

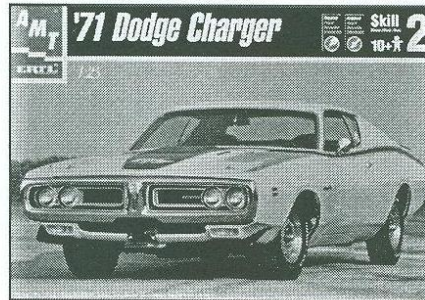
71 Scat Pack pair

By Andy Kellock

Dodge introduced an exciting new Charger shape in 1971 to capitalize on the success of the 70 Challenger/Cuda family. Gone was the familiar long two-door pillarless coupe design and now the Charger had the quintessential long hood/short deck silhouette of the muscle car introduced by the Mustang in 64, although in a more streamlined design. Top of the line Scat Pack muscle was again the R/T version with the usual 383/440/Hemi engine options. Ever since 1968 budget muscle was also available in the Super Bee, which was a stripped down Coronet two-door with similar drive train options to the Charger R/T but without the fancy frills. However in an effort to control costs Dodge deleted the long-running Coronet line and for 71 the Super Bee was a stripped down Charger instead.

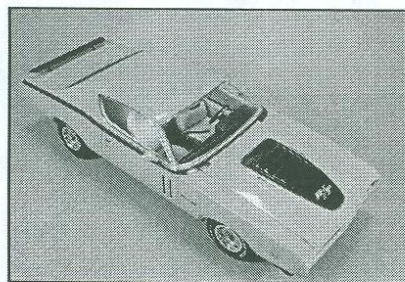
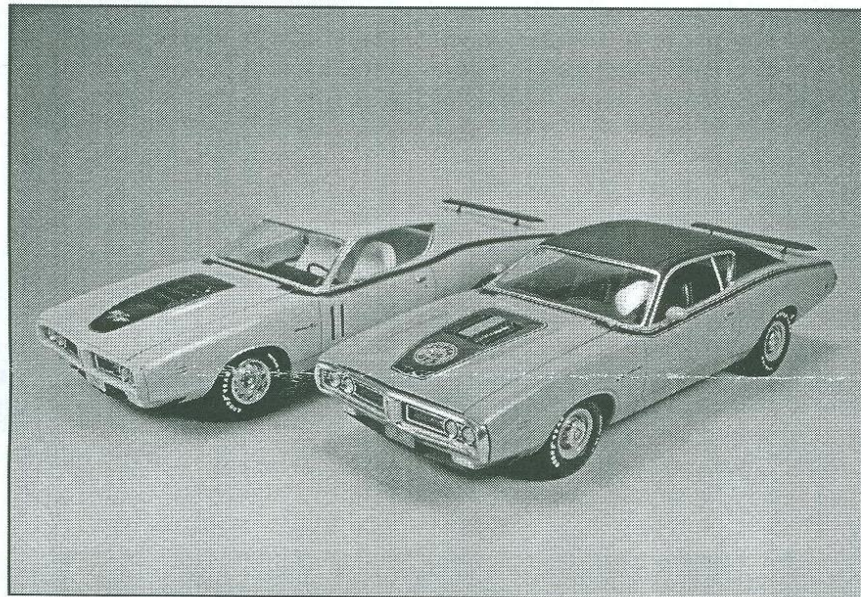
AMT/Ertl recently released an excellent kit (30053) of the 71 Charger R/T. Follow along as I build this kit as well as a conversion to the 71 Super Bee.

This kit is a good example of the new generation of what AMT/Ertl has to offer. The kit is very well engineered, packed with detail seldom seen in an American styrene kit and goes together very easily. In addition to the usual items you'll find in a typical car kit this comes complete with heater hoses, an air conditioning



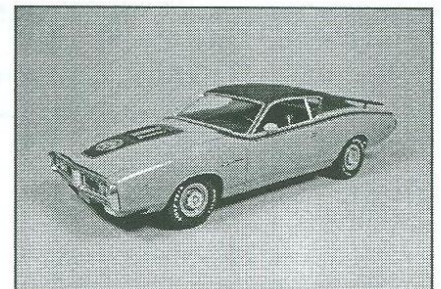
Recently released AMT/Ertl kit (30053) of the 71 Charger R/T is the basis for the two models described here.

compressor with lines, a molded-in headliner and vanity light. Even the underside of the hood is beautifully detailed with louvers and in addition to the usual battery and brake master cylinder you also get a windshield wiper motor, ignition coil and nicely engraved air cleaner cover. There is even a pair of Bazooka pipes – an option in 71 and the first time in a kit. The molding is crisp with a minimum of parting lines and ejector pin marks. There are only two obvious flaws in an otherwise beautiful kit – the nicely molded headliner results in a series of parallel sink



The Charger got a shapely new streamlined body for 1971. The R/T was the top performance model and came with a fancy stripe and blackout appearance package.

marks in the roof which need to be filled and for some reason the model comes with a split bench seat, which was a budget option on the real car. Almost all Charger R/T's came with bucket seats, so it's very curious that this model doesn't have the typical option.



For 1971 the Superbee was a Charger model instead of a stripped down Coronet. The new body style had the typical muscle car long hood/short deck look introduced with the Mustang.

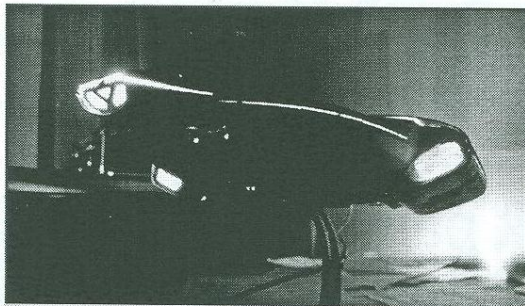
Since the Superbee and the Charger share about 90% commonality I'll describe the build-up

Continued on page 3

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

Editors Model U.S.S. Defiant Part 2 Lighting

I was finally able to light up my USS Defiant model. I have to say it was easy once I found the right parts. The hardest part was finding a wall plug that had a DC out put high enough to power the LED lights. This one came from a rechargeable screwdriver my dad had. I also found that the wall plugs used for rechargeable batteries work very well and have a high output.

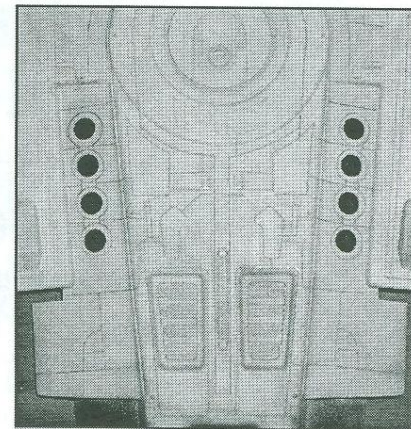


A quick test fit shows that there is enough light in the correct places.

Finding the right resistors was a bit tricky. There are several colored lines on the resistor which identify how much power they can absorb. They do this by putting off heat. It is not a lot of heat, but I'm sure someone out there has wired things so badly they melted a model. I had a very hard time trying to read the colored lines so I had my brother-in-law help me. Once those were identified it was a simple matter of stealing my Dad's soldering iron, solder, and electric tape. About an hour later everything was wired together and was working just fine. The entire inside has been sprayed black then white to help in reflecting light. I thought about adding some aluminum but have not yet. I also thought of putting small craft mirrors inside but gave up after I couldn't find any at the stores I went to.

I found that the forward Bussard Collectors (the red parts in the front) are a little on the pink side. I'm adding some clear red plastic behind them to increase the intensity of the color.

The impulse engines (the rear red round parts) had to be scratch built with tubing and some clear red plastic. There are no aftermarket parts for this section, at least none that I could find.



Inaccurate crisp raised panel lines are replaced by accurate wavy scribed panel lines.

I've printed a lot of reference material and found that the studio model and several 3D models used have some variations. I've decided to use the studio model for my reference.

I've sanded down all the panel lines and have been re-scribing them, over and over again. Super glue fills in the mistakes. It seems to work well. I picked up a scribe at the hardware store for about \$2, (can't beat that). It has been fun scribing the lines. I can get away with making some small mistakes. Not as many people will actually know where I made a mistake. I can't get away with that on my Tomcat. A few drafting templates and French curves, and a 1/48 scale scribing template have helped out a lot, so I'm using this as practice.

Painting is another issue all together. More on that in, part three. Part 1 can be found in the November 2006 issue of The Styrene Sheet

CONTEST CALENDAR

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

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

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

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

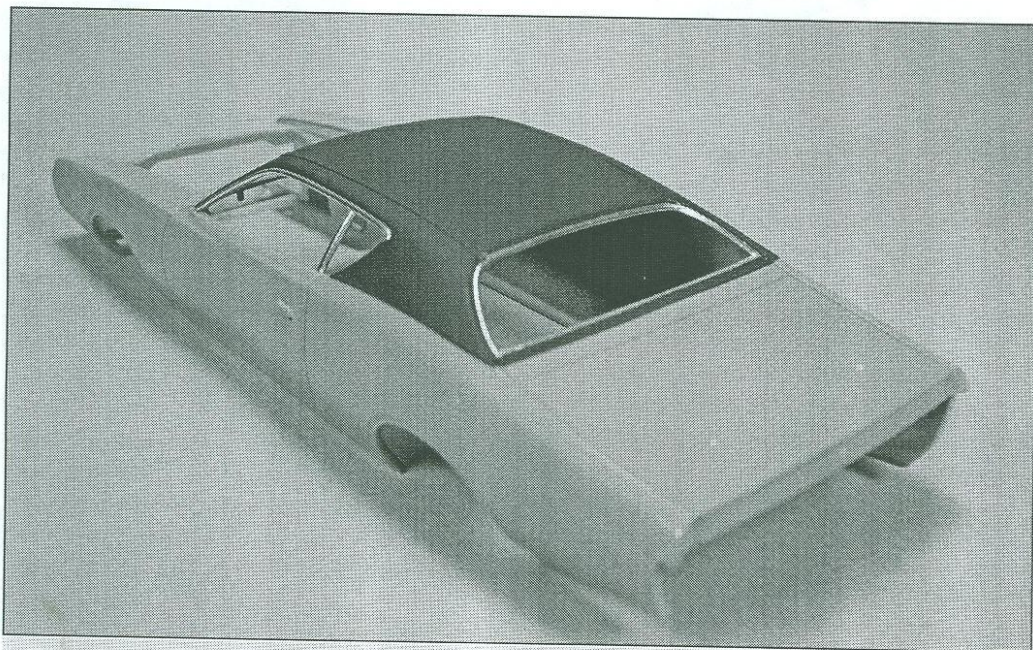
Saturday, October 27: The Shasta Scale Modelers present River Classic 1 at the Win River Resort and Casino, 2100 Redding Rancheria Road. The theme is "Halloween Havoc." For more information, contact Michael Lindsey at (530) 222-4794 or e-mail him at mflindsey@msn.com.

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

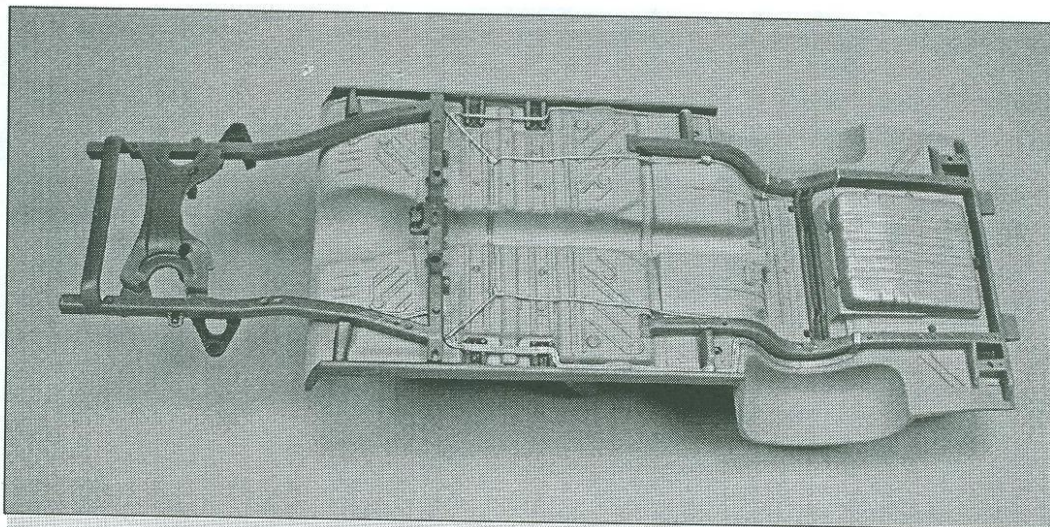
of the Charger first and then discuss the modifications to the Superbee in a separate section.

I like to paint the body of my car models first and then while the paint is curing I build the chassis, engine and interior. Let's start with the body. Being a new molding there is very little flash to clean up. There are a couple of mold parting lines to sand off, the most visible one being where the C-pillar blends into the roof. This line is very faint, but if not removed it casts a shadow when the model is lit from above. Care must be taken when sanding this line so that the end of the drip rail isn't rounded off. This is one

of the first AMT kits I have seen with a detailed roof interior. There is a nicely molded headliner with sun-visors and a dome light and prototypically correct stowed seat belts above the windows. Unfortunately there is a price to pay for all this detail – the top of the roof has several annoying sink marks, most noticeably a dimple in the center of the roof from the dome light as well as many transverse depressions from the headliner. Perhaps the most annoying aspect is that these are deep enough to be seen under primer and paint, but shallow enough that they don't accept putty easily. My solution was to sand the roof down until the depressions went away and luckily the plastic is thick enough to allow this. Just be sure that you don't "flat-top" the roof and keep the correct arch to the roof by cross-sanding from many directions. I used a 400 grit sanding stick and then progressively removed scratches by resanding with 600 and then 1200 grits.



Vinyl roof was simulated with flat black paint misted on from about 4'. 1/16" tape was used for the seams.



In keeping with Dodge assembly practices the chassis' were painted in gray primer with body colored overspray from the edges. Suspension parts were semi-gloss black. Dry-brushing with silver, gunmetal and rust and finishing with a dirty black wash brings out the details.

I like to paint all the body pieces at the same time. This is especially important for metallic paints, otherwise it is difficult to get the metallic particles to all lay down and reflect the same way. So I like to assemble all the body panels prior to painting if possible. This body has separately molded front and rear pans, but by dry-fitting the parts I could see that I'd never get the chassis into place if I glued the pans in place first. Seeing I was painting the body with a solid color I could paint the pans separately and attach them later. So I prepared all of the body parts for painting. This kit has a very well detailed firewall as a separate piece. Mopars from this era had body colored firewalls and fender wells (always refer to your reference material :). Don't forget the small pieces either. This kit comes with two sport-style wing mirrors which were also painted body color. There was even an Endura front bumper option

in 71 which was body colored, and when this option was chosen the rear bumper was also painted body color. I chose this option for my model, so I dechromed the front and rear bumpers using a BBQ degreaser. So I primed the body, hood, firewall, front and rear pans and bumpers and wing mirrors with Plastikote automotive gray primer.

To make handling the mirrors easier I drilled a hole into the flat face (where the mirror goes) and glued in a dress pin. I use chrome mylar for my mirror faces and this covers the pinhole nicely. I wet-sanded the primer with 600 grit and looked for sink marks, or parting lines or any other imperfection that would spoil the final paint appearance. Since my chosen color for this model is light I laid down a white primer

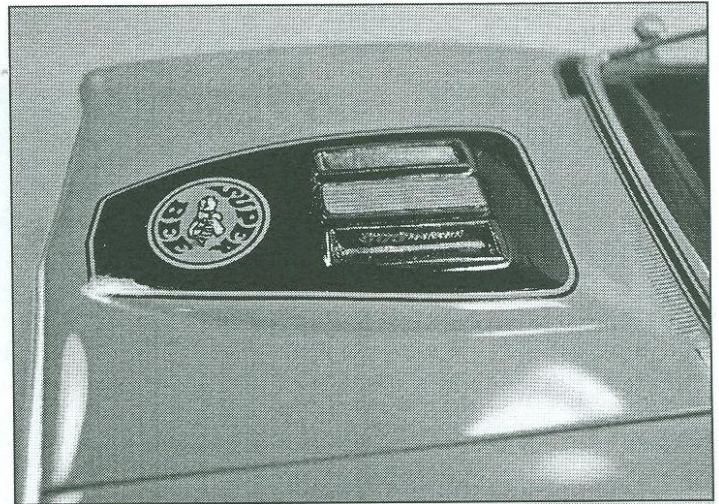


To match the color density of the black painted louvers two sets of kit decals were used on the hood. Scripts are photo-etch from Model Car Garage.

coat using Plastikote automotive primer again.

Using white primer gives a nice bright finish to the color coat without having to use a lot of paint. With light colors you have to use almost twice as much paint to cover gray primer than you would with white. Not only does this save money, but you don't cover up molded detail with tons of paint. I learnt this handy trick from Bill Bauer. The model is painted in Dodge Y3 Citron-Yella. Most people know this by the more popular Plymouth name, Curious Yellow (aaahh, remember the late 60's and those naughty Swedish films "I Am Curious Blue" and "I Am Curious Yellow"? ...but I digress....wait, wait, still digressing.... OK, I'm back). Cliff Kranz eloquently refers to this color as Fluorescent Snot. Whatever you choose to call it, this color is available in airbrush lacquer from Model Car World in North Carolina. It took about 3 light coats to get good color density, and then the model got two wet coats of MCW clear lacquer. After the paint had cured (1 day) I rubbed out the finish with MicroMesh polishing cloths and automotive rubbing compound (12,000 grit). Then the paint was polished with Meguiars Machine Glaze #7. Next was the R/T striping and hood decals which are supplied in the kit.

The good news is that the kit decals are nice and thin. The bad news is that the kit decals are nice and thin, so thin as to be translucent. Probably not noticeable on a dark car, but over fluorescent snot green the black regions look more like dark brown. Which probably wouldn't be too noticeable except that the hood louvers need to be painted black. AMT made the wise choice not include decals for the louver region - this would have required gallons of solvent to make the decals lay flat. But they made a



Resin hood insert from AFX n Scale. Decals from Fred Cady.

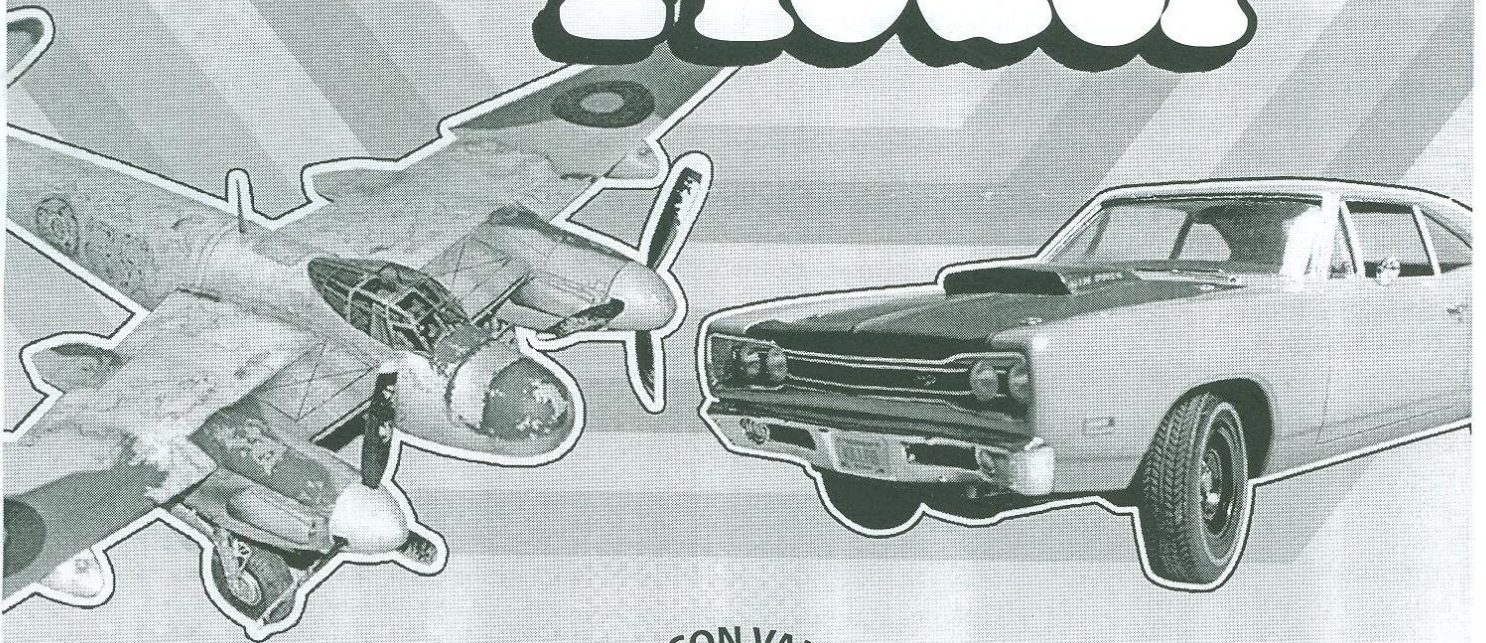
very unwise choice in where to break the decal line. Let's back up a step and describe the real car. Baseline Charger models, as well as the luxury SE models all had flat hoods. Performance Chargers, including the Superbees, had domed "powerbulge" hoods. All of the domed hoods had blacked-out powerbulges with a pinstripe around the black region. However there was a difference in the type of scoop available. R/T cars got 4 louvers in the center, or an opening AirGrabber trap door if the optional Hemi was installed. The non-Hemi Superbees got a fake twin louver arrangement reminiscent of the late 60's models. So basically there was one type of performance hood with three optional center plugs. Now AMT correctly modeled the center plug in the hood with a nicely engraved line, however the hole in the blackout decal doesn't match this engraved line and is actually larger. So instead of just painting the louvered center



The black stripes in the fender gills weren't included in the kit. These were made from black contact paper. The script is photo-etch from Model Car Garage.

Silicon Valley Scale Modelers
present the
2007 Kickoff Classic

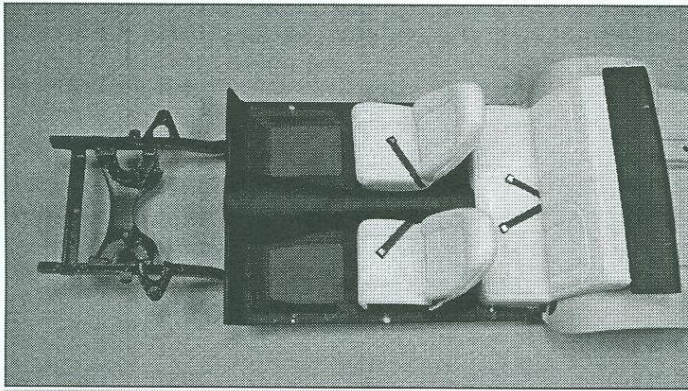
Pimp My Model



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



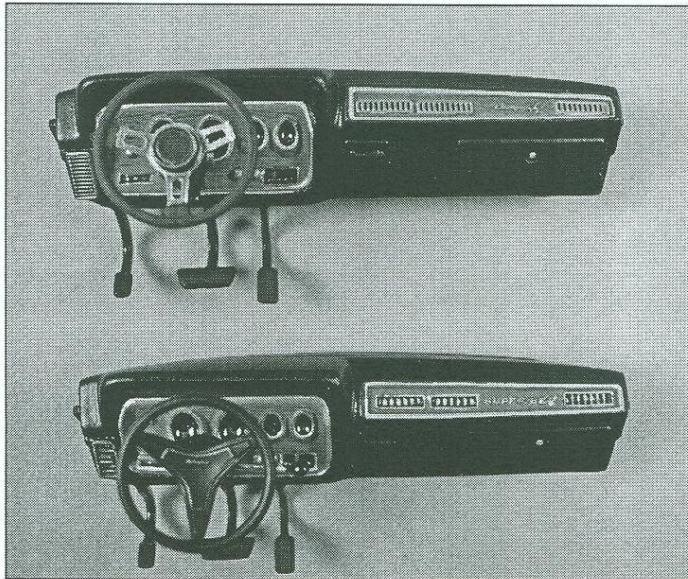
April 14, 2007
Santa Clara Convention Center
5001 Great America Parkway,
Santa Clara, CA 95054



Modified bucket seats from kit bench. Console not installed yet. Seatbelts from craft paper with scratchbuilt buckles. Floor mats painted with RLM66.

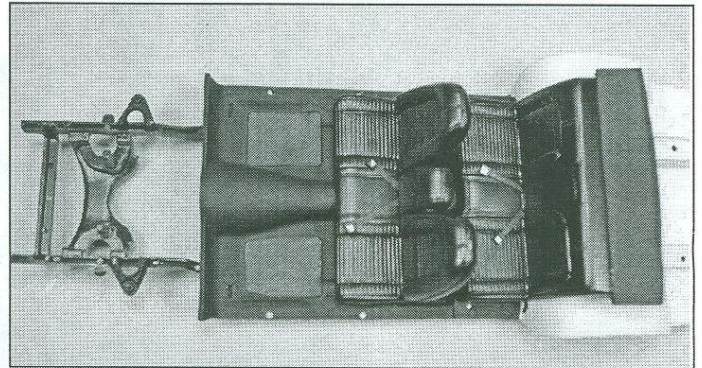
plug black you also have to paint some of the surrounding area black. This causes two problems. You have to feather this painted edge, otherwise the edge is actually visible under the thin decal. Secondly because the decal is translucent the black painted area is darker than the rest of the decal sitting on the body color. Grrrrrr.

I solved this problem by using a second decal from another kit. A double layer of black decal was sufficiently dense to match the black painted louver area. But because of the edge pinstriping I learnt something about how much decal solvents actually stretch the decal as it softens. I thought that overlaying two identical decals should give me no problems lining up the pinstripe. But it wouldn't line up at the front and back at the same time. This was when I realized that I had stretched the first decal too much with solvent when I had laid it out over the curved powerbulge. Curses! After this lovely experience I decided against double-decating the long side pinstripe. So if you look real close at this model you can see that while the hood decal is black, with a varying thickness pinstripe in places, the side pinstripe is more like olive drab or dark brown.



Comparison of Charger (top) and Superbee (bottom) dashboards. Charger dash has photoetched a/c vents and script, and Tuff wheel from Revell 71 GTX kit. Superbee dash has kit wheel, gear lever from wire and Keith Marks decal script.

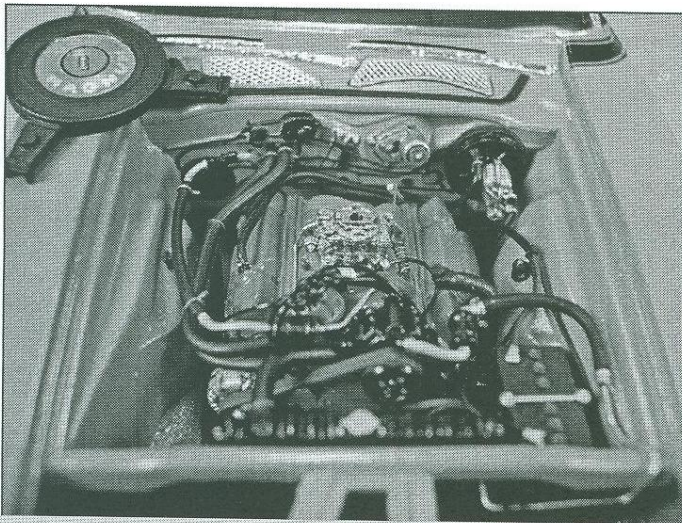
AMT has provided the Charger R/T badging as decals. The "Charger" script should be chrome with red R/T lettering. While the chrome areas are not actually silver, but more like white/gray hash marks, they actually work fairly well. The molded scripts on the body are shallow and easily covered by primer and paint. Usually I like to detail such scripts with Bare Metal Foil, but these were too shallow for that. Since I wasn't totally happy with the gray/white chrome areas on the kit decals I used photoetch scripts from Model Car Garage for this model. These worked very well. I polished the nickel scripts with Simichrome metal polish while they were still on the fret, painted the R/T lettering with red enamel, and then used a black wash to bring out the detail. Then I attached the scripts to the body with Future. They look very realistic and catch the light much better than the decals ever could. The R/T Chargers have two deeply molded side vents behind the front wheels. AMT has modeled these nicely, but on the real cars there were black stripes in the vents and AMT has inexplicably left these stripes off the decal sheet even though the built-up model on the box art has them. I figured these areas would be too difficult to mask and paint black (or maybe dark brown :) so



Front split bench seat as provided in kit. Seatbelts from craft paper with scratchbuilt buckles. Floor mats painted with RLM66.

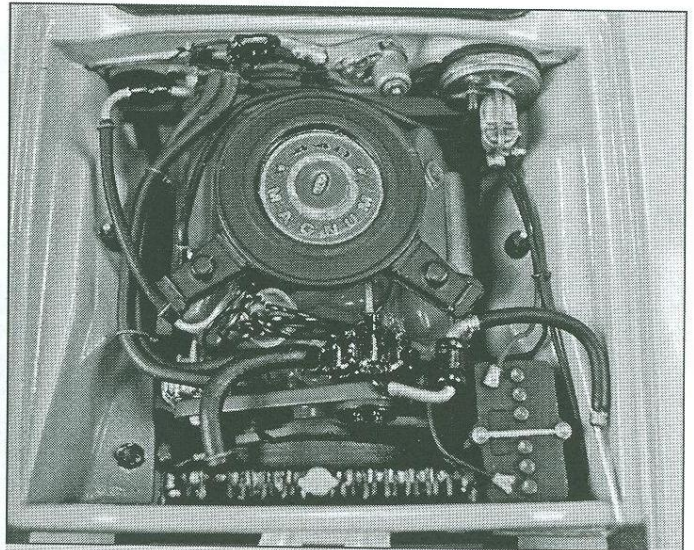
instead I used black contact paper. The vents are not straight, but slightly curved with a radius of about 3", so I mounted an Exacto blade in my compass and cut several arcs which were then cut to the right length. The self-adhesive contact paper is fairly thick but since they are going into recessed vents it's not noticeable.

Like the rest of the kit, the interior is very nicely detailed and finished. The dashboard instruments have raised details and the door panels are molded separately from the floor which makes detail painting much easier. The only snafu with the interior is the front seats. The model supposedly represents a top of the line Charger R/T which had bucket seats as standard. However AMT only provides a split bench front seat (with integral arm rest) which would have been standard on the non R/T 6 cylinder models. If I was doing a black interior this wouldn't be too noticeable, but I wanted to do the tuxedo interior with white seats and door liners. The easiest way to make bucket seats is to cut out the center arm rest and it's resting area on the seat. Then switch the seats so that left becomes right and right becomes left. I was planning on filling the hollow area revealed by the cut with putty but the seats are so close to the door liner that the hole is not visible. A very



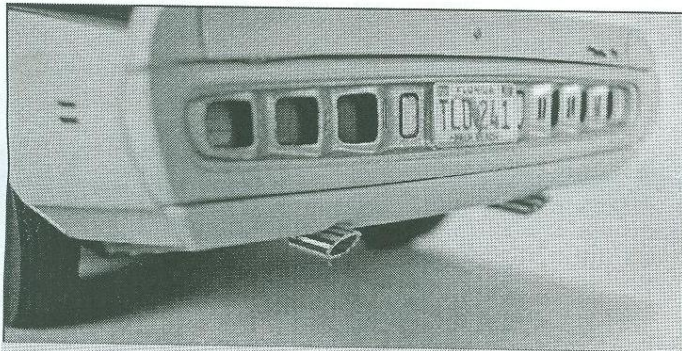
The engine was fully wired and plumbed using various gauges of electrical wire. Fred Cady decal on air cleaner.

easy conversion :) The bucket seat cars had a center console and I took mine from the AMT 70 Challenger kit. The seats and door liners were painted with semigloss white and the carpet area was painted flat black. There are nicely molded floor mats as well, so I painted these RLM66 Schwarzgrau for a little contrast. The window openings are fairly small so I



The engine was fully wired and plumbed using various gauges of electrical wire. Kit decal on air cleaner.

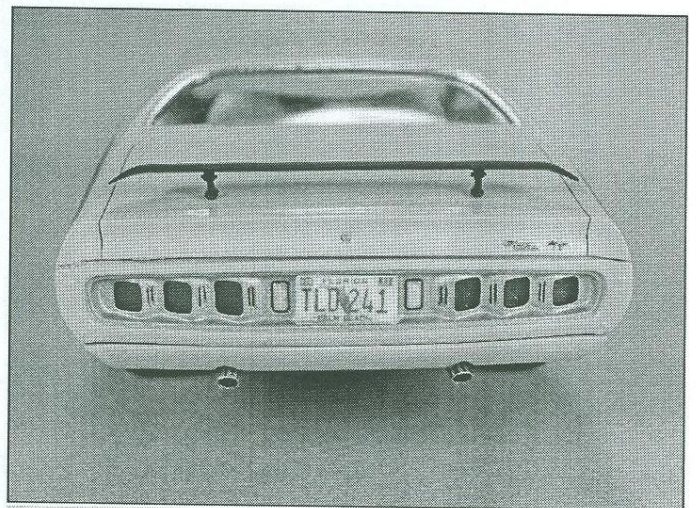
drybrushed with flat white to give a more realistic appearance. The engine was fully wired and plumbed using various gauges of electrical wire. I used a pre-drilled distributor from Replica & Miniatures of Maryland. The chassis was painted in primer gray with a bodycolor overspray from the edges as in the real vehicle. Molded-in chassis detail was revealed by drybrushing with gunmetal and rust and a dirty black wash. Most of the drive train was painted semigloss black. I used the kit wheels and tires. The rally wheels should have been 15" but actually measure out to be 14" which is why the wheels and tires look a little small, but they are acceptable. The rally wheels are chromed, but the real wheels have argent centers with a chrome trim ring. I painted the wheel centers flat black, including the recesses, then painted the raised areas with Testors Steel, which looks just like the argent silver on the real cars. The center cap is darker and I painted this area with Humbrol Gunmetal (53). The lug nuts were kept kit chrome. A black wash further enhances the details. The tires were no-name bias-ply skinnies so I added Goodyear lettering from Shabo. These are rub-down dry lettering and are much easier than decals to use.



Bazooka exhaust tips were made from clear plastic tubing painted clear red inside with Bare Metal Foil strips.

didn't bother flocking the carpets. The dash area and console box were painted semigloss black. The Tuff wheel, a popular option, was taken from a Revell 71 GTX kit. The turn signal stalk was replaced with wire with an epoxy knob. There is a Charger R/T script on the glovebox door that was done with photoetch. The photoetch set for this car also has louvers for the air and a/c vents, so I used those too. The R/T cars had lots of fake wood trim on the dash, console and door trim. These areas were painted with several browns in streaks to represent wood grain. My favorite combo is Humbrol Matt Earth (29) and Leather (62). These areas were trimmed with chrome surrounds and I used BMF for these areas. The separate door liners made this detailing step much easier.

The engine in this kit is nicely detailed and definitely the nicest 383/440 B-block in 1/25 scale out there. The engine was painted with Testors Orange (1127) which is a very close match to Hemi orange. The transmission was painted aluminum and the exhaust manifolds were painted a combination of Testors Steel and Rust. After the paint was dry, the headers were



The kit rear tail panel painted body color with chromed areas painted with Testors steel. License plate done with Photoshop.



This car had the Endura front bumper which was body colored. The grill was detailed with Testors Steel and flat black. Headlight buckets and grill trim were left chrome.

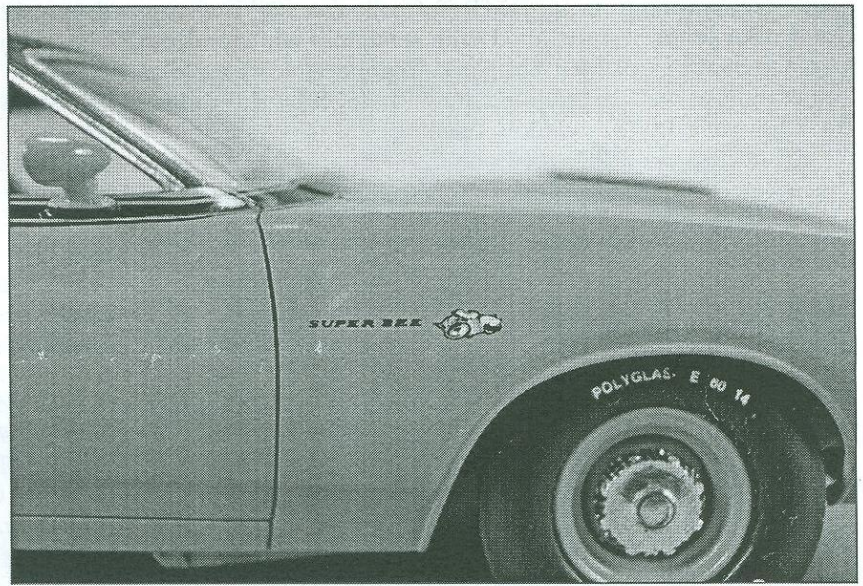
When the front and rear bumpers/grill were painted body color I masked off the grill and tail-light sections so that detail wouldn't be lost. I painted the grill flat black, and detail painted the rest of the grill and rear tail-light valence with Testors Steel to mimic the argent silver. The tail-light lenses are molded in clear red. I made them more reflective by putting BMF on the rear surface. Back-up lamps were replicated using translucent white (clear & white mixed 50:50) over chrome foil. The side marker lights were done using clear orange and red over chrome foil.

One very distinctive option for these cars in 71 was the Bazooka exhaust tips. These were chromed exhaust tips that had longitudinal slots in them with clear red plastic inserts. The kit includes a pair of such tips, but they are too short and the slots are vague and mis-shapen. And also they are solid instead of hollow. The photoetch set contains these tips too, but they're flat and you're supposed to bake them in an oven to anneal (i.e. soften) them and then roll

them around a paintbrush handle. This sounded way too complicated so I made my own by cutting down some clear plastic tube (actually the little tubing used to protect fine paintbrushes), then I sliced up some strips of BMF and laid them out in parallel lines. Then I painted the inside with clear red. They add a nice finishing touch.

Superbee conversion

The main difference between the Superbee and the Charger in 71 was trim level and badging. While the front grill was the same, the tail-lights were very different. Chargers had a cluster of 3 rectangular lights on each side with the back-up lights surrounding the license plate, whereas the Superbees had a long rectangular strip on each side with the back-up lights bifurcating the strip. Another obvious difference was the side gills already discussed. Charger R/T's had the twin gills behind the front wheels. Superbees had no gills so I filled these with putty and sanded smooth, removing the molded-in Charger R/T scripts at the same time. The difference in the hoods has



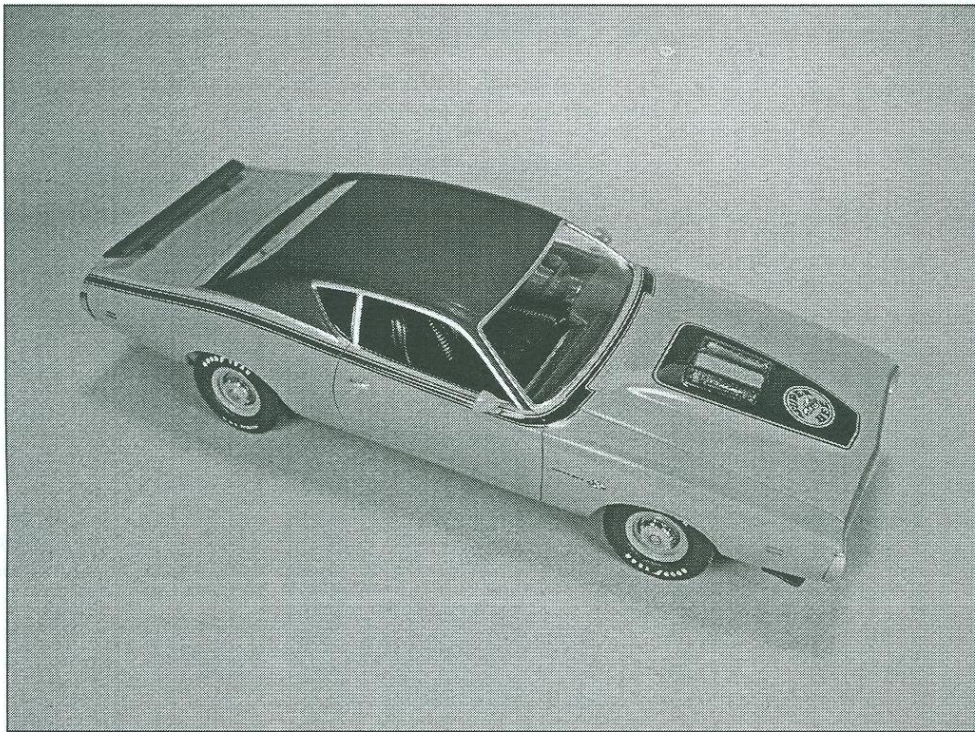
Superbee scripts are decals from Keith Marks. The steel wheels and hubcaps are from Lindbergs 64 Dodge 330 kit (72176).

already been described. The dashboards were simpler in the Superbee with less shiny trim and no woodgrain.

Aside from these changes, everything else was badging. Luckily the aftermarket comes to the rescue. The hood insert and rear tail-light panel and lights were resin pieces from AF/X 'n Scale. These pieces were designed for this kit and fit perfectly. The tail-light inserts are molded in clear red. Since I wanted the bumpers on this car chromed I used Alclad Chrome on the resin rear bumper. For uniformity of look I stripped the kit chrome on the front bumper and re-chromed it with Alclad. I detail painted the front grill and rear valence in the same way as the Charger. To fit the resin hood insert I cut out the R/T louvers to the molded-in recess described previously. After cleaning up this hole I filed and sanded the resin plug to fit. Since the kit hood has nicely molded detail underneath I had to fill the gap by scratchbuilding some braces to match using plastic sheet. Covering all in flat black hides any imperfections. The blackout hood area on the Superbee has



Resin tail panel from AF/X n Scale. Painted with Alclad chrome and Testors steel. License plate done with Photoshop.



The Superbee was Dodge's stripped-down performance model. However even without all the options they still made a sharp statement on the street.

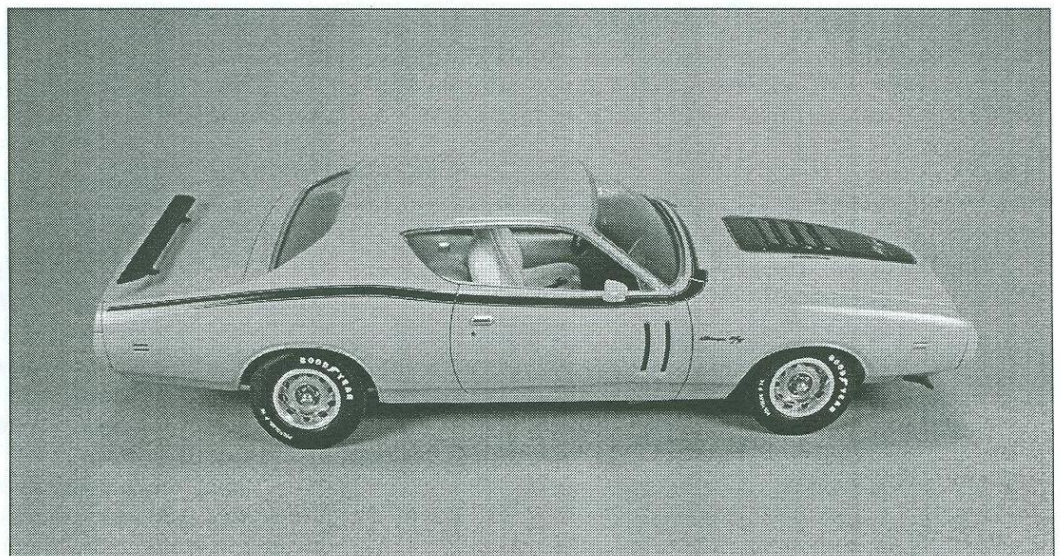
the R/T replaced with a large Superbee logo and script. Fred Cady makes a decal for this. I used Cady's decal for the hood and side stripes. However, the decals are just black and the Superbee logo has a yellow bee with a white helmet so I had to detail paint the white and yellow areas. Cady also makes small Superbee scripts for the body, but Keith Marks makes nicer full color ones with really shiny silver which look like chrome (ALPS printer vs. silk screening), so I used the Keith Marks scripts for the fenders, grill, rear tail panel and dashboard. The front and rear Superbee logos on the real car were made from potmetal and were very 3-dimensional so after the decals had dried I placed a small blob of epoxy on the bee which makes it look more 3-dimensional. Since the Superbee was a budget racer it had a stripped down interior with bench seats and vinyl everywhere. I used the kit splitbench front seat and painted everything semigloss black. No painted wood trim on the door panels, only on the dash. Since this car was a budget racer it had a three-speed transmission so I scratchbuilt a 3-on-the-tree shifter on the steering column from wire with an epoxy knob. I also replaced the kit turn signal stalk with wire too. In keeping with the budget racer theme there were no shiny alloy wheels, just painted steelies with poverty

caps. I used the wheels and hubcaps from the Lindberg 64 Dodge 330 kit (72176) on AMT kit tires.

This time paint was Dodge L5 Butterscotch, also supplied by MCW. For variation from the Charger I painted the engine in this car with Humbrol Orange (18). I wanted this car to have a black vinyl roof since this was typical on most 71's. I used 1/16" pinstriping tape for the seams in the roof and then misted on flat black paint from a rattlecan from a distance. I mask off the body and then place the model on the floor. Then with the rattlecan up near my chest I mist on the paint. The paint almost dries by the time it falls 4' to the floor and stays in balls when it lands, giving a nice pebbly texture like a vinyl roof. Then I come in closer with the rattlecan and seal all the pebbles in with a regular coat. After the paint has dried I rub it with a greasy finger and the tops of the pebbles get shiny and it looks just like a real vinyl roof.

This was a fun pair of models to build and this was the first time I had ever built two versions of the same kit at the same time. They make a nice complimentary pair that show the two ends of the performance spectrum from the Scat Pack in 71.

Andy Kellock began modeling in 1965. He joined IPMS/Australia in 1977 and joined SVSM in 2000. Andy's modeling interests include cars from the 50's, 60's and 70's as well as aircraft from the period between World War II and Vietnam.



As well as high performance, the Dodge Scat Pack also used high-impact colors with cutesy names. This color was called Citron Yella (Plymouth called this color Curious Yellow).

DVD Review

By Floyd S. Werner, Jr.

Victory Films-Liberators over Europe
Cost \$29.00

The B-24 was produced in greater numbers than any other US combat aircraft. Yet despite this fact the Liberator is often overlooked. This DVD is a tribute to the B-24 and the crews that flew them.

This DVD was made after the war as a testament to the tenacity of the crews and the ruggedness of the aircraft.

The first documentary shows various B-24s bombing Ploesti and the homeward journey of Boomerang, a B-24 equivalent of the Memphis Belle. It is real neat to see a B-24 doing a low level pass. There is plenty of nose art, which will be a motivation for modelers. Both the B-24D and J are shown to great effect. Formation shots and combat are highlights in the beginning of the documentary. One thing that I noticed was that the B-24 does not fly the close formation that the B-17 did. Was this the reason that the Luftwaffe liked to attack the Liberators instead of the B-17 or was it just the B-24s were easier to shoot down? There are plenty of B-24s to choose from, both natural metal finish and OD/NG aircraft.

There are plenty of strike videos, some real and some that look like studio models. If you want to try something different there is video of cargo being loaded and dropped to the troops crossing the Rhine. There is some great crash videos included that to me are dramatic to say the least.

The next section is an Air Force documentary called "Ploesti" and recalls a raid in 1944. This is not the low level raid that is associated with the B-24 but a later high altitude raid. The B-24 is shown to good effect but the low level flying by the P-38s is impressive. There is some impressive gun camera footage that I hadn't seen before. Operation Reunion, the return of the POWs from the Rumanian camps, is also shown.

A short color sequence of the Ploesti bombing follows. While

short, it is intense in the fires and low level flying, but very brief.

Operation Titanic is the next documentary to be shown. For those of you who are unfamiliar with Operation Titanic, it was the shuttle missions flown from England to Russia and back. Conveniently the documentary fails to mention the Ju-88 that trailed them to their landing area or the bombing that destroyed a number of bombers and fighters. There is a lot of flying stuff, as well as, the USO show or whatever the Russian equivalent is. It doesn't look like anyone is tense at least that is

the way they wanted you to see it. There is footage of the Yak-9 and P-51s together on the airfield, quite a contrast to the Korean War.

The next part of the video is an AAF report from Hap Arnold and tells how the Army Air Force trained and manned the force that would eventually win the war. It shows the breakdown of the USAAF and the various commands. The highlight are the various aircraft shown in combat, such as A-20, P-38s, B-17s, C-47s, Hudsons, Beaufighters and B-24s. The film of the B-25s at low level and with the big 75mm gun is impressive and inspirational. Bring out those Accurate Miniature B-25Gs. There are some great video

from the German point of view. Also there are some really nice shots of the Flying Tigers. The entire air force around the world is covered. The rhetoric is typical WWII propaganda, work hard and we'll win the war, but the video makes it worthwhile.

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.

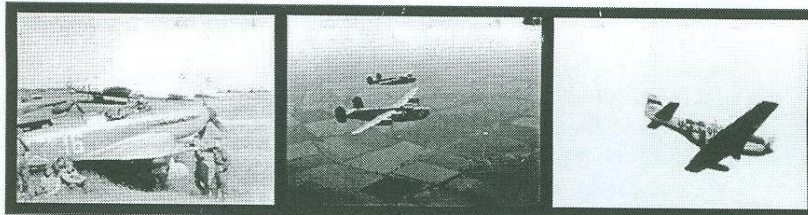
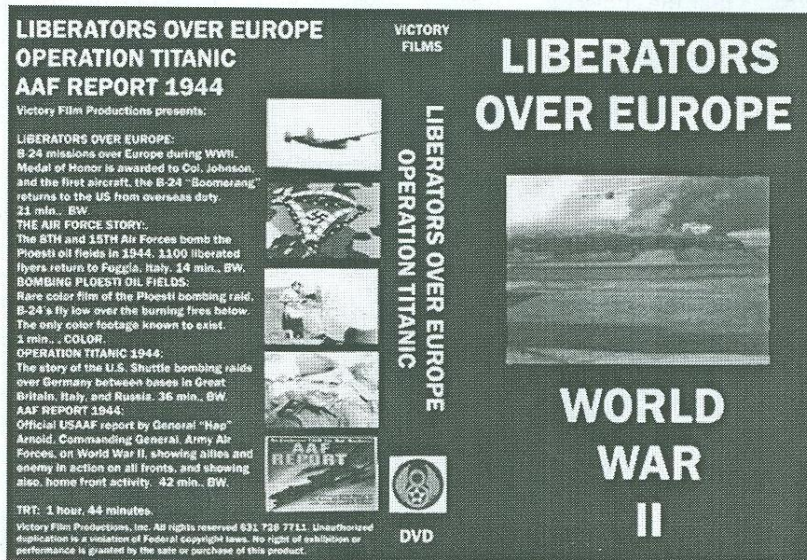
I HIGHLY RECOMMEND this title and the rest of the series. Great research material, color and B&W film makes these DVDs a great value for the money.

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 you're 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.



MACCHI'S M.33 AND A NEW CONCEPT IN MODEL

By Bob Miller

We were touring Northern Virginia just after New Year's day, and my wife and daughter stopped to visit an antique store in Manassas. Just down the block, I noticed a hobby shop. Now, how could any genuine modeling enthusiast pass up an opportunity like that? I browsed past familiar-looking shelves, and suddenly noticed something new. There was a display of small kit boxes at the checkout. Almost all the wording was in Japanese, but I could see that the subject of one series was water-borne aircraft, that the scale was 1/144, and that the two most interesting boxes showed a small flying boat called the the M.33, and a float plane identified as the MC.72. Aha! That said "Schneider Cup" and, sure enough, on one side was a picture of the Cup itself. How could I resist these little kits? Besides, the box art showed two different aircraft, apparently promising double kits. In a moment of uncommon caution, I paid for the M.33 first, and opened the box before buying the other kit, just to be sure that the MC.72 would be worth the price. I looked over the model.

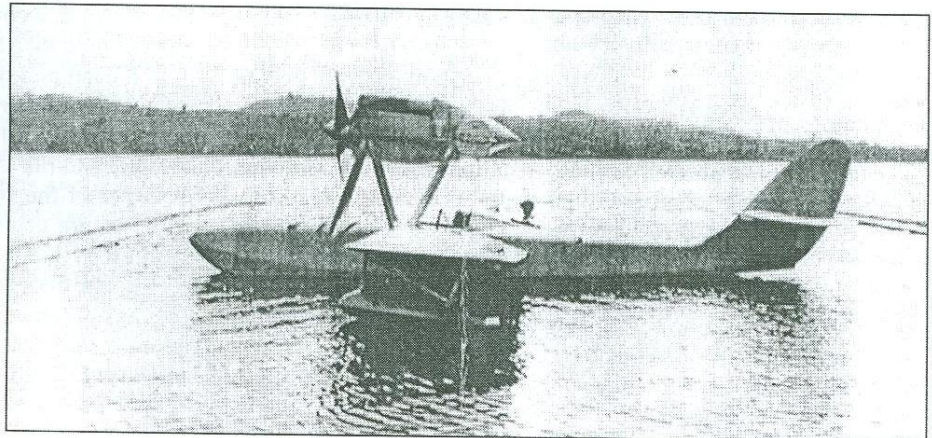


Imagine my surprise! But before getting into the kit, let's look back at the stories of the prototype and of the Schneider. The Cup was the contribution of French industrialist Jacques Schneider, who believed that seaplanes offered the way for aviation to catch the wave of the future. After all, big aircraft wouldn't need prepared landing fields, just a seacoast or a suitable lake. In December, 1912, he offered the cup, a baroque work the British called "The Flying Flirt." There have been only a scant handful of events more important to the history of aviation than the donation of that cup. The first race was flown in April, 1913, and Maurice Prevost won in a 160 hp Deperdussin at a net average speed of 45.75 mph. (How he managed to win at a speed below his nominal stalling speed, I leave to you to find out yourself.) A Sopwith won in 1914 at 86.8 mph, and World War I started nine weeks later. Racing suddenly was unimportant.

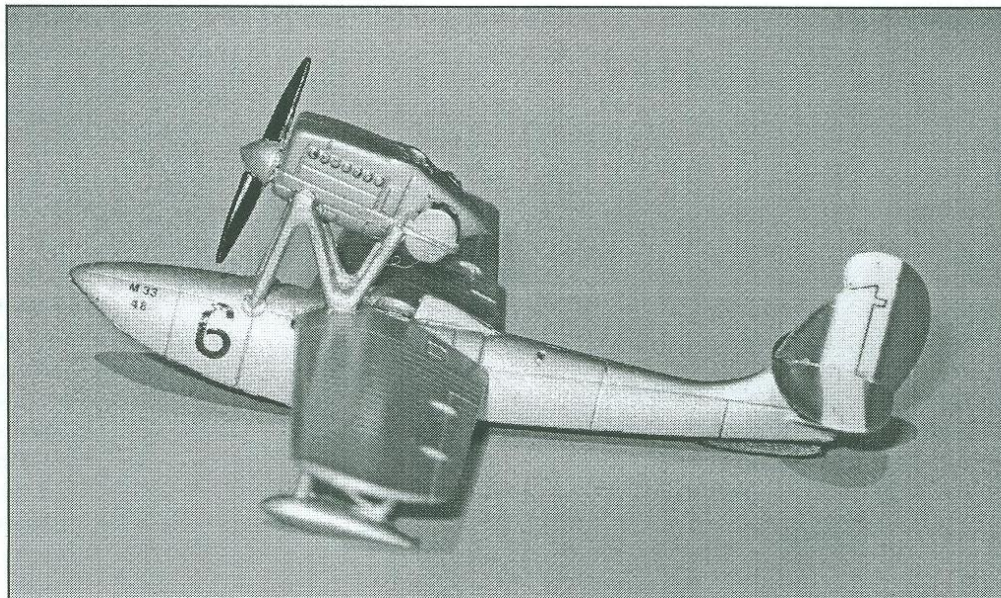
That great slaughter over, the series resumed with races in 1919, 1920, and 1921 that were described as "unfortunate" by Don Vorderman in "The Great Air Races". At the end, engine power had risen to 200 hp and speed to 117.8 mph. The winner was a Macchi M-7. The competitor didn't

seem to be furthering aviation progress much, as the winning performances were little better than stock WWI aircraft had turned in. But Macchi would be back. Not in 1922, though. A Supermarine biplane boat won with a 450 hp Napier "Lion" engine. American Curtiss racers arrived in 1923, raising the winning speed to 177 mph, but these were biplanes differing little in concept (though substantially in detail) from WWI fighters. The 1924 race was cancelled, but in 1925 the British arrived with an aircraft that would affect history 15 years later, R.J. Mitchell's Supermarine S-4. The S-4 crashed and was destroyed, leaving Jimmy Doolittle to win with a Curtiss biplane. Almost unnoticed in this company were Italy's two Macchi M.33's. These craft still clung to the WWI formula of a flying-boat hull with the engine in a strut-mounted nacelle overhead. Macchi's WWI boats had been good performers, nearly equalling land-based types. They were biplanes. The M.33 had gone to a cantilever monoplane design, and streamlined the nacelle. But they were still, in Vorderman's words, "hopelessly outclassed."

Certainly the Italians knew this, but they came anyway, simply out of their love of competition and desire to learn." Or, perhaps there was another reason. Macchi was about to pull a rabbit out of a hat, and they needed time to put it in there. In 1926, the Italians arrived with their Macchi M.39 and beat the American Curtiss biplane by 15 mph. From that point on, it was a duel between Italy and Britain. In 1927, Supermarine's S-5's were the fastest machines in the world. In 1929, the Supermarine S-6 beat out Macchi's M.52 and M.67 and raised the speed record to 357.7 mph. In ten years, speeds had risen from 107 mph to 358. With the exception of the advent of jet and rocket propulsion, nothing had so spectacularly advanced aircraft performance as did the Schneider races.



And they weren't through. The story of how Britain won the Cup in 1931 with the S-6b is well-enough known to not need repeating, and the contributions of R.J. Mitchell and Rolls-Royce to British victory in the summer of 1940 are legendary, but there was one last coda. Macchi had been working on a racer for the 1931 event, but could not get it ready in time. In 1933, Italy went for the record. A Macchi MC-72, arguably the most spectacular racing machine ever created, using a pair of back-to-back Fiat engines totalling 3,100 hp, set a seaplane speed record of 440.67 mph, which stands to this day. It took five years for clean retractable-geared landplanes to top this, and 34 years more before that landplane record was broken. The



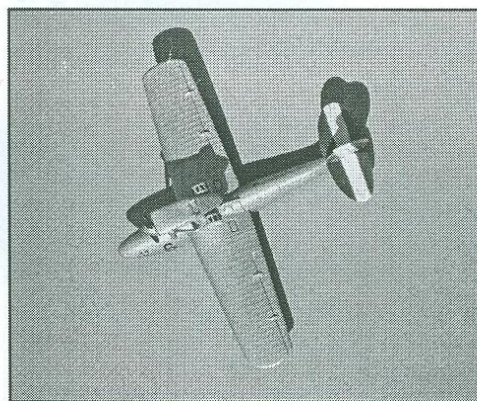
ultimate propeller speed record had risen by 333 mph in 15 years: to raise it by the next 38 mph took 38 years.

Nonetheless, Supermarine's S-6b's were great machines, with their Rolls-Royce "R" engines delivering 2,782 hp from a 1,630 pound weight. By the time the Cup found its home, R.J. Mitchell had graduated from designing aircraft like the Sea Lion and the Walrus and was ready to head up the design of the Spitfire. Italy, by contrast, seemed to forget what they had learned. Or perhaps they simply hadn't the resources, the foresight, or the will to learn from the MC-72. Macchi eventually built MC-205s that were comparable to anything in the skies over Europe, but they were too few and too late and they depended on German engines. Maybe it's just as well.

Five MC-72s were built, and some survive in a museum in Milan, along with an M.52. I would love to see them. I have seen both of the S-6b's and their finish surprised me: I had expected sheetmetal as smooth and workmanship as perfect as Howard Hughes's racer in the Smithsonian, but the S-6b's are really "big-hammer jobs" with surface contours that give evidence of their very fast development cycle. Their joints don't remotely compare in smoothness with US aircraft of WWII. Perhaps they were beat up during the races, or in years of relative neglect, but in looking them over I had to wonder how they had accomplished what they did. And what, I've wondered ever since, would those magnificent Macchi's look like up close?

In this great company, the M.33 must seem to Macchi just an embarrassing sidebar. The performance graph of the racers took a turn upward in 1925, and the M.33 had the distinction of being the last of the "old timers". It's a rather intriguing craft, but more because of its thoroughly-developed quaintness than because of any sort of superiority. It is one of those critters that is so ugly it's kind of cute. It is also rather obscure. I managed to find fewer than a half-dozen photos, none very good, and I have little definite info on the engine,

except that it was said to be a Curtiss D-12A. (The choice of an American engine is puzzling, but according to Herschel Smith's "Aircraft Piston Engines", Italian WWI-era design formulae had run out of development potential at about 450 hp, and the great engines of the 30's wouldn't appear for another three years.) But I hadn't yet put this into perspective when I opened that M.33 kit in that Virginia hobby shop.



Imagine my surprise! It

seemed to be a new concept in model kits, a model that came assembled, but so badly that any self-respecting builder would have to take it apart first, then reassemble it right before daring to show it. "Show it"? I couldn't even bear to look at it in that condition! The tail was quite askew, rotated and trimmed for a hard nose-left. The pylon was also skewed off to the left and rotated (but to the makers' credit, they had left one aft strut un-glued to provide a starting point for the disassembly task.) It had a generous supply of seams and sink-holes to fill. At least it was nicely painted, with decals for either of the two entries of 1925. The aluminum color would prove useful for disclosing when the surfaces were adequately cleaned up. The kit comprised either one part or 14 parts, depending on whether you are the sort to see a glass as half-empty or half-full. There were also a beaching trolley, a ramp, and three appropriate figures. These parts looked good and were, fortunately, not assembled wrong.

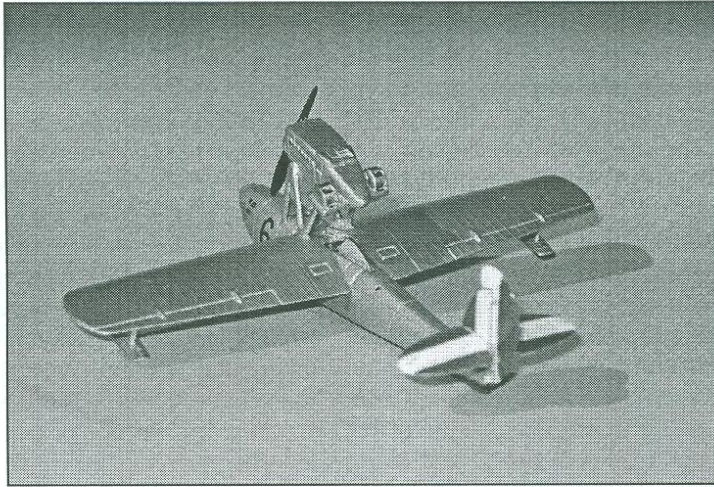
(Actually, of course, they weren't assembled at all.) I stood there in the shop wondering if I should complain to the proprietor, but decided I should have asked before I bought it. After all, someplace in all that Japanese text on the box, the details were probably made clear. So it was my own darn fault. I tucked it quietly in my jacket pocket so my wife wouldn't ask too many questions and went back to the antique shop to meet her.

Back home, I set out to make something of the model. A careful look indicated that the horizontal and vertical tail seemed to be molded in one piece, so I tried something I haven't had the nerve to try before: I brushed on repeated coats of acetone, on the assumption that the tail was superglued on. A little twisting and a little time to set, and there it was, straightened without even damaging the red-white-green Italian colors of the rudder. Fresh from this

triumph, I started applying acetone to the engine nacelle struts. It didn't work. I pried, added more acetone, pried again, and finally broke the starboard forward struts. Well, dang! In any case, I had to get access to the forward fuselage to fill some bad seams, and couldn't work in the narrow space between the struts, so I cut the strut assembly loose and left the nacelle standing on only the portside struts. (I was beginning to find out just how miniscule these pieces were in 1/144.) I still find Squadron's White more reliable for filling seams and sinks than superglue, so with a little effort, I had the gaps at the forward fuselage and the leading edge of the one-piece wing cleaned up to a decent finish. It was, by now, becoming evident that this was never going to be something to enter in Kickoff Classic, even as one of the sure losers that I sometimes take just for fun. But it looked OK from a couple of feet away. Now it was time to replace the struts and straighten the nacelle. Not only was the aft strut damaged, but it was going to take some force to bring the nacelle back into alignment, so I used a piece of rectangular brass, sanded to suggest a streamlined section, and drilled into both the wing top surface and the nacelle deeply enough to take the stress. I could see no way to jig the parts, so I set in the brass strut, held it in alignment, and applied the superglue. It took three or four tries, but there it was, needing only the front struts to be replaced. Voila! except for cleaning up some seams and sinks on the nacelle, it looked good. Well, maybe it looked passable. I had, in the process of applying the acetone, frozen the prop in a 11:00/5:00 o'clock position where I wouldn't have left it, but I wouldn't fight that further. The coolant radiators stood out like a pair of clown's ears at the aft end of the nacelle, each at its own cockeyed angle, but I saw no way to cut them loose and put them right. The prototypes had bracing wires

on the pylon, tip floats, and tail, but these were, I judged, beyond me.

I masked off the Italian colors on the tail and sprayed Testors Buffing Aluminum, put a high polish on the nacelle, and a moderate shine on the wings, then sprayed a sealer coat. The sealer brought all the different degrees of polish back to about the same finish. I didn't remember this happening before, but I wasn't about to go back and start again. I decalced it, then sat back to look it over. So what did I have, after all this work?



I had to call it a "thumbs down". With my fingers out of the way, I could now get a good look and compare it with the best of the photos. I have never seen drawings, nor even dimensions, but the overall impression is that it's distinctly too "chunky" in both fuselage and nacelle. Despite sanding after assembly, the nacelle struts are too broad and should

have been replaced by wire. And the engine came mounted with the thrust line angled up relative to the fuselage, rather than parallel, which I had not recognized. The wingspan scales out to 31.2 feet in 1/144, which is plausible if not definitive.

Was it worth the effort? I like the transitional moments in technology and design, and this was a wonderful example. The history of top speeds over time is frequently shown as a straight line, with odd examples scattered above and below. But looking closer at the Schneider results, you can see a break in 1925. The M33 represented the last of the old: The Supermarine S-4 was the new. But the S-4 developed wing flutter in a test flight and crashed. It had been built with full-cantilever wings and no bracing wires. By 1937, this would be the case for all high performance monoplanes, but in 1925 designers, including R.J. Mitchell, had yet to learn to deal with this beast that lay waiting somewhere out there at the high-speed end of the box. This wake-up call was a part of the legacy of the Schneider races. All of the Schneider contenders that followed reverted to wire bracing, including the amazing MC.72. Despite all the work for the mediocre results, I now wish that I had also bought the MC.72 model in that hobby shop in Manassas so I could see the two racers side by side.

Bob Miller started building wooden aircraft models when he was seven years old and has been a member of SVSM since the early '80s. His interests include ships, trains and most importantly aircraft, especially those from transition periods such as 1914 and the late '30s.

FEBRUARY MINUTES

The February meeting got off to an odd start when we couldn't get into the Milpitas Library meeting room. After a while, and after plenty of parking lot vending from Barry Bauer's California Aerospace Museum collection, someone opened the door for us and we were able to hold the meeting indoors!

Greg Plummer reported that the NNLs had 1100 models on the tables, in contrast to a slight drop-off in attendees.

In model talk... Cliff Kranz tackled the 1:48 Italeri Hs 123 because he wanted to build a biplane but didn't want to mess with any bracing wires. He used clothespins to clamp the wing down to achieve the appropriate wing dihedral. Cliff also showed his fifth Condor 1:72 V-2 rocket, this one depicted as one of the test articles. Cliff says the kit goes together with no trouble. Gabriel Lee is part-way through a build of the Bandai kit of Tachikoma from the series "Ghost in the Shell," and at this stage the entire club's wondering what the final product will look like. Frank Babbitt's Tamiya P-47 is coming along, but his Hobbycraft de-Havilland Canada Caribou is finished and won the Pacific Ring of Fire Award at the contest in Petaluma on Feb. 10. Kent McClure has two 1:72 P-47s on progress, one from Academy and one from Revell. They're both going to serve as test beds for Kent's first use of Alclad paints on a Tamiya P-47. Kent's also doing the Willey Ley space shuttle from Monogram, starting with the clean-up of the engines, and he's painting up a Hank Digger from the old Hawk Weird-Ohs series. Ken Miller's latest project doesn't have a lot of cockpit detail, but that's because it's a D-21 drone. Ken got it from the Monogram SR-71 kit, and he's had no fun trying to paint yellow over the black plastic of the handling dolly. Ken's also picked up the Airfix Bloodhound missile, for one important reason: it has a 1:72 German shepherd dog in it! Chris Hughes is making a major push into 1:72 armor territory with his Dragon T-34/41; he says it has the same turret fit problems as the Dragon 1:45 kit! Chris is also working on a Dragon Sherman Firefly Vc, which he says is considerably nicer. In a larger scale, Chris is thinning out the headlight guards as one of the final touches on a Tamiya 1:48 M4A1. Greg Plummer achieved the remarkable harvest gold paint scheme on his 1969 Corvair by overcoating German desert yellow with turn signal amber! His lowered Corvair rests on wheels from a Porsche kit, and the wheels rest against the tops of the wheel wells-this is a lowered car, after all! Ron Wergin did a fantastic job with PM Models' not-so-fantastic 1:72 Horten Ho 229, and he complimented that model with an escort of five Spitfires: an Airfix Mk. I, an Airfix Mk. Vc, an Italeri Mk. V, a Fujimi Mk. XIV and a Fujimi Mk. XIX. Pete Schyvers' latest project is the old Peerless max/Italeri Dodge anti-tank truck, and he's been largely occupied with filling in ejector pin marks in the frame thus far. Jonathan Kua is applying weathering before the finish on his Tamiya M48A3, which is covered in extra detail. He's also at work on an Eastern Express KV-1, a BMP-2, the Dragon Goliath remote-controlled demolition charge and an AFV Club Howitzer. Chris Bucholtz has the wings on his Hasegawa F-4B Phantom, and he's almost ready to seal up his Azure 1:72 Martin 167 Maryland's fuselage with its scratch-built interior detail. Chris has also done much work on his Academy 1:72 Jeep, adding taillights made from photoetched instrument bezels from Re-

heat. Mark McDonald continues to be delighted by MiniArt's T-70M, which is almost ready for paint. He says it's the first model he's smiled all the way through while building. Roy Sutherland would have finished his Dragon 1:72 StuG III by now, but he discovered that the tracks are four links too long on each side. Instead of finishing it up, he's turned to weathering it with MMP weathering powders, which have some binder in them, allowing them to stick better than most pastels. Roy spent some time while on the road assembling yet another Fw 190, this one a 1:72 Fw 190A-3 by Tamiya. Vladimir Yakubov has been working on his 1:72 BAI Soviet armored car for three years! Progress was quick until Vladimir got a book that showed what the BAI really looked like, resulting in much scratchbuilding. He re-built a BA-3 armored car with a new turret and fenders, and the entire back end of the car was re-worked. Vladimir is also working on a scratchbuilt French armored cruiser, aided by the fact that the French Navy has put all its archives on line. Finally, Vlad's working on a diorama inspired by a Soviet Navy New Year greeting card showing an Akula-class sub under way past a spit of land. Vlad's Akula was a pre-built model in 1:700 from Takara that he rebuilt and mounted on a base; his next step will be to cover the spit of land and the sub with snow! Jim Lund's remarkable collection of models always produces an interesting collection; this time it was German civilian planes, starting with a Heinkel He 12 catapult mailplane built from the Broplan kit. Revell's Junkers F-13 was the basis of Jim's SCADTA airliner, depicted in service in Columbia in 1929. An MPM kit served as the starting point for his Junkers Ju 46 catapult mailplane of 1936 vintage. Finally, the first plane designed and produced in Germany after the war, the H.F.B. 320 Hansa Jet, came from the Airmodel vacuform kit. Jim Priete backdated a Hasegawa 1:72 Polikarpov I-16 to a Spanish Civil War machine. Jim added only a throttle quadrant and an aftermarket cockpit, and used decals from Blue Rider which he said were very stubborn. Bill Ferrante completed Revell of Germany's excellent 1:144 Hawker Hunter, and he also completed the Star Trek Constellation-class U.S.S. Excalibur from the Polar Lights kit. The base for the starship was rather flimsy, so Bill made his own hefty resin base for it!

Quick Reminders

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

Also at during the March meeting we will be holding elections so please be there.

A Medical Center
10535 Hospital Way, Mather, CA 95655
Center for Rehabilitation & Extended Care (CREC)
150 Muir Road, Martinez, CA 94553

A Outpatient Clinics:
2221 Martin Luther King, Jr. Way, Oakland, CA 94612
150 Muir Road, Martinez, CA 94553
Building 201, Walnut Avenue, Mare Island, CA 94592
103 Bodin Circle, Bldg. 778, Travis AFB, CA 94535



VA Outpatient Clinics (cont.):
280 Cohasset Road, Chico, CA 95926
5342 Dudley Avenue, McClellan, CA 95652
351 Hartnell Avenue, Redding, CA 96002
Mental Health Clinics:
2505 West 14th Street, Oakland, CA 94626
10633 Grissom Avenue, Mather, CA 95655
Telephone Care: 1-800-382-8387
Website: "www.northern-california.med.va.gov"

Department Of Veterans Affairs
VA Northern California Health Care System (VANCHCS)
10535 Hospital Way, Mather, CA 95655-1200
916-366-5272

September 29, 2006

In Reply Refer To: 612/135

Steve Travis
Silicon Valley Scale Modelers
3128 McKinley Drive
Santa Clara, CA 95051

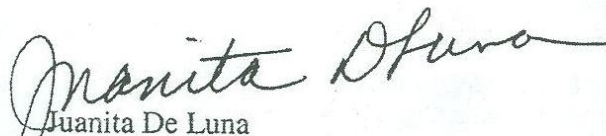
Dear Mr. Travis & Members:

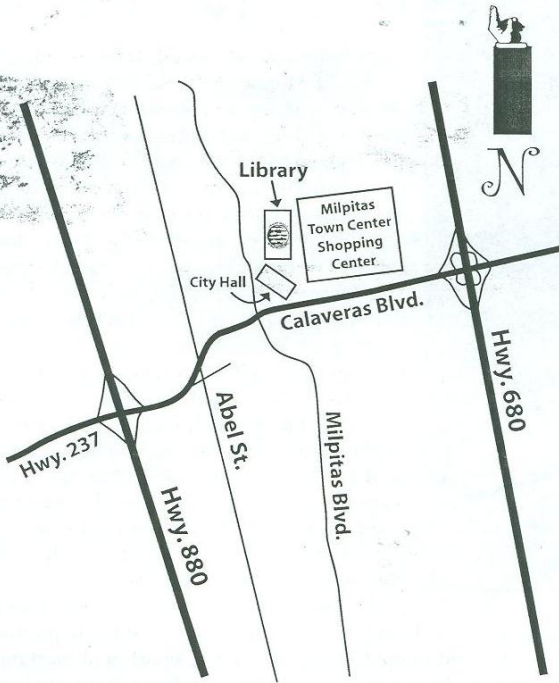
On behalf of the staff, volunteers and patients at VA Northern California Health Care System, we thank you and your members for your donation of 25 snap tite airplane kits and 1 puzzle. Your donation reminds veterans that they are not forgotten by the community and that we care about them.

Your thoughtfulness and donation is greatly appreciated, it lets our veterans know they are always in our hearts. Please know that your sharing makes a difference, and the beneficiaries of your contribution are veterans. We appreciate your generosity.

I may be reached at (916) 366-5372 if I may be of assistance.

Sincerely,


Juanita De Luna
Voluntary Service Program Manager



Next meeting:
**7:00 p.m.,
 Friday,
 October 20th**
 at the
Milpitas Public Library
 40 N. Milpitas Blvd.
 For more information, call the
 editor at (510) 512-4252
 email: editor@svsm.org



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