Green was sprayed completely over the topside. Once it was dried, utilizing the kit instructions and looking at the pictures in my references I masked off the dark green. The Gunze RLM 71 was sprayed

over the masking. Once the masking tape was removed there was some touchup that needed to be done but overall I was pretty happy with the look.

Some more construction

Now that the colors were on I like to attach as many parts as possible. This starts with the landing gear. I drilled holes for them to fit into. This whole process worked out rather well. I used 5 minute epoxy to add additional strength and allow me to get the angles correct. While I was at it I added the tail wheel as well.

It should all be easy now, right?. Just add the photo etch gear doors and gloss, but when I tried to add the doors there was something amiss. The doors were freakin huge. Even if I cut them down they would not fit, not even close. What to do now? These doors are unique to the V-1. I took the photo etch to my scanner and reduced it in size by 15% and print it out on some paper. I then used double sided tape to attach the paper to a piece of .005 plastic. Then I carefully cut them out. I added the same rivet detail with my Rosie the Riveter that was on the photo etch part. It looks just like the photo etch part, I was happy and proud of the look. I did have to make a compromise though. There are two holes on the door but I had to drill an additional hole to aid in mounting the door to the strut that wasn't on the real thing. Oh well I can live with it.

Once the gear was attached, it was time to add the gloss coat. I used ALCLAD Clear Gloss over the entire model, including the canopy. It was time for the decals.

Decals

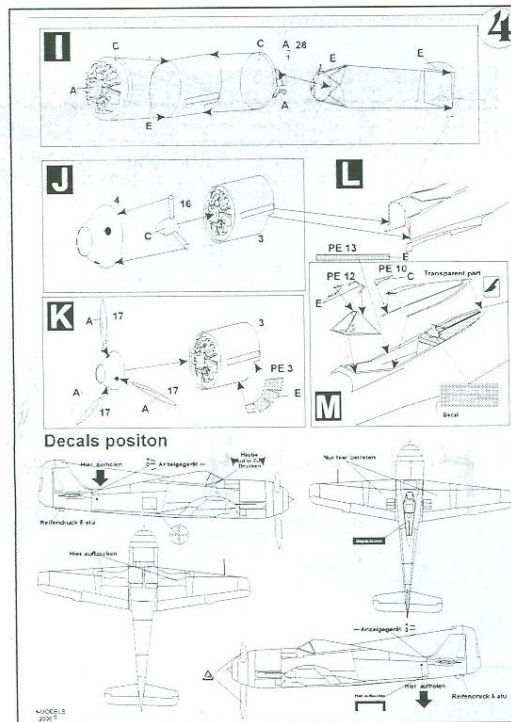
The decals are made by Aviagraphics. As such they are quite thin and completely opaque. The swastika for the tail is a one piece affair with a white background. Once placed over the red tail band it was perfect. The rest of the markings are black codes. The ones for the wings are separate letters. The fuselage ones are a one piece affair. They are fragile so be careful. They responded well with Solvaset. The clear carrier disappeared completely. I normally overcoat the decals with another coat of clear but these were so thin that I didn't feel there was a need so I oversprayed everything with Model Master Acrylic Semi-Gloss. Remember it was a factory fresh machine and was made to look beautiful for the brass. Gloss was too glossy but semi-gloss was just right.

I had to make an instrument panel cover. I couldn't see the aircraft as not having one. I used one from another resin kit as a template and cut one out of brass. I primed it and painted it RLM 66. Now to just add the canopy.

Adding the canopy was not as easy as it sounded. Because it was a vacuform canopy there was very little surface to attach

it. I used some .020 rod and ran it around the aft portion of the canopy. This gave some additional area to use. I used a combination of white glue and watch crystal cement to get a good join. I used white glue to fair everything in. I touched up the white glue with the appropriate paint.

Heck it should be all over but the photos now right? Wrong! The final thing to add was the prop blades. These have no mounting points to go into the holes in the NACA cowling. I drilled a hole and inserted .025 rod into each blade. Once I had that done the holes were too big in the cowling. I mixed up some two part epoxy putty and carefully put it in the holes. I pushed the blades into the putty and to set everything with just a drop of superglue to hold it while the putty cured. This actually provided a strong bond. I was surprised and pleased.



The final part was the photo etch cowl flaps on the lower cowling. With that the model was done. I elected not to weather or put a wash on it because I liked the way it looked.

Conclusions

If you want a FW-190V-1 this is the only one in town and the only one likely to be made, but it is not an easy build. It takes a lot of skill, a bit of luck, and it definitely stretched my abilities. I can recommend it to experienced resin model builders only. Did I have fun? Yes, almost every minute. I'm glad it is done and it adds a unique looking airplane to my collection.

Thanks to David Cooper from Cooper Models for the review copy. You can get yours and check out some other great kits at <http://www.coopersmodels.com/Home.html> or by emailing him at Proteus440@msn.com.

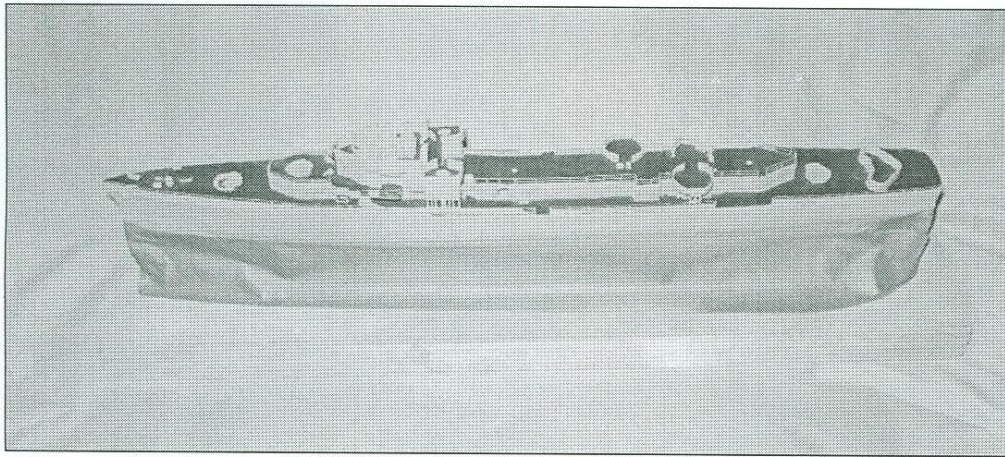
Let him know you heard about it here. ■

References:

Focke-Wulf Fw-190A: An illustrated history of the Luftwaffe's Legendary Fighter Aircraft, Dietmar Hermann, Ulrich Leverenz, and Eberhard Weber, Schiffer Publications, 2004, ISBN 0-7643-1940-X (the best source for V-1 information and photos)

Focke Wulf Jagdflugzeug, Peter Rodeike, ISBN 3-923 457-44-8

Floyd didn't start serious model building until 1988 when he joined the Ft Hood IPMS chapter. After learning how to fill seams and how to work an airbrush, he quickly became known for his Luftwaffe aircraft, especially his Bf-109s. Floyd retired from the Army after 21 years of flying Cobras and Kiowa Warriors, including tours in Iraq, Bosnia, Korea, and Germany.



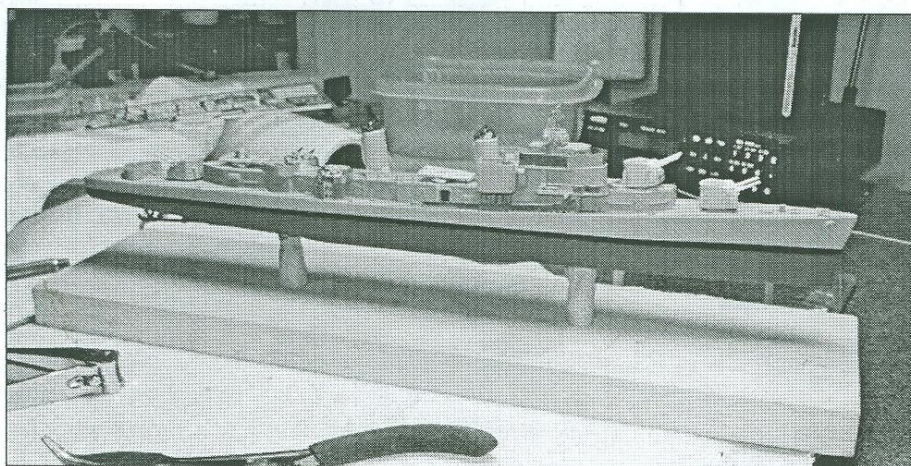
The hull, bottom, and black stripe painted - all of the horizontal surfaces deck blue

Next came the photo etch railing. The photo etched railing is very nice and delicate. A lot of care needs to be taken when working with it - more than once I had to straighten a piece out that I had inadvertently bent. I attached the photo etched parts with a toothpick and followed that with a shot of accelerator.

The photo etch railings were next attached, and painted haze grey - same as the upper hull and superstructure. I also painted all of the horizontal surfaces deck blue. Next I will be attaching the assembled and painted parts - turrets, smoke stacks, torpedo tubes etc.

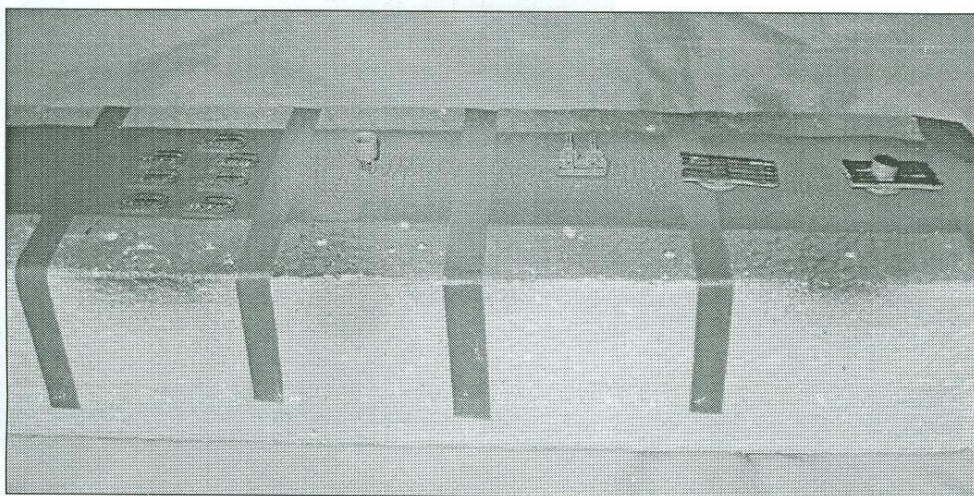
I ran out of railing materials and ordered a photo etch set from Tom's Modelworks on U.S. Destroyers that had all of the extra bits I need. I also ordered a display case and anchor chain from Great Models Webstore. I have also received a decal set for the ship letters in 1/350 scale from Gold Metal Models. The small AA guns were very finicky. Still many parts to finish up and glue on as well as the radar mast that will have to be built up from brass rod. The supplied

The hull, bottom, and black stripe painted - all of the horizontal surfaces deck blue



metal part for the mast is really junk and will serve as a pattern. There is a lot of rigging that will have to be done too - I plan on using some very thin thread called invisible thread used in hemming pants and quiltwork. I've used a lot of pics that I've printed off of the internet to get info on detailing the ship as the instructions that came in the kit are very sparse - they don't even tell you where all of the parts go. In these pics the turrets and gun control radar are not glued on yet. I still need to glue on the side depth charge launchers as well as the ships board and davits.

I've finished a number of items - repainted the deck and



The hull, bottom, and black stripe painted - all of the horizontal surfaces deck blue

deck blue areas for a more uniform look. The aft stack and surrounding structure has been finished and glued on, as well as the main guns.

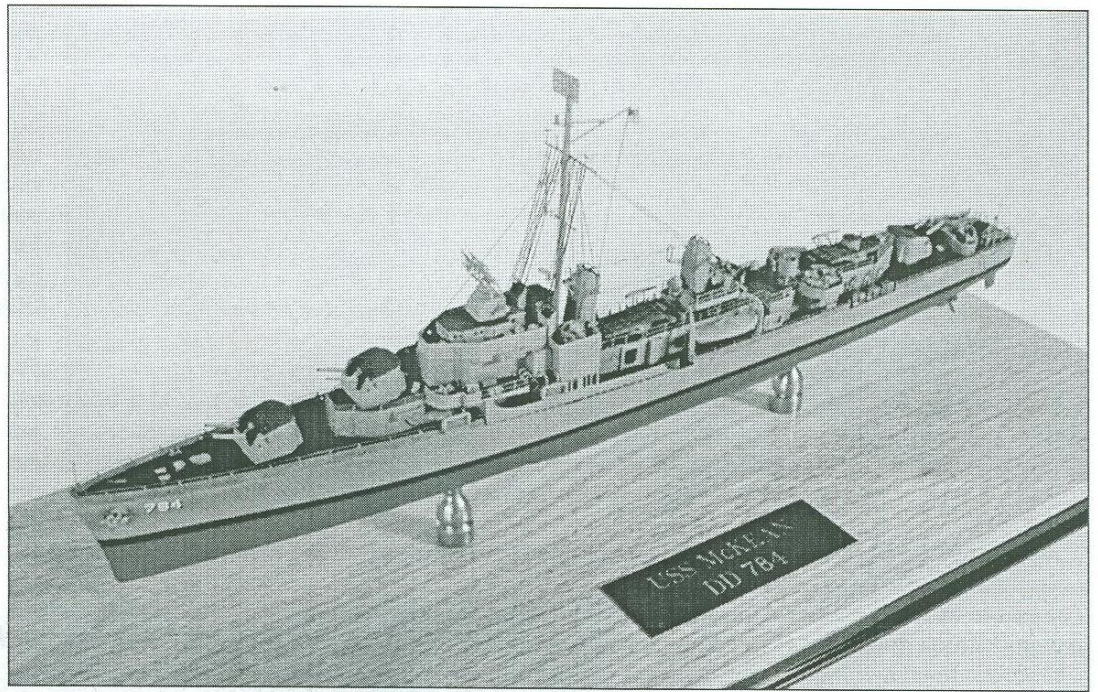
I also finished the mast - that is mostly brass and photo etch parts scrounged and cut to form. The kit supplied mast was a white metal thingy that had little detail and just wouldn't do. The instructions illustrate a simplified mast/radar setup - more detail was needed. Since I didn't have any reference material I had to depend on models that others have done of this same class ship that I found on the internet. I was able to obtain some photos that showed enough detail that I was able to construct a mast that I believe is close to what the ship had. I'm sure that the antenna setup on the mast changed several times over the years also. The new Tom's etch fret was particularly helpful here as it had some of the antennas that I needed. The resulting mast is composed of about 25 parts and went together surprisingly quickly and

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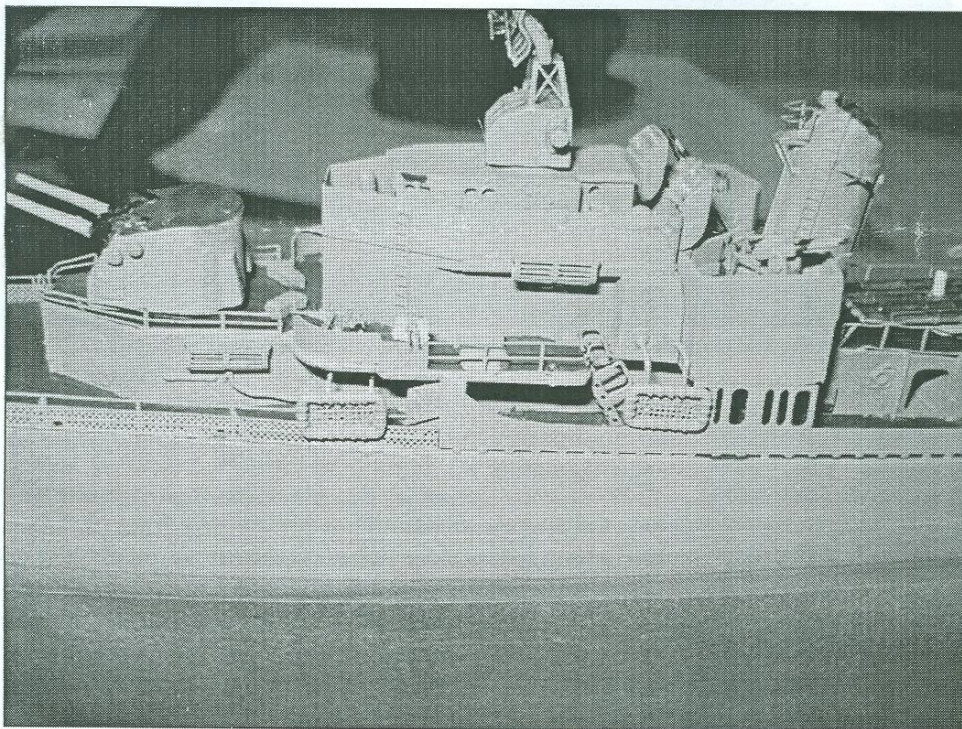
really adds to the look of the model.

The depth charge launchers (6) were also added to the port and starboard midship area along with the small cranes used to load the depth charges. These were built up and detailed before adding to the ship itself. The ships boat must be finished next and several small parts attached. I also started to think about the rigging that must be done - that will have to be done carefully so as not to disturb or break off existing parts.

I received the case from Great Models. It's made by Testors for their big rig models and I think it will do



Above: The hull, bottom, and black stripe painted - all of the horizontal surfaces deck blue
Below: A detail of the ship with the very small photo etch parts



quite nicely. I also removed the tape from the ship lower hull and added the propeller tail cones and re-glued the rudders. I also added the ship numbers I got from Gold Medal Models. Friday I ordered some very thin (.003 inch) rigging material called EZ Line for the ship rigging. It will stretch and works well with superglue and scales up to about an inch in diameter - just about right. To achieve a flat finish I shot it with a flat lacquer overcoat in a rattle can by Model Masters. All that's left is the anchor chain (in backorder), American flag and all of the rigging.

I ordered Woodland Scenics dry transfers. They are white

lettering that can be transferred by pressure. I will use this to put the ships name on the stern. I also ordered the International Flag decal set from Gold Medal Models. With this I will be able to put the correct American flag hanging from the radar mast.

5-8-07

Yesterday the EZ Line came in the mail. Very nice stuff - I finished about 1/2 of the rigging last night. Today I ordered a brass plaque from USBRASSSHOP.com.

I have mounted the ship on the base that has a nice piece of oak laminate and the brass name plate. I also finished and attached the ships boat and boat davits. I didn't like the detail inside the boat so I add a tarp over it made of tissue paper.

Well - it's finished. The other day I purchased a jewelry chain at a local clothing store that is just the right size. I sprayed it black and superglued it down. I must say that this has built into a very nice model - I hope that it will be able to be enjoyed and displayed for many years to come. It has been a lot of fun to build and I've learned a thing or two along the way. ■

Paul Bishop started building models in the late 50's and joined SVSM in 2003. His favorite subjects are Sailing Ships, Armor, Aircraft, Naval ships from WWII to Current.

The Unexpected Reggiane Re 2001

By Mark Schynert

Sometimes a model gets built, shall we say, accidentally? No, I'm not talking about shaking a Tamiya P-47D kit with excessive vigor on the way home from the hobby shop and discovering it has assembled itself because of the incidental agitation. The kit in question, Supermodel's 1/72 '70s rendition of the Reggiane Re 2001 single-engine fighter, will never be mistaken for a box-shaker.

Like so many kits of that era, the Re 2001 is pretty nicely represented on the outside, albeit with raised panel lines, which are not wrong, just hard to fix when resolving seams and the like. Like so many kits of the same era, it has next to nothing in the cockpit—a seat and a pilot only—no stick, no instruments, no sidewall detail. And, like so many of the kits of relatively obscure types, it was the only game in town for the subject, and has been, despite the flood of cool stuff out of Eastern Europe and other places over the last eight years or so.

Special Hobby has been working its way through the Reggiane stable in 1/72 this past year, having brought out three Re 2000 derivatives and a real head-scratcher, the two-seat Re 2003, so it won't be long before the Re 2001 will be the subject of a modern kit. No doubt I would have bought the Special Hobby issue when it came out and discarded the Supermodel effort unbuilt. After all, while the subject is pretty interesting to me, there have got to be three dozen things I'd rather be working on—or so I thought.

An aside on the aircraft itself: Reggiane built (along with licensee MAVAG in Hungary) about 700 fighters in a series that started with the radial-engined Re 2000, switched to the DB-601-powered Re 2001, switched back to a radial for the Re 2002 fighter bomber, and finally went to a DB 605 for the ultimate production version, the Re 2005. The Re 2001 was a contemporary of the MC 202, being a bit slower, a bit better armed, and much more maneuverable, which is saying something, given how nimble the Macchi was. It was quite popular with its pilots. Only 237 were built (or maybe 252—sources differ), and it simply didn't have much impact on the war, due more to circumstances than any defect in the design. For some reason, it has always looked a bit short and fat to me, maybe as a consequence of its radial-engined heritage.

Well, to get back to the saga, I came across a new product at the local hobby shop, going by the euphonious name of "Mr. Dissolved Putty." Yes, another of Gunze's "Mr." products. It's a liquid putty, instead of the semi-solid stuff one normally

sees, and not like Mr. Surfacer 500, which is somewhere between a thick primer and a very thin putty. I cannot resist a new product like this, so I bought it and headed home, eager to try the stuff out.

So, what was it actually going to accomplish for me? Most of my seam and other filling-in work is accomplished with cyanoacrylic glue (CA), with fine touches going to Mr. Surfacer 500 or 1000, and it's a combo that works well in most cases. CA does have its downside though, most notably a tendency to become too hard to sand properly. To an extent, I avoid this by using microballoons to accelerate the CA, which also makes it easier to sand, but this approach has its limits. For one thing, the combination does not always sand out as smoothly as I'd like, so I end up fiddling with some seams endlessly.

It's also still pretty hard, being about the same as most styrene. Normally, that's fine, but I have quite a few kits with raised panel lines, and it's impossible to sand out seams using the CA compound without destroying nearby raised detail. That in turn presents headaches with trying to restore the panel lines, or eradicating the closest ones and pretending they're not there, or biting the bullet and rescribing the whole airplane. Maybe this dissolved putty gentleman would give me



an alternative.

When I arrived home, I scanned my shelf for an old kit with raised lines that I'd be willing to sacrifice to the cause. The Re 2001 caught my eye. I opened it up and looked at it. It was the ideal test case. There were no less than ten sink marks scattered over the two fuselage pieces, and another on the starboard wing top. Most of these were nestled next to or within a matrix of raised panel lines.

I found a teeny-tiny applicator and dabbed Mr. DP into the sink marks. It took a while to dry, and it shrank a bit when it did, so I reapplied it to most of the spots. After a further hour-or-so wait, I took a sanding stick to the filled spots. I found I was able to use very short strokes to sand the filler, and as I worked my way through finer grades of stick and finally polished it out, I had no trouble avoiding the panel lines, yet the filled spots feathered nicely. A couple of spots needed further application, and one on the aft fuselage was simply not going to resolve 100% without putting a raised line at risk, but even that sink mark looked a lot less obtrusive. My net loss of detail was a few cowling louvers.

I realized that I now had a much nicer kit than I thought, but

the interior was still abysmal. Little would be visible though the closed canopy, but it needed something. That something turned out to be an entire PE set by RCR, as I fortuitously was putting an order into Hannants' right then.

The PE came ten days later. It is one of the more peculiar PE sets I've seen. There are no actual instructions—diagrams show you how to fold a few parts, the parts are all named (in Italian, but that I can read), and there are a number of line drawings that show all the parts in place. However, it's not easy to figure out how each part is oriented, or how any of it is supposed to line up with the rest of the airplane, and some things that might have been included are not, without so much as a "you need to get [this]" appended, in Italian or any other language. There is nothing to attach the rudder pedals to, nor a stick, nor any backing for the instrument panel, giving the appearance of a panel from which all the flight instruments have been stripped. The set also includes lovely detail for dropping the flaps, which was way too ambitious for me.

A little research and a bit of thought resolved most of this. It turned out to be easy to cut a thin piece of plastic to shape to back the panel. I painted the panel black, and the backing plastic RLM 66, a black-gray, which was enough contrast for the instrument faces. The back ends of the two cowlings machine guns also protrude through big holes in the panel; I fabricated these from some .020 rod. I concluded the rudder pedals would be utterly invisible unless I opened the canopy, and I had no desire to do that. The included seat, while not wonderful, could be surgically altered to fit into the upgraded cockpit very nicely. The overall cockpit assembly took a positive step when I realized that I could easily mount the instrument panel in the correct location, with everything else connecting to that. As for the stick, it turns out to be easily simulated by a bit of styrene rod with a bend at the tip and just a little work to resemble a hand grip. Remember that nice thick canopy...

The undernose oil cooler was wide open. RCR provides a cooler grid which blanks off part of the hole, but I added a strip of plastic, painted black on the bottom, to run across the inside and over the cooler grid, thus avoiding that hollow look. In the same vein, the carburetor intake needed to be blanked off; a nubbin of plastic and some black paint took care of that. RCR also gives you four grids for the wing radiators (front and back each), which really improves the look. They went in without problem. The radiator housings didn't fit the wing very well, requiring careful filling along the sides.

The fuselage has a variety of what look like part locator holes but most are not. One hole is filled by the venturi on the starboard side right below the canopy. I was able to use a #77 drill bit to open up the ends of this piece, which made it look a lot better. As for the others, the two on the aft fuselage just forward of the tail are jacking points, and of the two on each side of the cowling, the port one is probably where the mechanic stuck in the hand crank to start the engine. I couldn't find a picture anywhere that showed the one on the other side, so I filled that one from the inside with CA, and finished it outside with a little more Mr. DP. Not being satisfied with that number of holes, I now elected to open up the gun ports on the cowling with a series of small drill bits, starting with a #76 and

finishing with a #61.

Having irretrievably superglued all the little PE bits that would fit into the cockpit, I fitted the fuselage together, and was pleased to find that it actually would close. Not wishing to tempt the fates, I slathered on the styrene solvent like cheap aftershave and slammed the pieces together before they could recover from the shock...okay, not quite, but close.

I turned to the wings now, adding the tops of the wings and dressed the wing gun ports, which were out of round, using a little CA and sanding it out carefully to avoid muffing the ever-present raised lines.

There was also the mystery of the pitot tubes. Supermodel included two, one for each wing, with holes to match. None of the photos or drawings I could find showed two for the Re 2001; they all showed one to port. I filled the starboard hole and sanded it out.

One of the wing tops overlapped the leading edge of the bottom by less than half a millimeter; it took a few minutes to sand this defect into submission and round out the leading edge. Once the wings were on, the underside required some work to remove some panel lines that didn't exist. This was also my opportunity to deal with all the fuselage junction seams, which were easily dispatched.

The vertical tail was entirely with one half of the fuselage, requiring reduction of a substantial gap at the base of the fin on the other side. The tailplanes presented less of a problem; in all three cases, the raised panel lines were mercifully well-removed from the scene of the crimes.

The topside wing root seams weren't too bad either. I started out with CA, but rather than try to do it all with the CA-microballoon mix, I went back to that fine upstanding gentleman who had led me here in the first place. Mr. Dissolved Putty did as ordered, and I once again was able to sand out a problem area without losing detail. It did leave the odd effect, though, of raised panel lines ending just before the root. I solved this by running a length of .010 rod along each former root seam to represent the root panel line.

The lower wing had not slotted into the fuselage underside very well; it was too shallow where it met the center part of the wing piece, requiring rather a lot of filling. This was one place where the CA was indispensable, because so much material had to be added, and one panel line on the underside was sacrificed to ease that process. After that, I could attach the bomb rack. This was usually mounted even if the aircraft was being used in the pure fighter role.

Painting? I had a Skymodels decal sheet devoted just to Reggiane fighters, and there were six alternatives for the Re 2001. I'd never even intended to build this thing, so complex squiggles and speckles were right out. That cut the choices to five; one of the remainder was the OR carrier variant. I had no desire to add an arrester hook and whatever else the OR might need, so that was out. Of the remaining four decal schemes, three were the same color pattern: verde oliva oscuro 2 topside, and grigio azzurro chiaro 1 for the underside. The

last scheme was an all-black CN night fighter, which would have required 20 mm cannon in underwing gondolas. So, I decided on the olive green and light gray blue combo, deferring the exact decal choice.

Before painting, I dealt with the canopy. Thick and translucent though it was, it had the merit of being thick and translucent (my cockpits even at the best of times are impressionistic, rather than realistic) and it also fit pretty well. I coated it in Future floor polish, masked off and painted the framing in Polly Scale verde olivia oscuro 2, then affixed it to the model with CA. I filled around the edges as needed with Jewel-It gem-to-fabric glue (a very viscous form of white glue), then masked off the canopy except for the border frames.

The white fuselage band was not included in the decal set, so the first order of business was to paint that. I've found Tamiya's matt white spray lacquer (TS-26) goes on incredibly well right out of the can, and it's good as a primer too, so I simply did the whole plane in that as the first step. I also painted the spinner at the same time.

I now masked the white fuselage band off and sprayed the underside with Polly Scale's version of grigio azzurro chiaro 1, with the landing gear doors also getting this. More masking was followed by a topside coat of verde olivia oscuro 2, which also went on the spinner back plate. Off came the masking from everything other than the canopy. What had been an unloved collection of thirty-year-old plastic bits was starting to look a lot like an Italian WWII fighter.

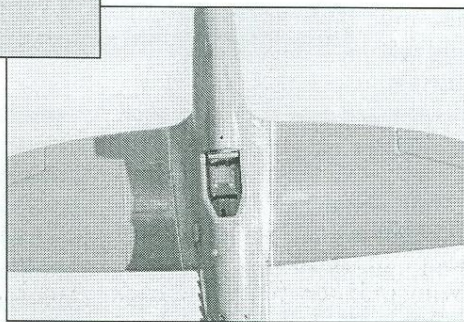
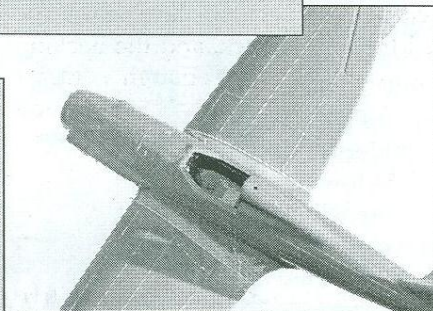
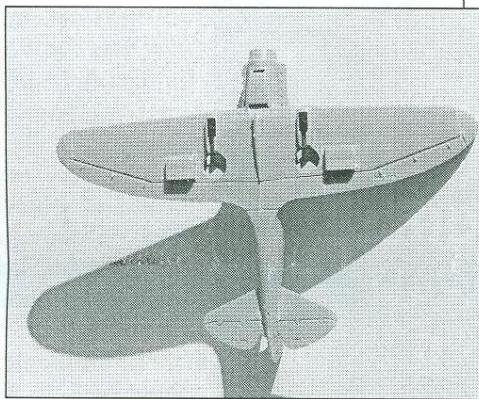
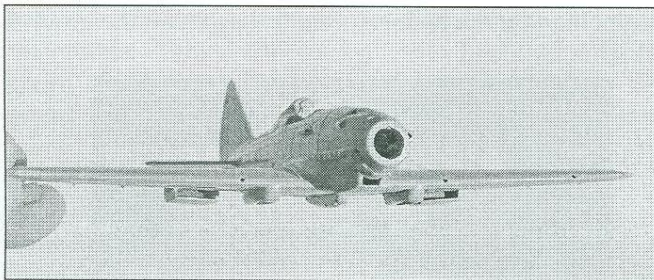
The model next got a coat of Future. I could delay choosing a decal scheme no longer, and settled on an aircraft of the 358^a Squadriglia, based on Sicily. Before moving to the actual markings, I dressed the edge of the white band with 1/32" white striping, to cover a bit of the other colors that had seeped slightly under the original masking, due to the raised panel lines. I also added three black rectangles from stock striping to simulate grilles on the bottom surface of the radiator housings.

As for the actual markings, the Skymodel decals were thick,

and did not conform all that well to the raised panel lines, even with multiple applications of Micro Sol and some well-placed slices with a sharp X-acto blade. I got rid of most of the silvering, but not quite all of it. The decals were also inaccurate in a few specifics—the squadron codes should have been light gray instead of white, and the badge on the tail was reproduced about 20% larger than it should have been. Still, the decals enhanced the model, and were far better than the kit offered, so I can't really complain. I sealed the decals under another coat of Future, and followed with a barely-satin coat composed of Polly Scale Flat and Future.

I finally took the masks off the canopy. Once I touched up the panes with Future, this needed a few decals too; I used 1/128" dark gray striping to emulate the side window slide joints, and 1/64" black striping to simulate the hinge running along the top of the canopy.

All that remained was to add the fiddly bits. The propeller was black with yellow blade tips, which gave a nice contrast to the white spinner and olive green backplate. The main gear was a bit more complex, each side consisting of a gear leg, tire, wheel, twin oleo strut and two gear doors. It was a bit fiddly getting that all in place, particularly the oleos, but location was positive and straightforward. After plugging in the pitot, the last step was to mount the antenna mast, and then run the antenna wire (.005 styrene rod painted black) from the top of the mast to the top of the tail.



Against all odds, this kit got itself built. The model looks pretty good, and I think it's likely to be preferable to a Re 2001 limited-run kit from Special Hobby. True, the detail for the Supermodel kit has to be found in aftermarket, and the raised panel lines are a bit of a headache, but against that, it fits far better than any Czech kit I have ever built—and every one of those was on purpose, or I'd never have finished them! ■

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.

DVD Review

Victory Films-The Airborne Invasion of Europe

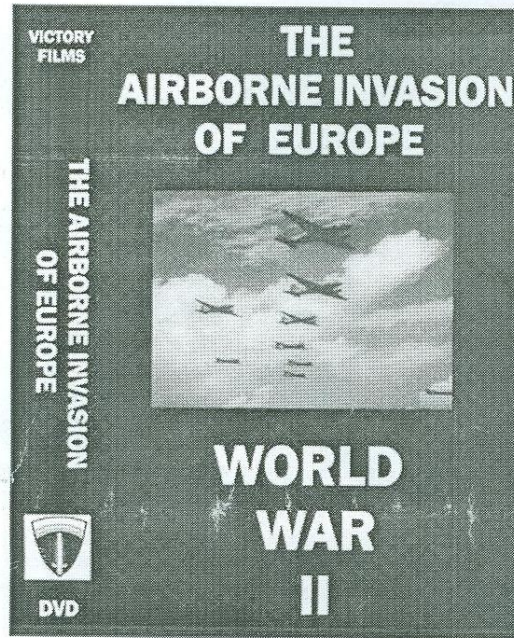
Reviewed by Floyd S. Werner, Jr.

D-Day, 6th of June. Never before has such a historical event been planned and executed. A big part of that day was the airborne troops sent in on the night of the 5-6 June. Many parachutist and gliders were instrumental in making the invasion a success. This DVD chronicles that part of the invasion force.

We are first treated to a 53 minute documentary of the history of Allied use of airborne forces. It starts out in Sicily and then back tracks to the training in the states. The training is difficult enough without having to do it at night and under fire. No wonder there were so many accidents. There are some great shots of the CG-4A shots and some shots of British Horsa gliders. Interestingly, there are shots of the tow planes. Shown are a B-25, P-38, and a PBY. A B-17 is shown towing two gliders and even more amazing is the C-54 towing three into the sky. For those modeling C-47s from D-Day, there are close ups of the towing connection, as well as, the sloppily brush applied invasion stripes. Nothing neat here, chalk lines to give a rough outline and then white wash and black paint applied. When I do my C-47 I will hand-paint my stripes. These things were really not straight not symmetrical and most of all not neatly painted on. You will also see how the doors were taped up for the parachutist.

Aerial pickup is demonstrated. Talk about hairy training. It is amazing to see it in action. The pathfinders are illustrated. What strikes me is the amount of equipment that they have to carry. How they could move, let alone fight, is beyond me. I noticed a difference in the Horsa and the Waco gliders on the approach and this is even pointed out in the video. The Ike visit to the 101st Airborne troops is shown. The unique Mohawk haircuts and the face painting are there. These guys

are carrying so much stuff that you can't imagine jumping with all of it. The British leg pack makes just getting into the door hard. I learned about the para-packs that were slung under the wings of the C-47s. Very interesting. The first aircraft takeoff with the pathfinders is at 2145 hours on 5 June. Only two things are suppose to fall from the sky, bird crap and idiots. These guys were real heroes. How they ever found unit cohesion on the ground is beyond me.



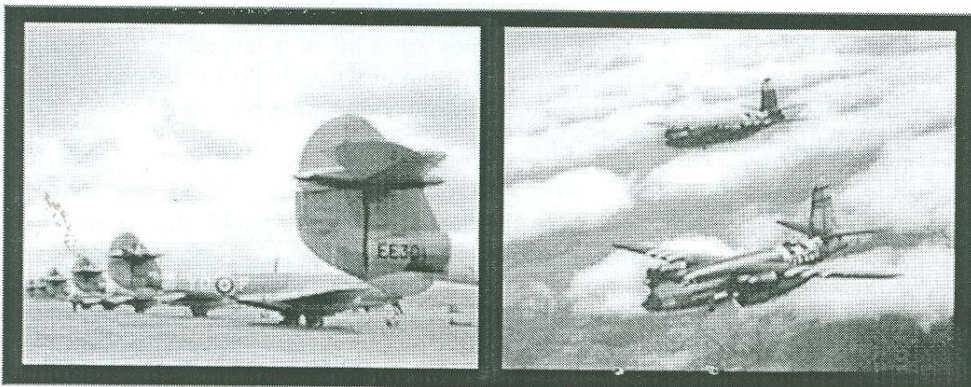
Imagine landing a glider at night along with hundreds of your buddies into an area you can't see all the while somebody is shooting at you. Really insane and courageous. The glider pilots weren't trained for night landings and to do the first one on the continent must have been exciting to say the least. Interestingly it is pointed out that the Waco was used in these initial night drops while the Horsas were used in the subsequent airdrops.

If you have ever seen the "Band of Brothers" this is the real story. They look so young for the immense job they had to do. "Band of Brothers" is really very accurate.

There are some wonderful air to air shots of B-26 Marauders doing their thing over the beachhead. Some gun camera footage is included to show the support for the landings. The amount of glider losses is shown pretty graphically. The amount of gliders used and lost is amazing. No wonder we have no gliders in museums today.

The D-day Pathfinders are shown in a color sequence. It is interesting the colors of the uniforms and the markings applied to the airplanes. The first C-47 to takeoff and drop troops is shown. The tail numbers appear red instead of yellow. You can see the application of the paint and that it is not complete coverage. It is a shame that the lead aircraft did not have nose art or even the big yellow flight numbers on the side. Just your plain Jane C-47 with invasion stripes.

Gun camera film taken on D-Day proves that Pips Priller wasn't the only Luftwaffe fighter in the air that day as the P-47s do a number on a couple. There are some incredible shots of a FW-190 flying defensively that are truly impressive. Ultimately, he gets shot down but the picture is so vivid. Some of the shots are so clear that you see





soldiers jumping from the trucks to get to cover. Some great strafing stuff. No wonder James Goodson was called the King of the staffers. His shots are incredible. Tanks, half tracks, trucks and buildings are all brought under the fighters guns. Most of the times extremely close up.

A segment is included on Robert Johnson is next. His P-47 is shown from all angles and to great effect. Inspirational stuff for model builders. He was of smaller stature but when he was in that P-47 he was a big man. Wonderful stuff.

Operation Varsity the air drop over the Rhine is the next segment. Filmed in Black and White this film shows the last large scale use of gliders in combat. It is interesting to note the some of the gliders still only have the early war star with no bars. C-46s are used for the first time in the ETO. This allowed for the parachutist to leave both sides of the plane simultaneously. There is a dramatic crash sequence with a C-46 which loses an engine on takeoff. There are some more crashes of the gliders shown in a dramatic way. The Horsas and the tow planes are shown falling out of the sky at angles that can only mean death to the men on board. Watching B-24s at low altitude dropping hundreds of containers is impressive as well.

The next sequence is entitled "Beachhead to Berlin". Filmed in color it shows the part of the US Coast Guard in the invasion of Europe. The color is superb and vibrant. There is even color footage of the Mulberry harbor. Battleships, cruisers, LST, LCVP, and every type of ship are shown. The weathering of these ships struck me as being pretty harsh. The amount of dead floating in the deep water was shocking. To see such large ships being tossed around gave me a new appreciation for the sailors.

The next sequence highlights Gloster Meteors at Wiesbaden in

June 1945. Filmed in full color they offer a unique look at the first operational allied fighter. The early Meteors are actually very beautiful aircraft in flight.

Aviation cadets are highlighted in the final sequence as a recruitment film used at theaters. I was ready to sign up. With that this DVD comes to an end.

The Allied invasion of Europe thrust many heroes into the fray on Normandy. This film shows many of the tools and equipment used by these men to free Europe.

This DVD is typical of the quality historical video I've come to expect from Victory Films. They present a unique war time view of the conflict.

I HIGHLY RECOMMEND this title and the rest of the series. Great research material, color and B&W film makes these DVDs a great value for the money.

You can get a copy from Wade Meyers Studios online at <http://wademeyersart.tripod.com/id70.html>. Don't forget to check out the wonderful artwork while your there.

This is just one of many great DVDs that are available. Don't forget to use the coupon code at the bottom of the page to save postage. Let him know that you heard about it from here. Thanks to Wade Meyers and Victory Films for the review copy. ■

Floyd didn't start serious model building until 1988 when he joined the Ft Hood IPMS chapter. After learning how to fill seams and how to work an airbrush, he quickly became known for his Luftwaffe aircraft, especially his Bf-109s. Floyd retired from the Army after 21 years of flying Cobras and Kiowa Warriors, including tours in Iraq, Bosnia, Korea, and Germany.



MAY MINUTES

At the May meeting, Steve Travis let us know that he pulled the trigger on the purchase of a commemorative brick for the creation of the new VA facility at Mather, California. He hopes to be able to let us know in the near future when we can go and see the completed facility.

President Randy Ray announced that August will see the next club contest, "Hot August Nights," which will featured hot cars, air racers and anything desert-related, and, with documentation, anything that did something notable during the month of August.

Hobbytown in Fremont is offering all our members a 10 percent discount. If you're an IPMS member, you can show your membership card for the discount; the officers will discuss a solution for club members who are not IPMS members, probably a membership card issued by SVSM. Stand by for further details.

In model talk... Mike Fletcher, who penned last month's article about World War II Japanese colors, is applying that information to the build of his 1:48 N1K2-J, built from the Hasegawa kit. Mike Burton converted his Monogram 1:48 Me 262 into a reconnaissance version and gave it an overall coat of RLM 65 in preparation for decals depicting a captured aircraft operated by "Watson's Whizzers." Mike is also hard at work on an Anigrand 1:72 Bell D.188/XF-109, a Heller 1:72 P-39 he's converting into an "F" model and a Hasegawa 1:72 P-47D for his Pacific fighters collection. Mike's big white Dynavektor Wyvern will soon wear a coat of paint, like his Tamiya P-51B, which is nearly finished in the colors of the Fourth Fighter Group's Don Gentile. Mike's also taken on one of the few that escaped him as a youngster, the Revell "Orange Crate" custom car. He says the model is accurate but the fit makes it a bit nasty to build. Bill Ferrante discovered that the landing light was in the wrong location on his Academy 1:72 P-47, so he re-located it. He's also building a Tamiya 1:72 P-47, and has it largely assembled after only three hours of work. Greg Lamb's two models were both from the same box, namely Sweet's two-for-one 1:144 Bf 109 kit. Jared Bishop won his Spitfire IX in the Christmas gift exchange, built it up, then left it lying around until dad Paul decided to paint it. The wing roundels reacted badly to the setting solution, and they may need replacement. Jared's Star Trek Defiant is also making progress. Paul's work in the past month included the completion of the Yankee Modelworks Gearing-class destroyer McKean, which he rigged using EZ Line. The model was built

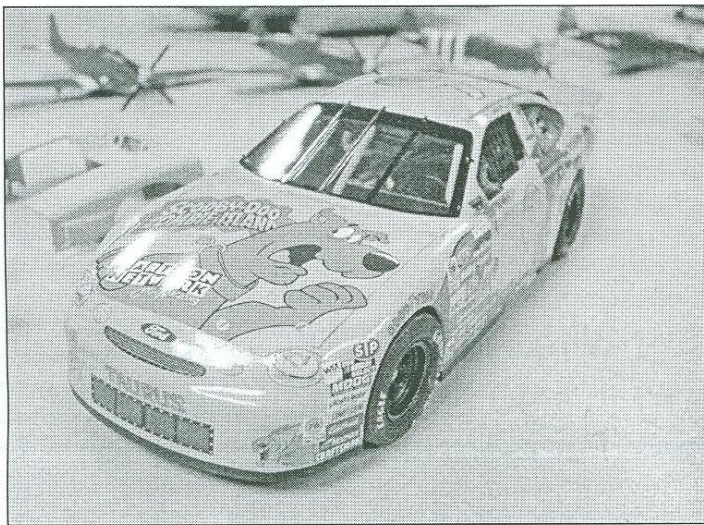
for a friend's father who served on the vessel. Jim Lund found a book on the Messerschmitt Me 264 "Amerikabomber" and it inspired him to modify the Special Hobby model into an accurate representation of the aircraft, with dummy gun turrets and the proper engines. Chris Bucholtz has his Tamiya P-47D Thunderbolt all but finished; it awaits a photoetched set for the anti-torque scissors on the landing gear. Chris has also finished up the interiors of a P-51D and not one but two more P-47s from Tamiya. Mark Schynert was looking for a great testbed for Gunze Sangyo's Mr. Dissolved Putty, and he found one in Supermodel's Re.2001. He spent more money on his cockpit that he did on the kit, and he managed to get the rather recalcitrant model to look pretty good once it was finished.



The decals came from Sky Models, and they were all either too big or too small. Steve Travis found Hobbycraft's La-5 a good-fitting model. Steve added hypodermic needles in place of the kit gun barrels. Ben Pada reworked the guns and added a Cooper Details interior to Hasegawa's 1:48 Bf 109G-6, and he created some very convincing tape seatbelts to keep his Hasegawa P-40N Warhawk within the IPMS out-of-the-box rules. Ben said the model fit together well except around the

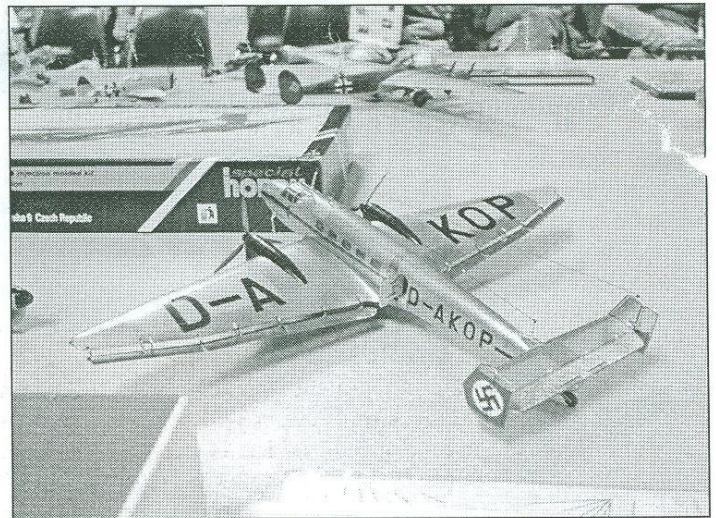
tail. Jack Clark built AFV Club's "Long Tom" artillery piece, and especially like the kit-provided turned metal barrel. Joe Fleming's been away from the club for a while, but he's not been away from his modeling bench! Joe has made a good start on Tamiya's 1:48 Fairey Swordfish, which he's building as a pre-war floatplane. He's also building a Tamiya 1:48 Mosquito, and he's working on two of the DML "Smart Kits:" the SdKfz.223/4 with the 75mm gun, and the Panzer 38t which has its interior completed. Joe has the interior boxed in on DML's 1:35 Ferdinand, and he has a set of figures painted to crew it. He used putty and the end of a screwdriver to make the Zimmerit on the Ferdinand. Joe expects to use his completed Academy Stuart tank in a diorama with figured sculpted by Mike Bedard, and he's combining the Eastern Express kit with wheels and other parts from the Accurate Armor kit to kitbash an accurate BT-7. Joe had to do a lot of clean-up on his Pili Pili 1:16 woodland Indian, and he added a brass rod in place of the Indian's rifle barrel. Joe's Viking features a scratchbuilt sword, scabbard and axe, and Joe worked some hand-hammered texture into the shield of his Spartan Miniatures hoplite, as well as some extra texture in the hair and hinges on the armor. Mike Tellson built Maquette's 1:35 Lynx in an Italian "fried eggs" pattern, and he also built some smaller-scale armor. He finished the JV 1:76 kit of the Vickers MB, made a good show

out of Hasegawa's old 1:72 Crusader tank, and converted Tamiya's 1:48 universal carrier into a captured example used by the Luftwaffe as an airfield "schlepper." His son Thomas finished several Warhammer 30000 figures using spray paints and some spare paints from his dad's work bench to give

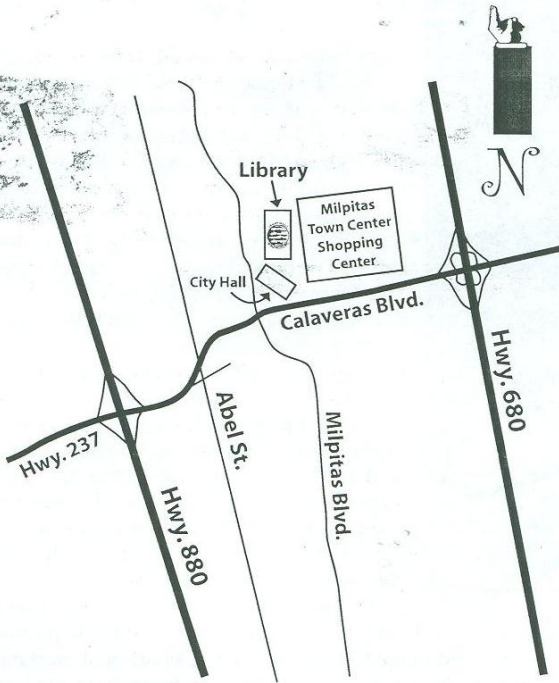


them some personality. Ron Wergin built three King Tigers in similar paint schemes: the Dragon 1:72 kit with Zimmerit, the Tamiya 1:48 kit and the 1:35 scale DML kit. Ron used Gunze Sangyo paints on all three, and he said the best one to build was the 1:72 model. Mark McDonald's research revealed that the Germans used a variety of Tigers at the end of the war cobbled together from parts from various marks, so he set out to build a version with steel wheels and no Zimmerit. Building one of these tanks is a good way to clean out the spares box, Mark observes. Ken Miller bought a nice 1:160 desktop model of a United Airlines 777, and he's also working to wring the most out of Revell's P-3 Orion, which he plans to finish as one of the Operation Magnet aircraft. Alan Weber finished his 1:48 F4U-7 Corsair as one of the planes used in the filming of the T.V. series "Baa Baa Black Sheep." Alan added a Jaguar cockpit and Obscureco wheels to the Hasegawa kit. Alan's other Corsair was supposed to be a gift to VMF-214 ace Ben Cunningham, but when Cunningham bailed on the 1998 Nationals Aces Symposium he shelved it until just last month, when he finished the Tamiya F4U-1. Eric McClure is tackling the Monogram 1:48 SB2C-4 Helldiver; he has some of the interior parts, including the radioman/gunner's compartment, painted and ready for installation. Terry Newbern is working on a pair of fantasy armored cars based on the body of the Russian BA-20. One version has sloped body armor, the second has been stretched and given a new top using parts from Games Workshop. Frank Babbitt showed off two models he bought in Saigon: a UH-1 Huey made from Coke cans and a Eurofighter made from Heineken cans! Frank's also done good work salvaging his Fujimi A-7 Corsair II after he had to remove the windshield to clean up some dust on the HUD. As it turned out, Frank had to buy a new kit to replace the original windshield! Roy Sutherland's 1:72 Hasegawa Spitfire 9 has a Cooper Details prop and spinner, but it's destined to be a paint master for 21st Century Toys and is not likely to survive intact for long! Andy Kellock discovered that the supposedly bullet-proof Alclad starts coming off with enough handling. Andy simply applied a coat of Future floor polish, which protected

the Alclad and even allowed Andy to re-apply paint to the marred areas on his Italeri Ju 86. The model wears striking pre-war Luftwaffe colors. Andy is also tackling the Accurate Miniatures McLaren, a kit that warns that you can either build the model with the interior detail or with the body panels in place. Andy wants to have it both ways, so he's thinned the panels with a Dremel tool and now they actually fit in place! Andy plans to use Tamiya light orange, a near-perfect match to McLaren orange. Shervin Shembayati's four Mustangs – a Revell P-51B, an Italeri P-51D, an Academy P-51B an Academy P-51D – are making good progress. Both Ds and one of the Bs are in the markings of the 357th Fighter Group. Shervin says the Revell P-51B's decals remind him of those in Airfix kits, and the Italeri P-51D is simply "crap." Gabriel Lee's fantasy armored car consists of the hull of the Revell TPZ.1 Fuchs and the turret from the Bradley Fighting Vehicle. Jim Priete is building a 1:72 P-47 for the Fremont contest; he got the wings on just the day of the meeting. Similarly, Kent McClure is building a Tamiya P-47 for the contest, and he's also building a Revell of Germany bubbletop, a Hasegawa J2M Raiden and an Academy DC-3 in 1:144. All four models received a coat of Alclad at the same time. Veronica Hughes has begun painting her AH-1W Sea Cobra, and she hopes to get a few more hours of work in over the weekend. Chris Hughes is enjoying Tamiya's 1:48 armor subjects, building the Citroen 2CV and the Hetzer, which he says has a great fit. He also has two impressive tanks in 1:35 – an M26 Pershing by Tamiya and an Italeri M47 Patton, which Chris says is the best armor kit Italeri ever made. Cliff Kranz used two Heller F-84s and an



Airfix B-29 to build an in-flight display of the tip-tow escort fighter concept of the 1950s. He modified the wingtips of the planes, then ran music wire through them to hold the EF-84Cs in place. The decals came from an assortment of sheets. And the model of the month goes to... Bill Bauer and his Cartoon Network NASCAR. Bill's trying to build all 11 of the Cartoon Network Cars, and this is his third; he was forced to use the kit decals (actually a couple of kit's decals) because this scheme is only available in the Revell kit. He had to cut the decals and use some extras because the fit of the decals was quite poor, and he added the smaller decals for tobacco and alcohol products, which were left off the kits sheets. Bill also lowered the body on the chassis, since the kit body rides t high.



Next meeting:
**7:00 p.m.,
 Friday,
 October 20th**
 at the
Milpitas Public Library
 40 N. Milpitas Blvd.
 For more information, call the
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