



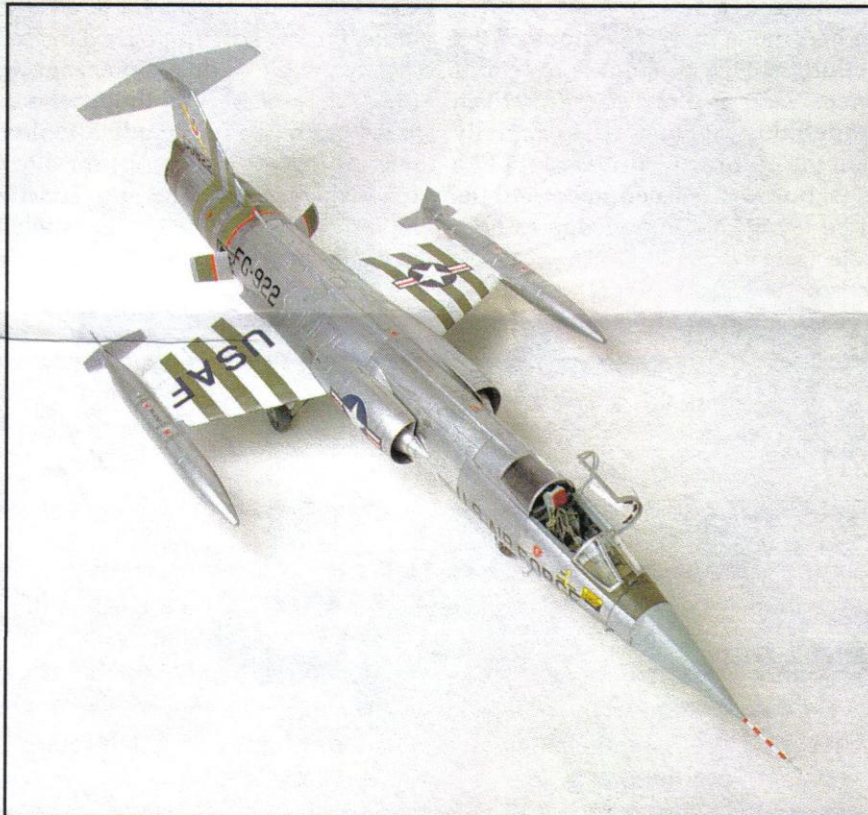
Hasegawa's 1:48 Lockheed F-104C Starfighter

By John Heck

Is this how it works for you? I often make a list of what model or models I want to build next, either on paper or in my head. Usually I get all excited about a particular model after a somewhat racy kit-fondle and decide that this is the kit that I am going to build as soon as I get done with my current project. No matter how much "research" I have done or how many aftermarket goodies I have amassed, it never fails that during the extended period of time it takes me to finish what I am working on, I find a reason to choose another subject.

Sometimes things are a bit more elaborate. I might sit on the couch and flip through my database (have actually built a modeling database) to decide what my next several projects will be. Recently I had decided that I would build one model from each nationality that is represented in my stash. In the database I marked all the future projects so I would not forget. I did all this instead of actually working on a model. I have heard of modelers with even more elaborate and completely insane ways of choosing their projects so maybe I'm not that weird.

I had chosen all my models for the next year from seven nationalities and then it was announced that the Fremont Hornets would be having an F-104 contest in February of 2005. Oh well. With a few months until the contest, I decided to abandon my list and get to work on my F-104.



Cylindrical and pointy, the Lockheed F-104C Starfighter looks as if it is fast incarnate—and it was. The F-104 was a "popular" aircraft throughout the West even if it did not serve long with the The United States Air Force.

Actually an F-104 was a good choice since I had a bunch of resin junk to add to my Hasegawa 1:48 F-104C kit. It would be nice to actually put all that resin to work rather than have it stewing in the box like is so often the case. Of course the amount resin parts improve your model is congruous to how much extra work they cause but I'm not afraid of a little extra modeling like I am of spiders and super novae.

I did not have a lot of references on the F-104. The only books

I was able to come up with were the Wartech book and a couple of Squadron In Action books. All of these are fine references but the images of the aircraft were usually all glamour shots that look great but don't tell you what the area behind the ejection seat looks like. These are the detail photos that are the lifeblood of fussy aircraft modelers.

I had bought a nicely detailed Aries cockpit for an F-104G since the "C" version was unavailable. The Aries set came with the early Lockheed C2 seat, which was correct for the aircraft I was going to build, so I figured the "G" cockpit was close enough. The problem, as usual, was getting the Aries cockpit parts to fit. I have talked to

others who have told me that they got the thing to fit perfectly, but after a lot of sidewall thinning and sanding of resin, I was able to get the side walls installed but it cost me some of the great detail on the switch consoles. I could have just left the Aries sidewalls off but I was fully committed to using them since the kit sidewalls were incorrect and since I had removed all of

Continued on page 6

EDITOR'S BRIEF

This is my last issue of the *Styrene Sheet*. I have enjoyed doing this and I will miss it. I am proud to have helped continue this important 30+ year old tradition for Silicon Valley Scale Modelers. It's part of the glue that makes SVSM such a strong club.

While I am aware that editing the newsletter is beneficial to the club, it is just as clear to me that being the editor has been a much greater service to myself. Sure, I get the satisfaction of completing a monthly project and I enjoy hearing from those of you who have had nice things to say, but editing the *Styrene Sheet* over the last two years has also been an enormous learning experience for me.

While I did learn something about how to fold paper and use the software involved in the production of the newsletter, the important lessons are what I learned about myself. I have learned that no matter how much effort I put into it, I cannot be trusted to catch my own typographical errors. Perhaps you have noticed a few. I have learned about deadlines and have become acutely conscious of the rule that says when something is 90% done, it is only half done. I got to use the *Styrene Sheet* as a not so subtle form of self-expression and through this I learned that I actually enjoy the writing more than the editing. I learned that I like publishing, such that this is, but also learned my strengths and weaknesses and will be using this knowledge to help me on new and bigger projects.

I owe an ardent thank you to many people who have helped me in the last two years. First I want to acknowledge

all of you who have submitted material for the *Styrene Sheet*. I am aware of how much work it is to write an article. I am also aware that you could have been doing something else like building a model rather than mashing the keys on your computer.

I want to also thank Angela Adams, Andy Kellock, Stephanie Heck and Gina Woods-Norris for all the time they took to help me look good. All of the spare time they burnt trying to ferret out all of my typos kept the *Styrene Sheet* form being a disaster most of the time.

Chris Bucholtz not only took the monthly minutes but was also ready with his red pen on a moment's notice to help with those last minute edits. He also contributed content heroically. Chris was always able to conjure up that one page book review or 6000-word build article just when I needed it. He single-handedly saved the day last September when my all of my plans fell through at the eleventh hour. Chris not only filled a lot of empty pages but also managed to keep that issue on topic. For that I am truly grateful.

I also want to thank everyone who took the time to read the *Styrene Sheet*, and those who complemented me when I was sure that I had made a fool of myself. I want to thank you all for your patience, for allowing me this as a vehicle for my quirky personality and helping me to relearn the lesson that "what you give is what you get." All my effort over the past 24 issues has more then been repaid.

- The Editor

CONTEST CALENDAR

April 8-9, 2006: **Tamiya America, Inc.** presents its **11th annual TamiyaCon** at 2 Orion Aliso Viejo, CA 92656. For more information, visit Tamiya's Website at <http://www.tamiyausa.com>

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

May 20, 2006: **The Fremont Hornets** present their **Tri-City Classic III** at the Newark Community Center, 35501 Cedar Blvd., Newark, California For more information, call Mark Schynert at (510) 796-3331 or e-mail him at mass22@earthlink.net with "Tri-City Contest" in the subject line.\

June 3, 2006: The **North Olympic Peninsula Modelers Society** presents the **Peninsula Model Show and Contest 2006** at Fort Warden State Park, Port Townsend, Washington. This year's theme is "Defense of the Sound." For more information, visit

their Website at www.nopms.net.

June 24, 2006: **IPMS Santa Rosa and IPMS Mt Diablo** present the **2006 Model Expo** at the Petaluma Community Center, 320 N McDowell Blvd, Petaluma, two blocks off of the E. Washington Blvd exit in Petaluma. This year's theme is "Of A Kind." For more information, contact Greg Reynolds at ipmsgr@sbcglobal.net.

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

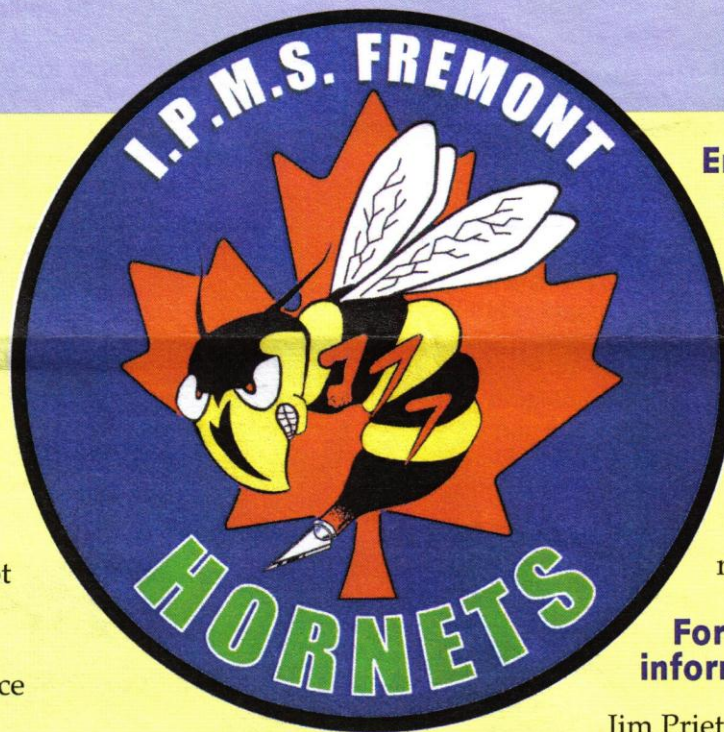
August 12, 2006: **The Kings County Scale Model Club** presents its **Second Annual Kings County Classic** at the Lemoore Civic Auditorium, 435 C. Street, Lemoore, California. For more information, visit their Web site at <http://kcscalemodelers.com> or call Richard Horton at (559) 924-8067 or e-mail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

IPMS/Fremont Hornets &
the Newark Community Center Proudly Cosponsor –

TRI-CITY CLASSIC III

Scale Model Contest and Exhibition

Saturday, May 20, 2006



45 Categories –

- Aircraft
- Automobiles
- Figures
- Ships
- Military Vehicles
- Space & Sci-fi

Special Awards–

- Best Armor
- Best Ship
- Best Figure or Robot
- Best Civilian Land Vehicle
- Best Aircraft or Space Vehicle
- Tri-City Award for best "Shoulda, Coulda, Woulda:" Best F-107, BAC TSR 2, F5D Skylander, F8U-3 or CF-105 Arrow
- Theme Award: "Never a Shot in Anger" (first-line combat equipment that never saw combat)

Entry fees–

\$5 for modelers 18 and older, plus \$1 for each model after the first two entries.

\$1 for modelers 17 and younger with no charge for additional entries.

Free admission for all non-competitors.

For vender information call–

Jim Priete
Weekdays 9 a.m. to 3:30 p.m.
(925) 323-1845.

Tables are:

- \$40 until April 1
- \$45 until May 19
- \$50 on the day of the event.

Plus vendors, a raffle and a free Make 'n Take for children 15 and under!

**The Newark
Community Center,
35501 Cedar Blvd.,
Newark, California**

9 a.m.–Registration Opens
Noon–Registration Closes
1 p.m.–Judging Begins
3:30 p.m.–Awards Ceremony

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

SVSM 2006 Kickoff Classic contest results

All the club's planning and effort paid off on Feb. 26 with the Kickoff Classic's resounding success. Our event drew 137 entrants and 487 entries, both of which are records, and it attracted even more spectators, vendor table-grazers and newcomers to the hobby. With entrants from as far away as Las Vegas, Los Angeles and even Sioux City, Iowa, it's becoming clear that the Kickoff Classic is gaining a reputation as one of the premiere model contests on the west coast and we're sneaking up on the numbers posted by OrangeCon in southern California.

The reason the contest succeeds is that our members step up and do a great job of performing the many small tasks that add up to a great event. Bill Ferrante's work at the registration table kept things operating smoothly; Barry Bauer and Bill Dye managed the raffle expertly; Mike Burton got the tables ready for the entrants' arrival; and Jim Priete managed the vendors. John Heck photographed the event for FineScale Modeler, who may run a feature on the event in a future issue. Additionally, the club members stepped up in record numbers to judge, which made the task of picking the winners from our record field of entries quick and extremely painless!

The impressive number of armor models, Jim Lund's 1:72 scratchbuilt Hughes H-1 "Spruce Goose," and William Chan's best-of-show Ferrari were all highlights, but there are too many to recount here. Go to our Website at www.svsm.org for a more complete overview of what has to be the best Kickoff Classic yet.

On behalf of all your officers, thanks to SVSM for an outstanding contest!

--Chris Bucholtz, Vice President and Head Judge

S1. Single Engine Jet or Rocket Aircraft, 1/72 scale

- 1st - Douglas F4D Skyray, Mike Valdez
- 2nd - North American F-100D Super Sabre, Barry Bauer
- 3rd - Lockheed F-94 Starfire, Barry Bauer

S2. Multi-Engine Jet Aircraft, 1/72 scale

- 1st - Boeing B-52 Stratofortress, Scott Gist
- 2nd - Armstrong-Whitworth Seahawk, Bill Dye
- 3rd - Trident II, Bill Dye

S3A. Single-Engine Prop or Turbo-Prop Aircraft, Inline Engine, 1/72 scale

- 1st - Messerschmitt Bf 109E-7 Trop, Jim Frye
- 2nd - Focke-Wulf Fw 190D-9, Chuck Betz
- 3rd - Messerschmitt Bf 109F-4, Chuck Betz

S3B. Single-Engine Prop or Turbo-Prop Aircraft, Radial Engine, 1/72 scale

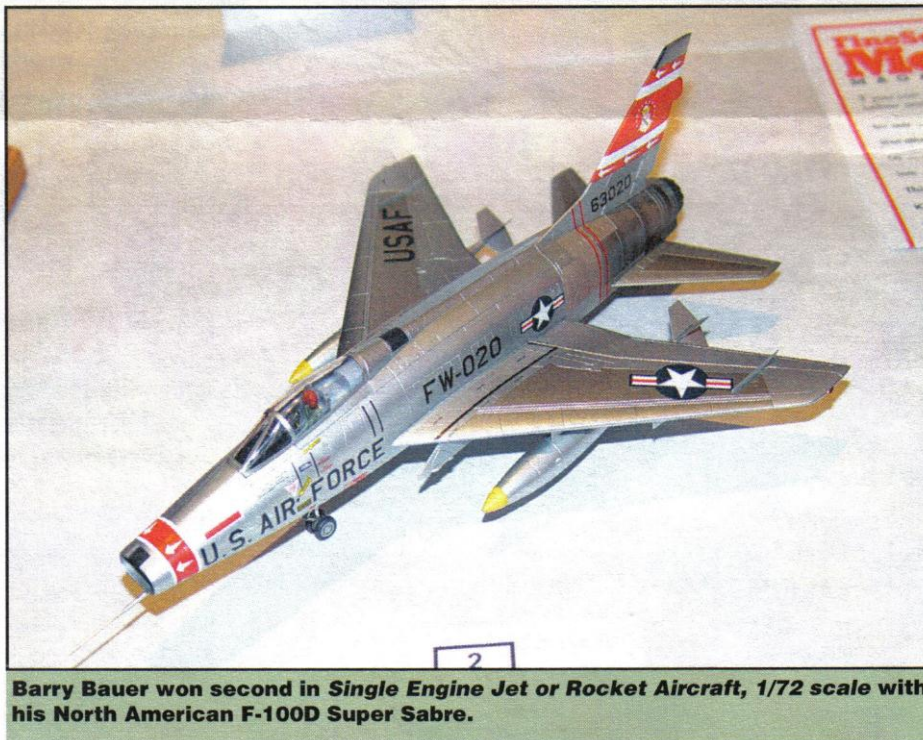
- 1st - Grumman F8F Bearcat, Sebastien Domine
- 2nd - Republic P-47D Thunderbolt, Marty Sanford
- 3rd - Hawker Sea Fury, Sebastien Domine

S4. Multi-Engine Prop or Turbo-Prop Aircraft, 1/72 scale

- 1st - Boeing B-17F Flying Fortress, Sebastien Domine
- 2nd - North American B-25J Mitchell, Mark Marez
- 3rd - Douglas C-47 Skytrain, Gabriel Lee

S5. Single-Engine Jet or Rocket Aircraft, 1/48 scale

- 1st - General Dynamics F-16 Fighting Falcon, Curtis Stidham
- 2nd - Republic F-84D Thunderjet, Benjamin Pada Jr.
- 3rd - Douglas A-4F Skyhawk, Peter Long



Barry Bauer won second in *Single Engine Jet or Rocket Aircraft, 1/72 scale* with his North American F-100D Super Sabre.

S6. Multi-Engine Jet Aircraft, 1/48 scale

- 1st - Grumman F-14 Tomcat, Juan Solarzano
- 2nd - Fairchild A-10 Warthog, Max Moreno
- 3rd - McDonnell F-4 Phantom II, Max Moreno

S7. Single-Engine Prop or Turbo-Prop Aircraft, Allied Naval 1/48 scale

- 1st - Vought SB2U Vindicator, Ken Connor
- 2nd - Vought F4U Corsair, Jim Frye
- 3rd - Supermarine Spitfire PR. XIII, Jim Priete

S8. Single-Engine Prop or Turbo-Prop Aircraft, Allied Other 1/48 scale

- 1st - Republic P-47D Thunderbolt, Benjamin Pada Jr.
- 2nd - Republic P-47D Thunderbolt, Ken Connor
- 3rd --Curtiss P-40 Warhawk, Dan Clover

S9. Single-Engine Prop or Turbo-Prop Aircraft, Axis and Neutrals, 1/48 scale

- 1st - Mitsubishi A6M Zero, Ken Connor
- 2nd - Messerschmitt Bf 109E, Marty Sanford

3rd - Mitsubishi A6M Zero, Dan Clover

S10. Multi-Engine Prop or Turbo-Prop Aircraft, 1/48 scale

1st - Dornier Do 335 Pfiel, Jim Frye
2nd - Dornier Do 217, Jim Reid
3rd - Nakajima J1N2 Gekko, Mike Valdez

S11. Jet and Rocket Aircraft, 1/32 and larger

1st - Messerschmitt Me 262, Jim Reid
2nd - McDonnell F-4 Phantom II, Jim Frye
3rd - North American F-100 Super Sabre, Armagan Kayra

S12. Prop Aircraft, 1/32 and larger

1st - Focke-Wulf Fw 190, Jim Reid
2nd - Messerschmitt Bf 109G-14, Pete Hiatt
3rd - Nakajima Ki-84 Hayate, Majid Mansoor

S13. Biplanes/Fabric & Rigging, all scales

1st - Fokker Dr.I, Mike Laxton
2nd - Nieuport 17, Pete Hiatt
3rd - Albatros D.II, Mark Marez

S14. Rotary Wing Aircraft, all scales

1st - Skorsky SH-60 Seahawk, Jim Frye
2nd - Kamov KA-15M, Mark Marez
3rd - Focke-Angeles Fa 330, Pete Hiatt

S15. Civil, Sport and Airliner Aircraft, all scales

1st - Boeing 777, Sonny Esparza



Ken Connor won first place in Single-Engine Prop or Turbo-Prop Aircraft, Allied Naval 1/48 scale with his Accurate Miniatures Vought SB2U Vindicator.

2nd - Boeing 737-700, Sonny Esparza
3rd - Lockheed Constellation, Bill Dye

S15A. Racing Aircraft, all scales

1st - Hawker Hurricane, Bill Ferrante
2nd - Able Cat, Robert Nunes

S16. Jet, Prop and Rocket Aircraft, 1/144 and smaller

1st - Grumman F4F Wildcat, Brian Sakai
2nd - Hawker Hurricane, Bill Ferrante
3rd - Mikoyan-Guervich Berkut, Jordan Shepard

S17. Military Vehicles, Softskin, 1/35 and larger

1st - Kubelwage, Jason McChristian
2nd - SdKfz. 222, Tony Alvarez
3rd - SdKfz 251/17, Jerry Takahashi

S18A. Armored Fighting Vehicles, Closed-Top, to 1945, Allied, Non-Soviet 1/35 and larger

1st - Churchill Mk. VII, Bryan Finch
2nd - Cromwell Mk. IV, Steve Munroe
3rd - T26E3 Pershing, John Admire

S18B. Armored Fighting Vehicles, Closed-Top, to 1945, Axis, 1/35 and larger

1st - Schwerepanzerspahwagen, Edward Hon
2nd - Panzer IA, Mike Budzeika
3rd - Bergetiger, Michael J. Armstrong

S18C. Armored Fighting Vehicles, Closed-Top, to 1945, Soviet, 1/35 and larger

1st - KV-1C, Mike Budzeika
2nd - T-34/85, Tony Alvarez
3rd - T-34/76 Mod. 1940, Jonathan Kua



Bill Ferrante's Hawker Hurricane won first in Racing Aircraft, all scales.

Hasegawa F-104C-Operation Desert Strike

Continued from page 1

the detail from the fuselage halves by the time I was rethinking this whole Aries thing. It took some work but the result looked great.

I brush painted the cockpit with an approximation of whatever medium gray the United States Air Force has been using since the 1950s. I painted the instrument consoles very dark gray and picked out the knobs and dials with silver and washed the whole deal with thinned black. I used the Aries dashboard, which was a pain to get to fit mostly due to poor instructions, and painted it the same gray with black dials. I filled the dials with clear gloss. I saved the seat for later because I wanted to get some parts together and it looked in a little scary (actually a little like a spider) with all that photo-etch.

Before closing up the fuselage I needed to install the Aries main landing gear bay. This too is nicely detailed and my tests showed that it would fit well, however, use of the part would require removal of the bulkheads that go on either side of the kit gear bay piece. Additionally, the well is almost completely obscured by the gear doors so I could potentially be adding some serious structural integrity issues just to get a little detail that would be close to impossible to see. I decided not to include the Aries gear well piece.

I did use the Aries exhaust. This is very well detailed and quite an improvement in the kit parts. Since this is little more than a tube, it was a drop fit replacement for the kit parts and required no modification. It could also be added to the model after it was completed and painted thus avoiding additional masking.

After I got the fuselage together, I sanded the seams and obliterated some of the panel lines. Maybe I did not understand how noticeable the missing panel lines would be under the bare metal paint or maybe I was overcome with laziness but I did not



The Aries tail pipe is a drop fit solution. The detailing is far superior to that of the kit parts and allowed for installation after painting was complete.

restore the missing panel lines.

There is a lot of really great rivet detail on the wings but while the real aircraft did have these rivets they were flush and barely noticeable. According to some sources they were puttied over and should not be represented on the model at all. The real live examples that I have seen do show some rivet detail but it is very subtle so a modeler could very easily decide to fill in the model's rivets and no one could fault him for it. I chose to fill the rivets and soon regretted it. It's a lot of work made more dif-



The unit specific markings came for Eagle Strike Decals which behaved very well. They easily went over the complicated curves of the rudder and tail pipe.

difficult by my desire to keep some of the wing access panes causing me to have to take care not to ruin this detail with the puttying and sanding.

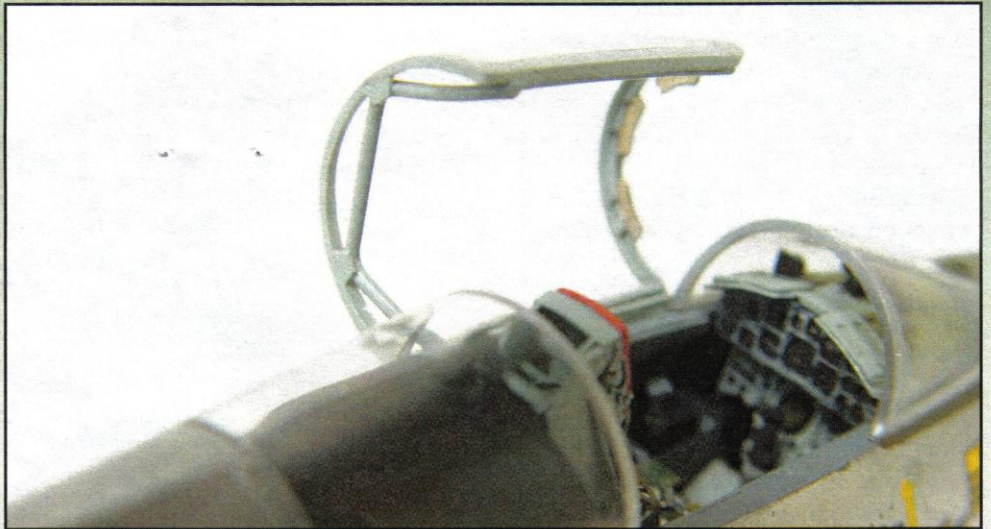
Aside from having to make a choice about the rivets, the wings on this kit are very nice. The fit is good and Hasegawa gives you the option to have the flaps and slats dropped. I like the detail this provides but I am always suspicious of dropped flaps and slats on modern aircraft (if 1954 is modern anymore). Most of the time these systems are returned to neutral when the plane is parked. I did find several photos of stationary, unmanned aircraft with both the flaps and slats dropped so I did the same to my model with a clean conscience. I guess those references were good for something after all.

I painted the fuselage black to see if there are boo-boos to fix before I sprayed the thing with Alclad. Once I had a smooth surface I sprayed the model gloss black. I then painted it Alclad White Aluminum. To vary the color of the silver, I masked off several small and large panels and painted them Alclad Aluminum. I then used SNJ silver powder the shine up some of the panels. I'm not sure how much this actually works as the Alclad dries fast and is very hard when dry.

I thought I'd be a smart-guy and leave of some sub-assemblies to make painting easier. I left off the rear stabilizer and the engine intakes and nose cone. In fact I did not assemble the two pieces that make up the intakes because I thought it would be easier to paint the inside of the intakes while the pieces were separate. I left off the nose cone because it was a completely different color than the fuselage and rather than mask it, I would just attach it later. Piece of cake, right?

I don't know why I thought I could assemble several silver painted parts and not only have them fit perfectly but also not get any glue where it might be seen. Needless to say the intakes required a bit of trimming and sanding after I have them attached. This caused me to have to do all a lot more making and repainting.

What I learned from having to touch up the paint is that painting the Alclad over the same color of Alclad does not give you the same color. By layering the Alclad one will get a brighter shade of Alclad and create several subtle shades but using the same paint. I suspect that is made even more pronounced when you start with a black undercoat.



For some reason Hasegawa neglected to provide any representation of the prominent defogging system seen in F-104 canopies. John used brass rod and sheet styrene to approximate the missing detail.



The Hasegawa landing gear is well detailed but suffers from many ejector-pin marks. The poly-cap attachments made it difficult to get the legs even so John slightly lowered one wheel to get the plane to sit level(ish).



The rearview mirrors are from a Reheat photo-etched set. The area forward of the instrument cluster and the gun sight are part of the Aries cockpit set and added much detail to an area that is a bit marginal with the kit parts.

Speaking of black undercoats, I found that starting with one makes the Alclad a bit darker than I want. Next time I will try using a lighter primer to keep the silver color from being so dark.

Being so smart, I had also left the wings off during painting to, again, save from masking. While the wings fit quite well to the fuselage, there is the problem of getting them attached and aligned properly without damaging the finish of either the wings or the fuselage. In hindsight it would be a lot easier to just assemble the whole model and let masking tape to all the hard work for me. Greg Plummer suggested that when building a natural metal finish model that it works well to assemble the whole thing, landing gear, doors and all before you paint. I might try this next time.

I used various metalizers and Tamiya Smoke to paint the heat stained section around the engine at the back of the airplane. I then buffed rings around this section and I think it worked very well except for a few fat fingerprints! I'm so used to being able to handle Alclad, you see, and you can't do that with metalizers. Later on I would cover most of this (and the fingerprints) with the olive drab stripes around the tail.

The landing gear was a bit of a struggle. Hasegawa designed the model to use poly-caps to attach the landing gear. I'm not sure what Hasegawa was thinking here but the poly-caps made it very difficult to press the gear pegs into the holes. I had to apply a lot of pressure to insert them but this is difficult with an assembled and painted model. Try as I might I could not get the rear legs to be exactly even. To compensate for this I slightly lowered one of the wheels to make everything level. It kinda worked.

While attempting to press the front gear leg into its poly-cap receptacle I managed to fold the strut in half. I had to repair and repaint it while it was still attached to the fuselage and it would have been very hard to get the piece detached but I also did not want to chance breaking it again while I reattached it.

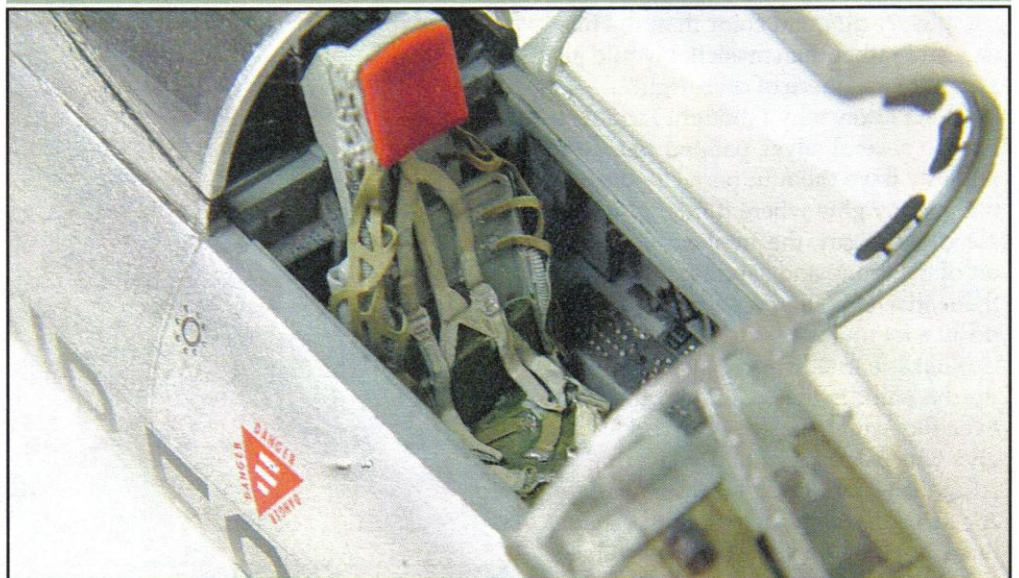
One instance of leaving pieces off to ease painting that did work was with the wing-tip tanks. This has a few



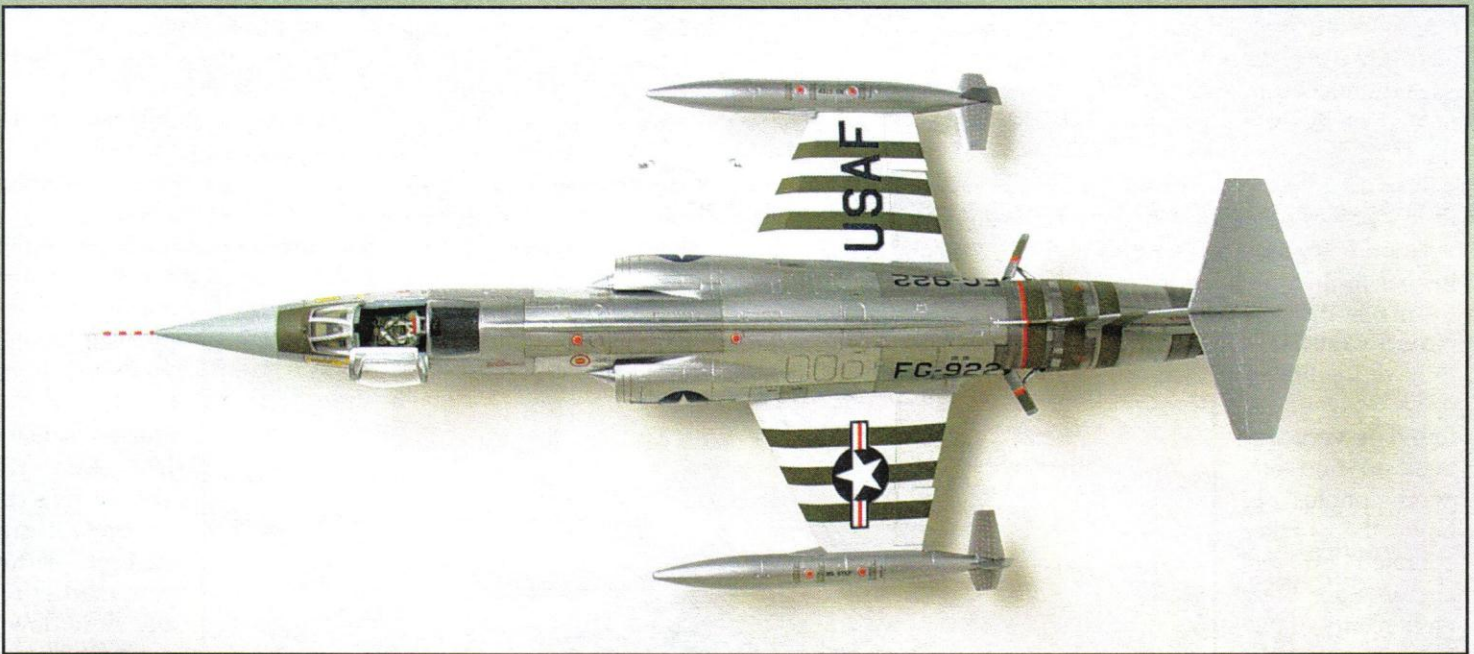
With all bare metal F-104Cs looking about the same, it is rare to find a ship with unique coloring other than the tail flash, so John chose a scheme with O.D. wing and tail stripes used in the Operation Desert Strike exercise held in 1964.



Such force was needed to press the landing gear into the poly-caps that John folded the front strut in half causing much cursing as well as the necessary repairs.



Nothing busies up a cockpit like a good seat. The Aries seat fits the bill once one figures out how to attach the intimidating photoetch belts and webbing.



Part of the different shades of the Alclad II finish of John's F-104C was done by accident. John found that painting over previously painted areas with the same color of Alclad II left a lighter and brighter shade of silver.

seams that were a little difficult to get rid of and cost me a lot of detail. I painted and decaled them separately and found that the fit on the end of the wing was so good that I did not bother to glue them. Occasionally, however, I have to check to make sure that one or both of the tanks has not gotten knocked askew. I just put it back into place, making sure both are parallel to the fuselage.

After I had attached all the bits that I should have attached long before, I gave the model a light wash of thinned black to accent the panel lines.

I Futured, masked and painted the three canopy pieces and attached the front and rear sections. I neglected to blend in the windscreen but luckily the antiglare decal hid the seams that would have shown otherwise.

There is a prominent system of tubes that run around the inside edge of the canopy for defrosting on F-104s. Funny thing—Hasegawa included defrosting parts for their 1:72 scale kit but there is no trace of them on the larger 1:48 scale kits. For me this is one of those details that would be noticeable when it is missing so I built an approximation of the system out of brass rod and sheet styrene. This was made more difficult as I was unable to find even one clear photo of what this looked like. I added three Reheat photo-etch rearview mirrors to the front of the canopy.

I decided on Eagle Strike Decals' EG48029 Silver Starfighters for the version of the two ships from the George AFB, 1964 Operation Desert Strike Exercise with the wing and tail stripes. I thought this was a good way to add some color to my F-104 without resorting to the usual suspects. Plus I liked the D-Day invasion stripe look of the ship with three olive drab stripes.

I used the Hasegawa's decals for all the stenciling and the side stars and bars since these had holes in them to accommodate the formation lights. I had failed to learn my lesson from the last few models I built and used too strong a setting agent in my desire to get the stars and bars to suck down into all that detail on the sides of the intakes. I ended up ruining a few decals and had to scrounge for replacements. The Hasegawa decals were a little thick but behaved well. The Eagle Strike decals were excellent—thin, in perfect register and they hunkered down well with a little setting solution.

A strange thing happened with the decals. After I had applied them and they had dried for a long time, I found that I needed to mask a couple of sections for some touch up work. Not wanting to put any kind of masking tape on the decals, I used Post-it notes to mask over them. After painting and upon removing the post it notes, I pulled some of the decals clean off. They didn't tear, as has been my experience before, they just came off in one piece. I used an X-acto knife to pull them loose from the Post-



Maybe it's just user error but fitting the air breaks parts was perplexing. Of course, once you know how the parts fit...

it note and re applied them. This happened a couple of times. The decals just do not want to stick. I am not sure if it is the Alcald underneath, or maybe the use of the SNJ silver powder or just the decals but I now keep all things sticky away from the model.

To add a little interest to the long thin fuselage, I wanted to pose the air-brakes open. This should have been simple but Hasegawa's tendency to show assembly in small, cramped and complex images in their instructions made it difficult to figure out how to attach the few parts it would take to have the brakes open. Again, I found it very difficult to find any good photos of how the brakes operated on real aircraft. Sure, there were plenty of pictures of them open but not at just the right angle to show the detail I needed. Even the real F-104C I visited and photographed at the U.S.A.F. Museum had the brakes tightly shut.

After quite a lot of fiddling with the parts for the brakes they suddenly clicked into place. I had not realized that they do not hinge at the front of the opening but slid backward as they were deployed. Once I considered this, they parts fit together well.

I was far, far too lazy to paint the red and white candy stripe on the pitot tube on the nose of the plane (I attached this last this time (see my F-117 for further information)) so I used the Eagle Strike decal. I was more tricky to apply than I thought it would have been and I am sure that painting it would have been much more effective.

I attached the pitot tube and a few reaming doo-dahs and the pointy little sucker was done.

I got the model done in August, six months too late for the Fremont contest but about four months earlier than most of the other Fremont hopefuls. My F-104 made the long trip to the

IPMS/USA National Contest in Atlanta only to be set on the table next to 18 other F-104s. Oh well, I did no really plan on winning anything. I go to Nationals for the chicks.

Hasegawa's series of F-104 Starfighters are pretty good kits. There is a lot of detail and the fit is pretty good. In some places it is a bit over engineered. The poly-cap system for the landing gear is a mistake in my opinion and the millions of rivets on the wings are unnecessary or at the least over done. On the other extreme, there is not a speck of detail for the defrosting system

inside the canopy even though there are parts for this in the much smaller 1:72 scale kit. The dozens of inconvenient (at best) ejector pin marks really slow down construction or for you to just hold your nose and ignore the problem. At the end of the day, it builds into a really great looking model of a super cool and very purposeful looking cold war jet.

I will admit that I have a soft spot for Lock-

heed aircraft as my father worked for the company for 30 years. He was with the Fleet Ballistic Missile systems for most of his career and later with Star Wars. He never worked on any aircraft but the paychecks had the same logo on them so it counts for me. It is fortuitous then that Lockheed delivered so many bitchin' aircraft over the years. Now if someone would just produce 1:48 scale Polaris and Trident models!



The "missile with a man in it" was little more than a tube with a big engine. In spite of its length, the low, narrow fuselage makes the F-104 a small aircraft as can be seen when comparing the model to a common standard of measure.

John Heck has been building plastic models on and off since 1975. His interests include 1:48 scale WWII fighters, early jets and modern weird stuff. He has a few unbuilt armor kits and one car kit too. He has been a member of SVSM since 2003.



Eight is enough

SVSM in-house model contest

The rules are simple:

No more than eight parts in the finished model. This does not include display bases. Sub-assemblies from kits are allowed if they have eight or less parts.

Bring your entries to the March meeting - March 17, 2006

Another record breaking Kickoff Classic

Continued from page 5

S19. Armored Fighting Vehicles, Closed-Top, post 1945, 1/35 and larger

- 1st - Leopard 2A6, John Admire
- 2nd - M1A2 SEP Abrams, Jim Lewis
- 3rd - T-67 Tiran 5, Ken Lawrence

S20. Armored Fighting Vehicles, Open-Top, 1/35 and larger

- 1st - SdKfz 251 /9, Mike Budzeika
- 2nd - M10 GMC, Kevin Hjermstad
- 3rd - SdKfz 251 /7, Lester Tockerman

S21. Towed Artillery and Ancillary Vehicles, 1/35 and larger

- 1st - PAK 43, Michael J. Armstrong
- 2nd - Beaverette Mk. III, Michael J. Armstrong
- 3rd - PAK 38, Bill Evans

S22. Military Vehicles, Allied all types, 1/48 and smaller

- 1st - M1A1 Abrams, Joe Gehringer
- 2nd - M2A2 Bradley, Majid Mansoor
- 3rd - Citroen Traction, Sean Fallesen

S23. Military Vehicles, Axis all types, 1/48 and smaller

- 1st - Horch 108, Dave Parks
- 2nd - Panzer IV, Peter Long
- 3rd - Hornisse, Mike Laxton

S24. Ships, 1/400 and larger

- 1st - U.S.S. Nicholas, Ken Connor
- 2nd - LCVP, Lester Tockerman

S25. Ships, 1/401 and smaller

- 1st - IJN Yahagi, Brian Sakai
- 2nd - HMS Dreadnought, Sean Fallesen
- 3rd - HMS Dreadnought, Hanchang Kuo

S25A. Submarines, all scales

- 1st - Kairyu Midget Submarine, Steve Munroe
- 2nd - S-164 Whiskey Long Bin, Vladimir Yakubov
- 3rd - U.S.S. Shark, Vladimir Yakubov

S26. Automobiles, Stock, all scales

- 1st - Enzo Ferrari, Pete Hiatt

2nd - 1970 Chevrolet Chevelle 454, Andy Kellock

3rd - 1963 Plymouth Fury, Andy Kellock

S27. Automobiles, Custom (Other than Low-Rider style) all scales

- 1st - 1929 Ford Roadster, Steve Travis
- 2nd - 2005 Ford Mustang GTE500E, Olivier Galgani
- 3rd - 1970 Dodge Challenger, Steve Hinson

S28. Automobiles, Competition, Open-Wheel, all scales

- 1st - Ferrari F2001B, William Chan
- 2nd - Jaguar R1, William Chan
- 3rd - Lotus 99T, Tom Leutzinger

S29A. Automobiles, Competition, Closed-Wheel, Non-NASCAR, all scales

- 1st - 1964 Fiat Abarth, Mike English
- 2nd - Cadillac LMP, William Bauer
- 3rd - 1973 Ferrari 312 PB, Andy Kellock

S29. Automobiles, Competition, Closed-Wheel, NASCAR, all scales

- 1st - 1986 Folders Monte Carlo, Andy Kellock
- 2nd - Cartoon Network Chevy, Bill Bauer
- 3rd - 1964 Ford, Vincent P. Vigil



Second in Military Vehicles, Axis all types, 1/48 and smaller went to this Panzer IV by Peter Long.

S30. Autos, Custom, Open Top or Convertible Low Riders, all scales

- 1st - 1962 Chevrolet Impala, Bobby Gonzalez
- 2nd - 1959 Chevrolet Impala, Rudy Castro
- 3rd - 1972: Chevrolet Monte Carlo, Rudy Castro

S31. Autos, Custom, Hard Top Low Rider, all scales

- 1st - 1972 Chevrolet Monte Carlo, Rudy Castro
- 2nd - 1966 Chevrolet Chevelle, Christina Greenwood

S31A. Wheeled Vehicles, Other, all scales

- 1st - Repsol Honda RC211V, Jeff Rojas
- 2nd - Yamaha YZR500, Greg Plummer
- 3rd - 1969 Harley Davidson, Gary Howerton

S32. Space Vehicles, Fictional (Science Fiction or Fantasy), all scales and types

- 1st - TIE Interceptor, Pete Hiatt
- 2nd - Kobu-Kai from "Sakura Wars," Brian Sakai
- 3rd - Viper, Jordan Shepard

S33. Space Vehicles, Real, and Missiles, all scales and types

- 1st - Space Shuttle, Dan Jenkins
- 2nd - Quail Decoy, Ken Miller
- 3rd - Hound Dog, Ken Miller

S34. Figures, Historical, all scales

- 1st - 101st Airborne Trooper, Bill Hessling
- 2nd - British Commando, Bill Hessling
- 3rd - German Cossack, Jose Mendez

S35. Figures, Fantasy and Fiction, all scales

- 1st - The Man Who Would Be King, Bill Hessling
- 2nd - Orc, Ed Souza
- 3rd - Midget Crawdad, Kent McClure

S36. Out of the Box, all types and scales

- 1st - JGSDF Type 90, Jim Frye
- 2nd - Panther, Don Tatum
- 3rd - Fw 190, Don Tatum

S37. Dioramas, all types and scales

- 1st - "Se Cacher Dans la vue Ouverte," Jack Riggarr
- 2nd - "Frozen Battleground," Charles Reading
- 3rd - "For Russia," Charles Reading

S38. Hypothetical Vehicles, all types and scales

- 1st - Flakpanzer Coelian, Jack Riggarr
- 2nd - Navy B-52N, Carl Knoch
- 3rd - CF-105D, Gabriel Lee

S39. Miscellaneous

- 1st - Rhino Beetle, Steve Travis



Brian Sakai's IJN Yahagi won first in Ships, 1/401 and smaller.

- 2nd - Union Pacific SD-40-2, Nicholas Moran
- 3rd - Garage Scene, Kevin Hjermsstad

S40. Collections, all types and scales

- 1st - Nippon Art Figures, Keiko Wright
- 2nd - Klemm Collection, Bob Miller
- 3rd - Howard Hughes' Air Force, Jim Lund

J1. Junior Aircraft

- 1st - Douglas DC-3, Dmitriy Shapiro
- 2nd - McDonnell Douglas MD-82, Dmitriy Shapiro

J3. Junior Automobiles

- 1st - Firebird, John Greenwood
- 2nd - Boxster, Jonathan Lewis
- 3rd - Acura, John Greenwood

J4. Junior Dinosaurs and Figures

- 1st - Green Dragon, Steven Souza

J5. Junior Miscellaneous

- 1st - Queen Elizabeth 2, Robert Nunes Jr.

SJ1. Youth Aircraft

- 1st - Lockheed F-117 Nighthawk, John Albert Gray
- 2nd - Mikoyan-Guerevich MiG-17, John Albert Gray
- Thrid: North American P-51 Mustang, John Albert Gray

SJ2. Youth Military Vehicles and Ships

- 1st - Gundam Rose, Clydia Hon

SJ3. Youth Automobiles

- 1st - Subaru Rally Car, Ayrton Littell
- 2nd - "Hot Topic," Roberto Relayo
- 3rd - Goarmy.com Rail Dragster, John Albert Gray



First in Automobiles, Competition, Closed-Wheel, NASCAR, all scales went to this 1986 Folgers Monte Carlo by Andy Kellock.



First place in Junior Aircraft was awarded to Dmitriy Shapiro for his Douglas DC-3.

Ayrton Senna Memorial Award:
Best Competition Car: Ferrari
F2001B, William Chan

Archie Charter Memorial Award:
Best USAAF Pacific Theater
Subject: B-25J Mitchell, Mark
Marez

Bill Magnie Memorial Award:
Judges' Best of Show, Junior:
Green Dragon, Steven Souza

Ted Kauffman Memorial Award:
Judges' Best of Show: Ferrari
F2001B, William Chan

**COY R-9 Hugh Silvis Memorial
Award:** Fresno Scale Modelers -
IPMS Fresno

SJ4. Youth Miscellaneous

- 1st - Horned Swordsman, Brandon Souza
- 2nd - Two Warriors, Brandon Souza
- 3rd - Hot Crash, Ayrton Littell

Tim Curtis Award: Service to SVSM by a Non-Officer: Vladimir Yakabov

Best Figure: 101st Airborne Trooper, Bill Hessling

Best Air Racer or Record-Setting Aircraft:
Hawker Hurricane Bill Ferrante

Ralph Patino Memorial Award: Best Model from the Worst Kit: TWA Moon Rocket, Ken Miller

Best Immigrant Subject: Grumman Tarpon, Wes Shirley

It's the Weather: Best Weather-Related Subject:
P-47D Thunderbolt, Ken Connor

Dry Heat Award: Best Desert Subject: IMAM Ro.37, Peter Olesko

Best Straight-Wing Jet or Rocket: Bell X-1, Rob Miller

Best Sports Compact: Fiat Abarth, Mike English

Best Fast and Furious Subject: Ferrari F2001B, William Chan

Mike Williams Memorial Award: Best Science Fiction, Fantasy or Real Space Subject: TIE Interceptor, Pete Hiatt



William Chan won first in Automobiles, Competition, Open-Wheel, all scales, the Ayrton Senna Memorial Award: Best Competition Car and the Ted Kauffman Memorial Award: Judges' Best of Show with his Ferrari F2001B.

FEBRUARY MINUTES

The president reminded the membership that March will see our "Eight is Enough" contest, in which all entries must have eight or fewer parts. Also, March will witness the 2006 election, so be prepared to cast your ballots for the next group of unlucky so-and-sos who will fill the ranks of our officers. Also in March is the Fremont Hornets' annual auction; bring a kit or two as a donation and bid on the bargains in our sister club's annual fundraiser on March 10.

Greg Plummer also filled us in on the NNL. Attendance by the vendors was down a little, but there were still 800 models on the table. John Heck did a good job of documenting them, his photos are on our website at www.svsm.org.

Jack Riggart gave the club an update on the Santa Rosa/Mt. Diablo contest, which will be held at a new venue in Petaluma.

The theme is "The Kind," as in one-of-a-kind, last-of-its-kind and so on. The contest is scheduled for June 24, so get busy!

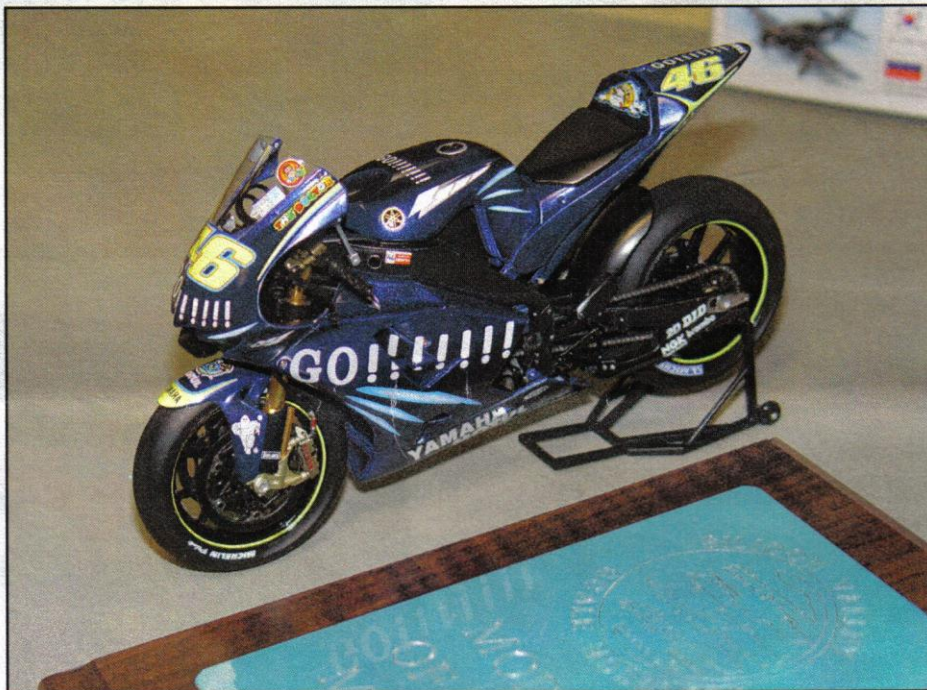
The club also recognized two new Life Members, Mike Meek and Chris Bucholtz. Unfortunately, the certificates were incorrectly marked as "Life Partners;" replacements are being made and will be presented at some date in the near future.

In Model talk... Jared Bishop thought his M1A1 Abrams looked kind of bare, so he covered it with stowage from the Tamiya set, then

built a base from Styrofoam and added kit figures to put his tank on the move. Jared's also building a base for his 1:48 F-14; with some assistance from Masa Narita, he's constructing a section of aircraft carrier deck, complete with catapult track and blast deflectors. His F-14 is finished in VF-84 colors from the Eagle Strike sheet. Paul Bishop's HMS Victory can come to a halt now that Paul has built the anchors (not that a huge project like that needs any help in coming to a stop). Randy Ray showed off two models that are perfect - because they're still in the box! The first is the Fine Molds Millennium Falcon; the second is the Academy SB2C-4 Helldiver. Both are in 1:72 scale. Gabriel Lee overcame the poor plastic in Italeri's C-47A to complete a Venezuelan Skytrain in an attractive white scheme. His Hasegawa 1:72 T-34 is now a VT-34A, an upgraded Venezuelan trainer with a bigger engine and a three-bladed propeller. Gabriel's also working on the odd Verlinden FMP-90 machine gun kit and is turning a Roden Fokker DVII into the aircraft flown by Karl Meyer, a German pilot born in (you guessed it!) Venezuela. Steve Travis had an extra Replica in

Miniature body, so he did a second version of the car he brought in last month, this time finishing it in a beautiful purple color. Vladimir Yakubov is fully engaged in his latest 1:700 Combrig kit, a resin rendition of the Russian destroyer Nevik. Vlad's also mostly finished with a model of the icebreaker Yermak, but he's discovered that the model was too short, so he plans to use it in a diorama that will show it supplying a ship stranded in the ice. Jim Lund's Fairchild Model 100 American Pilgrim was built using a pattern developed by Ray O'Neill. His American Airlines version depicts one of the first-ever closed-cockpit airliners. Chris Bucholtz has painted the invasion stripes, anti-glare panel and tail markings on his Tamiya 1:72 P-47D; now, all he needs to do is apply natural metal finish to what's left exposed! Bill Abbott made lead foil seat belts and

styrene buckles for his AMT F7F Tiger-cat, which is still in the fuselage only stage, and he's got a nice Frog S.6B racer also built up. Bill's also enjoying his 1:700 Skywave Tu-95, which, despite its small size, doesn't qualify for the "Eight is Enough" Contest because of its separate wheels and propellers. Bill and Son Benjamin worked on the Tiger-cat, and some more family time inspired Bill to pick up the Fine Molds kit of the Italian racer from the cartoon "Porco Rosso." Laramie



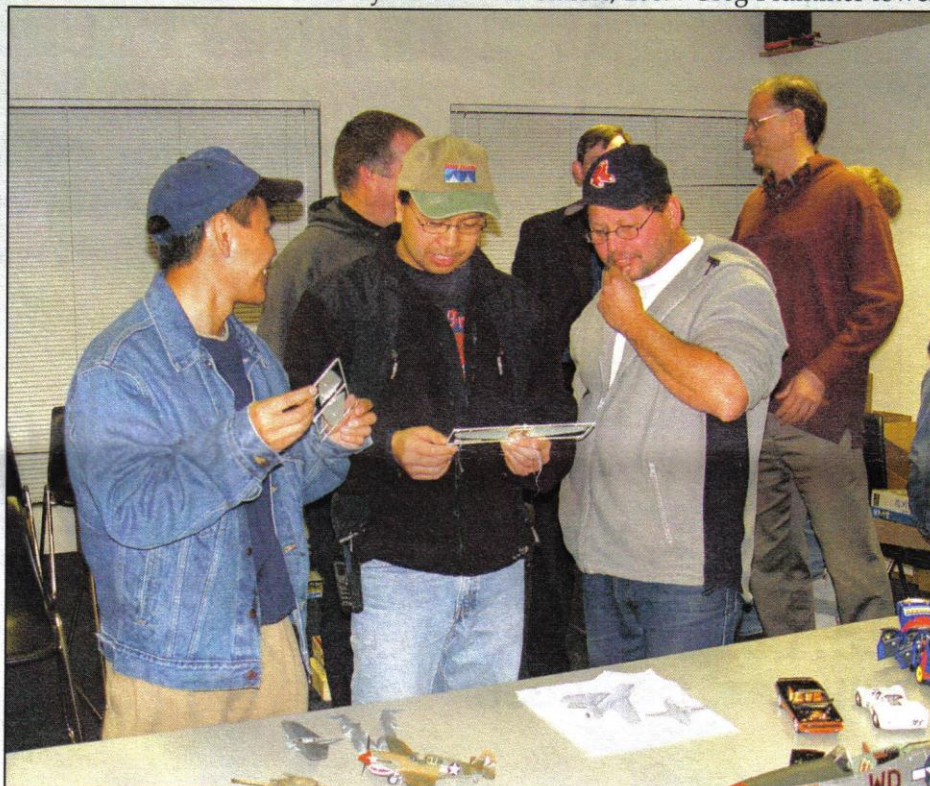
Model of the Month went to Joe Phet for his 1:12 scale Tamiya Yamaha YZR M1.

Wright finally got some paint on his Tamiya Panzer IVD, applying dunkelgelb over panzergrau; some accidental scraping in the box resulted in realistic scraping, which Laramie replicated elsewhere on the model. Laramie's also coaxed his DML M4A2 closer to completion, relocating the too-low trunnion mounts. On the airplane side, Laramie's working on the bad guys' planes, spraying a coat of Floquil concrete to capture the look of early Japanese camouflage on his Tamiya A6M2 and using Gunze to finish off a nice Tamiya Bf 109E-4 in the markings of Helmut Wick. Jim Priete's Datsun 240Z Safari is all but finished, with MV lenses added in place of headlights and decals by Cartograf. Jim's also taking a renewed stab and capturing the color of RAF PR Mauve on his Tamiya Spitfire, which he's converted into a PR. XIII. Roy Sutherland showed off the fuselage of 21st Century Toys' 1:18 P-51D in the markings of Pierce McKinnon's "Ridge Runner," and he also displayed a Tamiya Corsair and two Hasegawa Fw 190s he's building as paint masters for future products. Roy's also building a Tamiya StuG IV for himself; he's glosscoated and washed the model, which

has given him renewed respect for armor modelers. Jack Riggart's remarkable diorama features two mounted members of the SS Florian Geyer Division looking for a partisan, who's hiding in a well. The well came from Black Box, and the mounted troops came from Dragon; the tree was a twig that had extra branches made from wire inserted into holes drilled in it, followed by a thick coat of Mr. Surfacer. Hanchang Kuo's HMS Dreadnought in 1:700 came from the Combrig kit; he spent two months on this little masterpiece, although much of that he admits was "experimenting and repairing damage!" Dennis Ybe's late-war Panzerwerfer is being straight out of the box; Dennis is enjoying the Italeri kit's link-and-length tracks. His son Dylan made Dragon's Challenger II his second model, and it came out very well. Andy Kellock picked up a very nice die cast model of an Australian touring car while he was down under, a V8 Ford Super Car with rear-wheel drive. Andy's own models include his very nice treatment of the Monogram Chaparral, which started out as essentially a slot car but was outfitted with a 327-cubic inch engine from the spares box and giving it the full detailing treatment. Andy's also turned one of his least-favorite body styles, the 1969 Cougar, into a pro-touring car, scratchbuilding twin turbos and applying a paint job that hides the lines he dislikes so much. Bill Dye's F-84F Thunderstreak is prepped in gray primer for its date with the Alclad, as is his A-Model I-270.

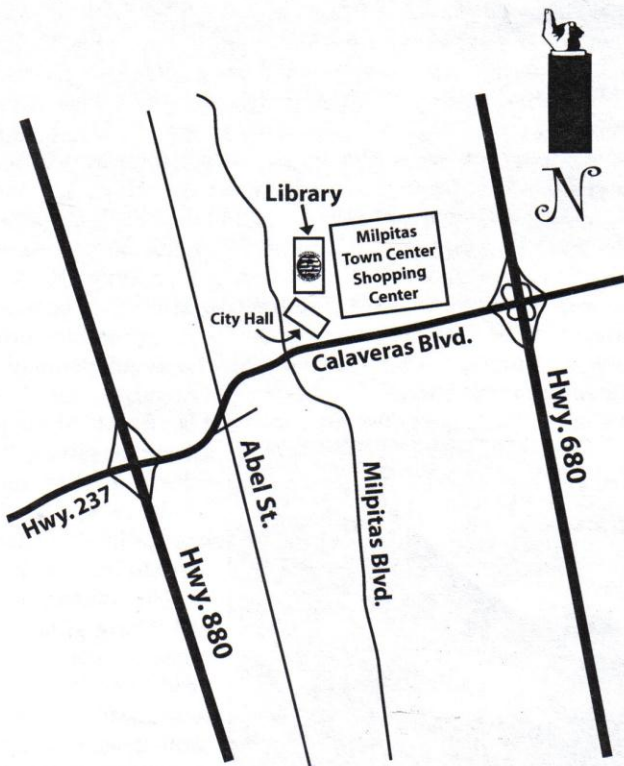
Ben Pada reports fit problems with Hasegawa's 1:48 P-40E, but he dealt with them all very well in his example. When Ben was stumped as to what scheme to build, he took four wings from Otaki kits and painted them to get a basis for his decision. Steven Sato used Mig pastels and Mr. Color paints to put a weathered finish on his 1:48 Tamiya Panzer IV, and he also employed pastels to highlight the detail on his 1:35 T-34. Steven built the model straight from the box with the exception of a set of Modelkasten tracks. Frank Babbitt's Belgian F-16MLU is Hasegawa's 1:72 kit with appropriate parts borrowed from the Revell of Germany Fighting Falcon kit. The model wears a commemorative scheme with a Spitfire overlaid on the top of the F-16, courtesy of DACO/Dutch Decals. The 1:72 Maus tank by Pegasus was in good hands when Ron Wergin cracked the box; he was impressed by the working suspension on the kit, which he finished with a hand-brushing of Testors acrylics. Ron's also at work on new kits from DML (the StuG IV) and Dragon (T-34). Chris Hughes is still at work on his own Dragon T-34 Model 40; he's borrowed

the photoetch from Dragon's Model 41 to enhance his current build. Mike Burton is building an AMT "Fast and Furious" tuner for the express purpose of trying to win the Kickoff Classic special award of the same name. So far, the chassis is started. Mike's also built several other wheeled things: a 1:72 version of Hitler's Mercedes from the Hasegawa kit, an AMT LAV-25 anti-tank vehicle in 1:35, and will soon be a BM-13 Katyusha rocket-firing truck, which started out as the Italeri kit. Mike's also nearly finished DML's Su-100 self-propelled gun, and he's working on a Tamiya P-51B Mustang, which he says fits very well. Finally, he's working on a Soviet R7-A or "Sapwood" missile in 1:144, and has two of the four boosters completed. Eric McClure took a break from his Sherman project to work on Trumpeter's S-Tank, which he's equipped with a Fine Molds turned barrel. He says it will be ready for the Kickoff Classic, 2007! Greg Plummer lowered his Esci 1980 Range



Rover by gluing the wheels to the tops of the wheel wells, and his Johan 1970 El Dorado has no chassis! Hey, when you're just taking photos of models, you don't need to add the stuff underneath! The same goes for Greg's Aoshima Honda wagon; it has no suspension! Greg finished all his cars with Tamiya paints. Kent McClure brought in two space ships from the remarkably large range of Bandai's "Star Blazers" models. Mike Meek's second Griffon-powered air racer will be "Miss Ashley," which features con-

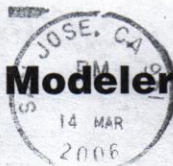
tra-rotating propellers, a Lear Jet wing and many fuselage modifications. He's also working on a "stock" P-51D which will become "Ridge Runner III," the third-fastest Mustang to ever run at Reno at the plane Mike works on frequently. Mike also likes race cars; he's got a Revell Trans Am car outfitted with a new Camaro body in resin. Bill Ferrante's latest aircraft is a Hasegawa A6M2, which Bill plans on building straight from the box. Cliff Kranz bagged the VEB Plasticard kit of the An-12 at the Christmas Gift Exchange, and he says the plastic is so hard it's almost sandpaper-proof! Cliff has his "Cub" resplendent in a brush-painted coat of Humbrol aluminium. Nick Moran got into the game Harpoon as a young man, and instead of plunking down the money for the miniatures he took a block of wood and carved 44 little 1:2400 ships, painting them and playing with them a few times. Kent McClure found some nifty little 1:144 tanks - namely a Merkava and two Japanese Type 90s. And the model of the month went to... Joe Phet, who used Tamiya's 1:12 kit to build Valentino Rossi's Yamaha YZR M1!



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



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