

Scratch Building a 1/72 Spruce Goose

By Jim Lund

Scratch Building the Huges H-4 Hurcules in 1/72 Scale

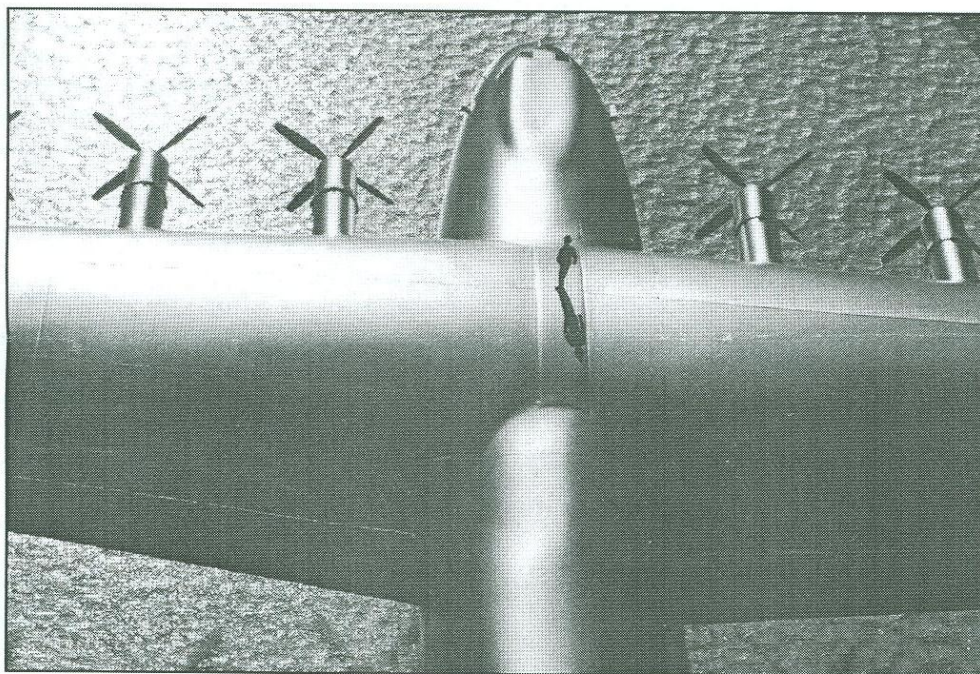
Dubbed the "Spruce Goose" by the press, who had been egged on by Senate Hearings, Hughes was charged with every kind of possible impropriety in his dealings with the government. Phrases like "Cooking Howards Gooses" were among them. After all, it was way over budget and years behind schedule.

The idea of the super giant aircraft was conceived by industrialist Henry J. Kaiser, a West Coast mogul headquartered in Oakland California. A "can do" guy, famous for his "Liberty Ships". The German U-Boats were sinking one out of every two of his transports. A great salesman, he sold congress on the idea of building enormous flying transports. He went to all the major manufacturers, and was dismissed as a mission impossible.

Howard Hughes was the maverick he was looking for. Howard was a patriot, and wanted to contribute, in a big way to the war effort. So he teamed up with Kaiser to build an aerial giant that could haul 120,000 lbs of cargo or 750 combat ready troops. They figured to build 500 flying cargo ships. The initial contract called for three test aircraft. Because aluminum

was to be used for bombers and fighter planes, this giant was to be made of wood.

The official name of the aircraft was Hughes-Kaiser One, or HK-1. As the project dragged on, Kaiser became disenchanted with Huges and ended their relationship. A new government contract was signed by Hughes alone, ordering only one test plane.



Howarf Hughes watches the sun set after his vindicating flight

Each engine swung Hamilton standard four blade propellers of a diameter of 17 feet 2 inches.

HP. Each engine swung Hamilton standard four blade propellers of a diameter of 17 feet 2 inches.

Built primarily of Duramold a patented process of bonding thin veneers of birch in layers with resinous glues to form a composition of amazing strength and smooth contours. Spruce was only used in the spars. The plane would weigh over 400,000 lbs. when complete.

The war ended in 1945, two years latter the plane still had not flown. Senator Brewter led a Senate Hearing calling for Hughes head. In the end it was Brewster who lost his head.

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 John Heck, Editor, P.O. Box 361644, Milpitas, CA 95036, or by E-mail at editor@svsm.org. Excerpts may be published only with written permission of the editor.

EDITOR'S BRIEF

Well this months edition seemed to take a little longer to get out but here it is. It is interesting how the more free time you have the less gets done. My ten month old son Drew seems to have taken an interest in my work. Where ever I am in the house he can spot the bright glowing Apple logo on the back of my laptop. I think he might even become a sniper some day. He is so quiet I don't even hear him. All I see are two little hands reaching from behind the screen grabbing the it with his Kung-Fu grip of death.

For those of you out there that have sons working on models I need your help. Every time I find a place to work on model, My Dad seems to takeover the spot as soon as he sees a small corner from which he can start his takeover. So if you know how to keep your son or father from taking over you modeling spot let me know.

I'd like to draw everyone's attention to the Fremont Hornets Tri-City Classic this Saturday. It should be a lot of fun. It will be nice to have people come up to my neck of the woods.

I'm still waiting to receive some articles for next month. I know several people have great models that they can write a few words about. So far I have another article from my Dad about his woes in building this Yamato. My Dad has only so many models to write about. Also I'd like to hear from anyone

who has an F-14 for use in a issue.

I have received several DVD reviews so don't be surprised to see a issue of references. I think I might have to do that. If you have a Video, Movie, Book, or some other material you think has been of great use let me know.

I don't have to much more to write about. I have an M2A2 that I was going to scratch build an interior for. I found that a few people have great success using the interior from the academy models. After contemplation of my financial standings I decided to close the hatches and raise the toe missile into the firing position.

I'm looking forward to Revels 1:72 scale Gato class submarine. For some reason when seeing my Dad's U-Boat, made by the same company, I think, "I can one up my Dad and build a larger submarine." After all He built a big battleship and I still have a half built Enterprise.

Adding to my list of unbuilt models My Dad gave me a Formula 1 car model by Tamiya. This is a big change for me because I would never have built this model. It is great to work a model the is unlike anything I've ever done before. at

- The Editor

CONTEST CALENDAR

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, contact Mike Schynet 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 Olymic Peninsula Modelers Society presents the Peninsula Model Show and Contest 2006 at the Fort Warden State Park, Port Townsend Washington. For more information visit their website at www.nopms.net

June 24, 2006: IPMS Santa Rosa and IPMS Mt Diablo present Scale Model Expo 2006. This year's event will be at the Petaluma Community Center, 320 North McDowell Blvd, Petaluma. This beautiful new facility is right off HWY 101 and is considerably closer to our Penninsula and Eastbay guests. This year's theme is "Models of a Kind: First of a kind,

Last of a Kind and One of a Kind." Please visit our website for more details: www.ipmssantarosa.org or contact Greg Reynolds (707) 829-6304, email ipmsgr@sbcglobal.net. Vendors please contact Mike Winters (707) 577-0762, email mwinters@sonic.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 website at www.ipmsusa2006.org

August 12, 2006: The Kings County Scale Model Club presents it Second Annual Kings County Classic at the Lemoore Civic Auditorium, 435 C. Street, Lemoore, California www.kcscalemodelers.com or call Richard Horton at (559) 924-8067 or e-mail rainbowwarrior24@hotmail.com

Howard accused him of complicity with Pan Am's Juan Trippe, and Brewster, in Hughes own words "took a Powder". Shortly after the hearings, on November 2, 1947 Huges lifted off and flew a hop of about a mile and touched down. Vindicated! Hughes ordered his crew to make the following modifications:

1. Change the flight controls from hydraulic to electrical (the former was way to slow in response and scared the hell out of him.)

2. Beef up the hull at the frame supporting the tail assembly, as it nearly failed during take-off.

3. Had installed on all the doors, entry and exit hatches, round bulged, plexiglass windows.

4. Cosmetic changes; remove all paint from the exterior and repaint all duramold areas with white lacquer.

5. Remove the "X" designator from the registration so that it now reads N37602 instead of NX. That meant it was no longer experimental, but operational. So far no one has been able to verify that the FAA approved of this, as the aircraft was never flown again. The maintenance crew continued to keep it in airworthy condition, expecting new flights. But down deep Howard knew it would be foolish to do, since all the

I have a basic philosophy on display models: they must be presented all in the same scale.



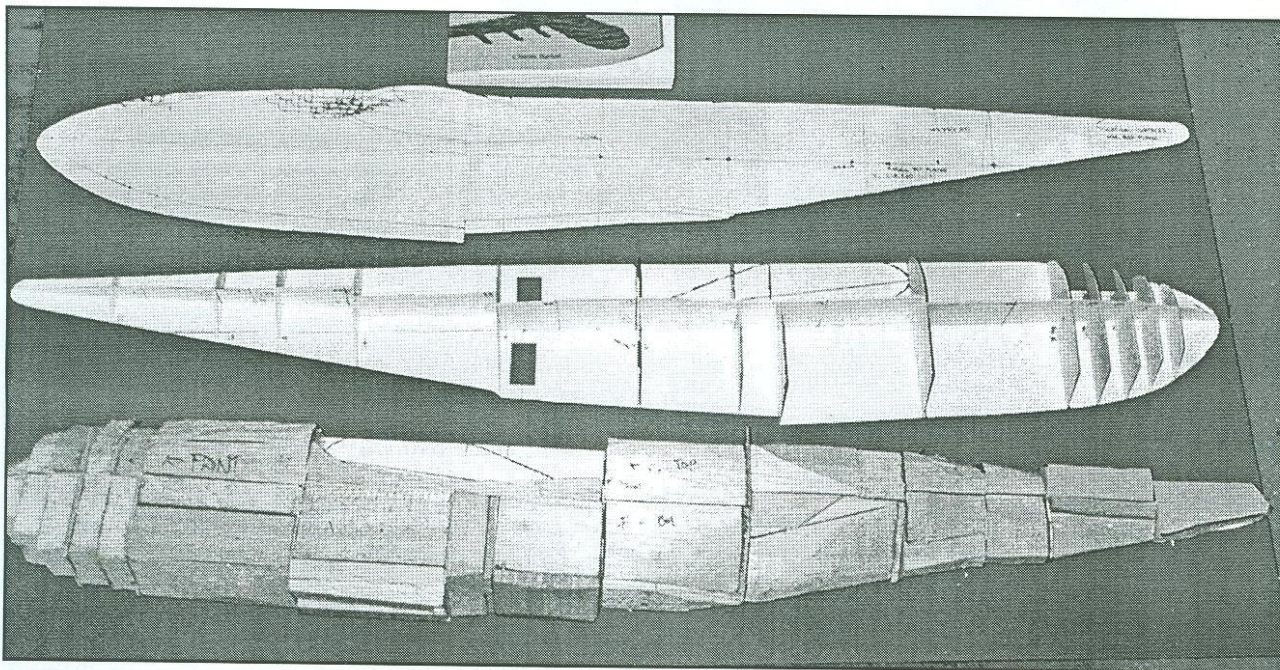
Mike Herrill with hull section vacform in his "lab" at Lake Arrowhead, CA

critics had been silenced. Also there was no market for flying boats, the last two of which nearly cost his life. He had lost so much of his confidence as a pilot, and was wracked with pain and addiction to drugs. He was very lucky to have escaped disaster with a slow acting control system on a very impromptu flight. He did the smart thing; keep it locked up in Long Beach.

The Model

I have a basic philosophy on display models: they must be presented all in the same scale. Other wise the viewer is just looking at a bunch of model airplanes. Not a clue as to their size, which is the first thing noted upon viewing the genuine article.

I chose 1/72 scale for the same reason the war department in 1942 chose it. The British found that that scale kept a wide variety of size manageable - small aircraft were still large enough to display identifying details, and the really large ones were not so big as to not fit a standard display table.



Step 1 Development of hull pattern cut from 030 styrene sheet filled with balsa blocks

IPMS/Fremont Hornets &
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TRI-CITY CLASSIC III

Scale Model Contest and Exhibition

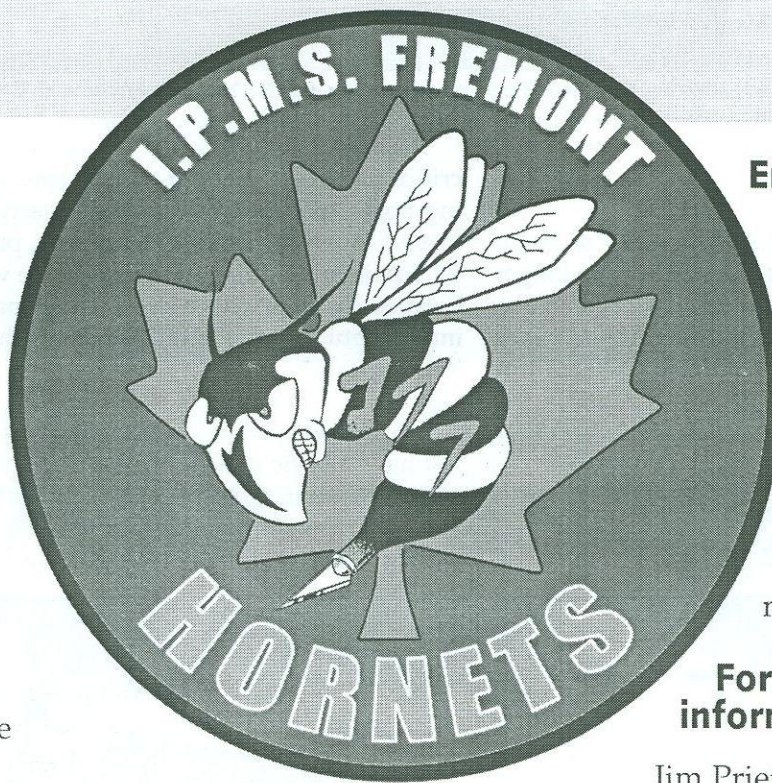
Saturday, May 20, 2006

45 Categories –

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

Special Awards–

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Entry fees–

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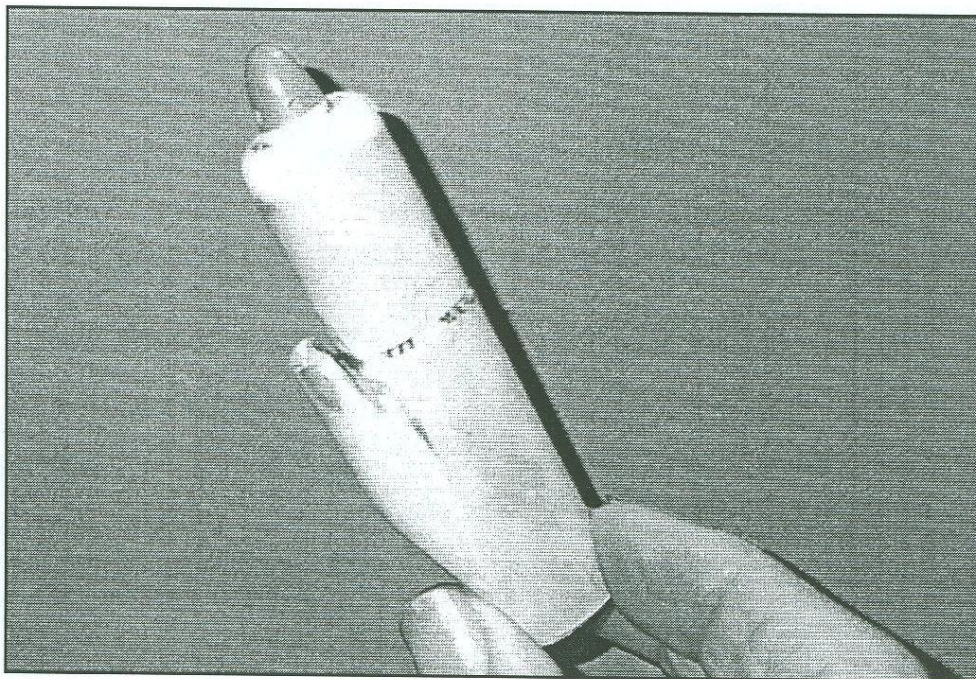
9 a.m.–Registration Opens
Noon–Registration Closes
1 p.m.–Judging Begins
3:30 p.m.–Awards Ceremony

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

The HK-4 blew that scheme off the chart. The wingspan is over 53 inches across, You'd need a double door van to haul it around. It would take two guys to hold it up and sideways to get through the door. There is no 1/72 model of it on the market. I'd heard of some, but after trying to verify rumors, Heavy Kits makes one, It just aint true. Some outfit in South America makes one. Uh Uh no no. If I want one, I got to make it myself.

OK, it's too big for ordinary transport and handling. I had to engineer a model to breakdown to manageable proportions. The outer portions of the wings beyond the engines with their floats would slip off and re-attach easily. Also the vertical fin and rudder would have the same feature. This was the key to success.

Now I was more than fortunate to have a friend as talented and eager as Mike Herrill. Mike is a retired aeronautical engineer, whose hobby is Execuform Models. Mike is skilled and enthusiastic. When I told him of my plan he jumped on board. I told him I had the 1/200 scale HK-1 and traced it and blew the drawings up to 1/72, and they looked, very, very wrong. This didn't surprise Mike. Back in 1995 he made 1/72 plans using Hughes engineering data. These would be the plans used for the model. Not only that, he didn't want to wait for me to build the entire master. If I did the hull, the canopy, engine nacelle, spinner prop, engine and flap fairings, he'd do the wings, tail, and floats. I offered to pay for the material and he provided free labor. He got right on it, and when I sent my masters, the vac-u-form



8 Nacelle to be cast in resin

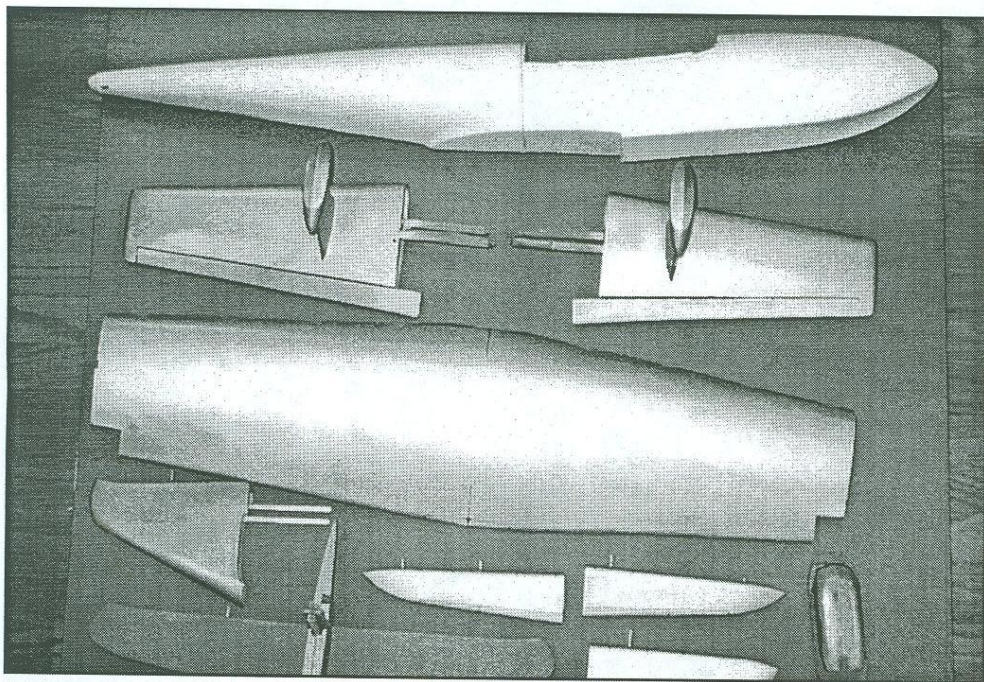
copies came right back. For a small fee Roy Sutherland took my nacelle, spinner, prop blades and engine fronts and made eight beautiful copies in resin. It's nice to have talent like that available.

Forget about the Hollywood film "The Aviator". Leonardo DiCaprio couldn't hold Hughes jockstrap and the other 80% is crap.

It was decided that the flight deck would be the only interior visible, so I scratch built it and installed it after filling the remainder of the hull with Styrofoam blocks to support the flimsy vacform shell. I cut

the main spar for the wing and tail out of Sitka spruce and used balsa for the ribs, then bonded the plastic slip joints to the main spar with resin. The horizontal and vertical tailpieces were constructed in the same manner.

Filling, sanding and priming took 6 passes and two 12 oz. spray cans of OSH all purpose gray 1446 flat primer, 4 oz. of Magic Sculpt resin and half a tube of squadron green putty. An assembly jig made from Douglas fir 2X3's, was mounted on my construction table, with balsa shims and metal clamps. The fact that I worked with 4 different sections made the job manageable. After completion and all 4 sections interlocked and came apart smoothly, I installed the eight engines. I had to make an auxiliary



Vacform parts ready for assembly

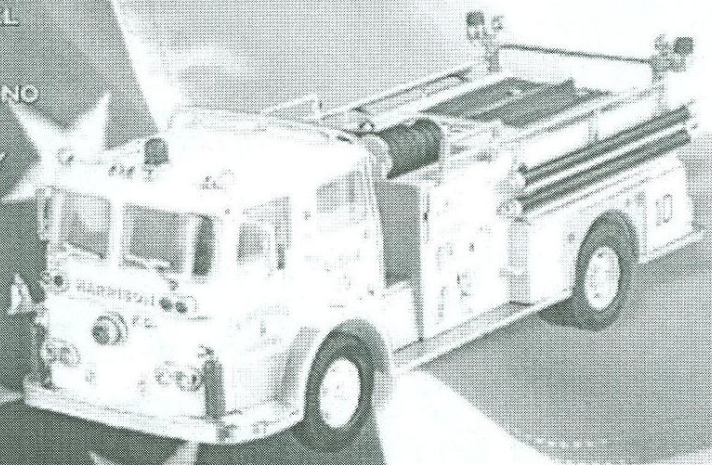
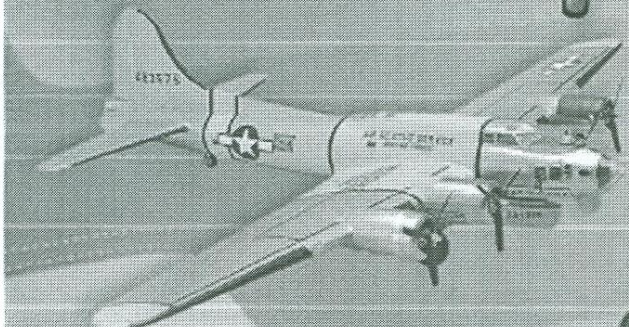


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THEME:

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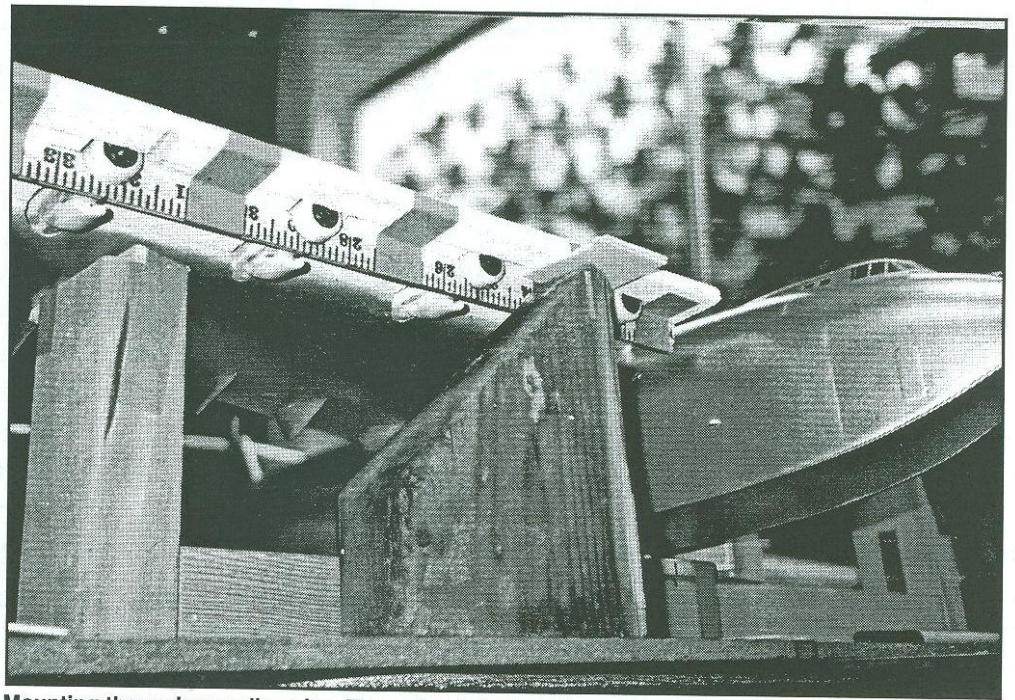
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jig for this, so that all eight were aligned on all axes. This was the most critical of all construction procedures. The resin nacelles were bonded to the vacform wing with gap filling super glue.

At this point some detailing could commence. Made engine cowling flaps from .005 styrene sheets and attached with super glue. The exhausts were made from .030 stock, as they were rectangular and not the usual round style. The elevators and rudder, separately vacformed, were scribed for trim tabs and hinges made of thin wire. The flaps were scored and flap hinge fairings made from magic sculpt bonded to .020 styrene card masters were mounted. The ailerons, which had been cut away from the wing vac-u-form, were reinstalled with trim tabs scored in.

All doors and hatches were added using thin plastic tape to simulate the doors and their hinges. Installed the two wing landing lights. A tubular tunnel with a lamp reflector made from Bare Metal chrome foil with a clear lens made from vac-u-form clear stock. The two landing lights in the float struts were fashioned in the same way. There is a DVD "Dream to Fly" with actual color film of the first flight. I was able to pause this footage to catch the different shades of reflectivity the bright silver paint on the real bird showed. I now spray painted all three sections with fast drying bright aluminum enamel. Now is the time for some serious scribing. Panel lines were not abundant because the finish was smooth due to the Duramold process. However there were discernable panel lines on the wings, vertical fin and stabilizers, which I scribed.



Mounting the resin nacelle units. These jigs hold the alignment on all axes

I created a 1/72 figure of Howard Hughes based on a resin civilian figure made by Preiser in Germany. It scaled out to 6'4" and I was able to dress him as he appeared the day of the flight. This figure now stands by the top hatch of his Hercules.

When the Disney Corp. released the ship to ASME (American Society of Mechanical Engineers) the ownership went to the Evergreen Aviation Museum in Mc Minnville, Oregon, where it is presently on display. The Museum folks, most all unpaid volunteers made an effort to show it in its maiden flight guise. It appears the silver color is off, and they didn't remove the glazing from the hatches. They did, however, restore the "X" back in the registration.

Now I can fully understand and appreciate the challenge Hughes faced with such an enormous undertaking. Building one 72 times smaller that couldn't fly was all I could handle.

Forget about the Hollywood film "The Aviator". Leonardo DiCaprio couldn't hold Hughes jockstrap and the other 80% is crap.

Jim Lund retired from a career at Pacific Bell in 1982 and now presides over the Spirit of 72 Model Museum of Aviation, his 1400-plus model collection, all in 1:72 scale. When they aren't traveling around the world, Jim and his wife Chris live in San Jose.



Completed Hughes H-4 Hercules 1:72 scale. Howard walks the wings in his white sneakers

THE KLEMMS, THE PRETTIEST LITTLE LIGHTPLANES YOU'VE NEVER SEEN.

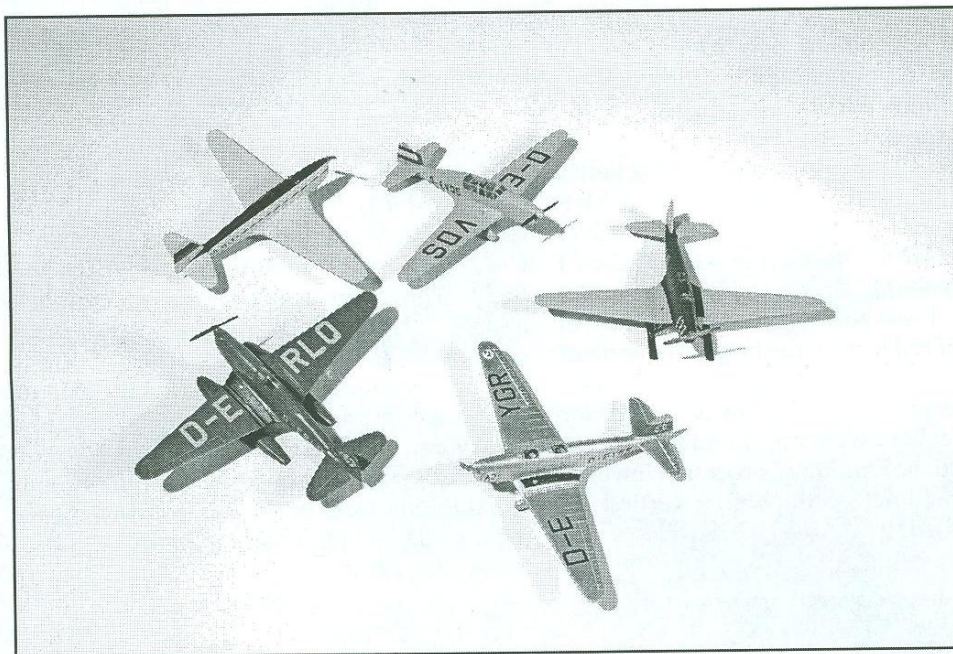
By Bob Miller

Imagine for the moment it's the mid-1920's and you're a young air enthusiast, full of stories of the Great War and the exploits of its aviators. For that matter, the stories of the pioneers like Beachy and Santos-Dumont aren't that far in the past. How do you go about getting off the ground and exploring that world aloft? If you're in the USofA, there might be a grass field nearby, with a resident Curtiss Jenny available for barnstorming rides or lessons. After a few hours instruction, you may need to find a Jenny of your own to buy, because the FBO (as he'd one day be called) might not be too keen on trusting you with his airplane, and the insurance industry certainly wasn't ready to back him up in the matter. But the country is running out of Jennys, at least intact, flyable ones. What else do you go looking for? There are dozens of manufacturer-

ers offering aircraft, but most of them (to judge by the entries in Joseph Juptner's "U.S. Civil Aircraft" series) were either variants of the Jenny, with OX-5 or small radial engine power, or else larger strut-braced high wing designs, too big for training or sport flying. There was hardly a hint of clean cantilever-wing types that would represent good modern design fifteen years hence. British light planes were mostly similar, aircraft built from the roll-out to be antiques.

There was one country, though, where designers were producing "advanced" lightplane designs: Germany. The economy may have been devastated, inflation running wild, and the aircraft industry hobbled by the treaty of Versailles, but inventive German designers were still turning secret doodles into hardware. One such designer was Hanns Klemm, an engineer who had worked for several German companies during the Great

War. He began on his own, building a few gliders about 1920, then produced a powered version of his glider titled the K1-15. Very little survives. I've never seen a set of specs, much less a picture. but he must have sold enough aircraft to stay in business. His next product, the K1-25, was much more successful. Appearing about 1926, it sold several hundred copies and was license-built in Britain, as the Klemm Swallow, and in the US by the old-line Aeromarine company. This was not a particularly pretty aircraft, with its slab-sided wooden construction and its big broad wing that seemed des-



tinued for something larger and heavier. But it flew on pretty much any engine you wanted to hang on it, down to 25 horse or less, so the hourly cost was minimal. In the US, it was licenced under a half-dozen Type Certificates, depending on the engine, and used a Salmson radial for the (prob-

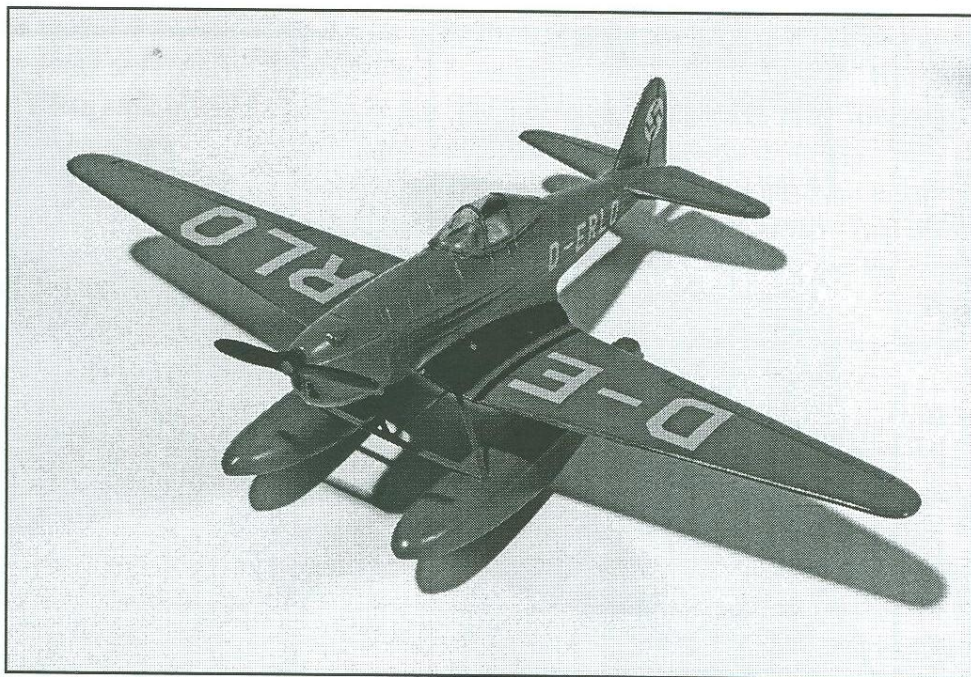
ably) most-produced version, even though the original German version used an inverted in-line. Slab-sided and homely it may have been, but it was one of only two low-wing cantilever designs in Juptner's volume 2, which covers ATC-101 to -200 (though it included two high-wing cantilever designs, Lockheed's Vegas and the immortal Ford Tri-motor: impressive company to be found in!)

But, you have to innovate or die, right? That truism was as valid for aircraft builders of the 20's and 30's as for the electronics business of today. Klemm's next effort was the neat K1-35 of 1935, a complete break from its predecessor, the K1-25. The -25's big wing was gone, replaced by an elegantly tapered design of the sort that was favored in Germany but represented in US production types only (to my knowledge) by the Ryan SC series. Less commonly, the wing was gulled

slightly, presumably to make for a sturdy landing gear. Span was 33.6 feet, gross weight was 1450 pounds, and the power was a Hirth inline-4 of 80 HP. It was comparable to the Luscombe 8E in the US in dimensions and power, and much closer to some Czech Zlin aircraft in many details, except for the Zlins commonly having twice the power. Overall, the K1-35 was a very attractive airplane. If it were true that “an airplane that looks right, flies right,” this would be a great one to be turned loose with.

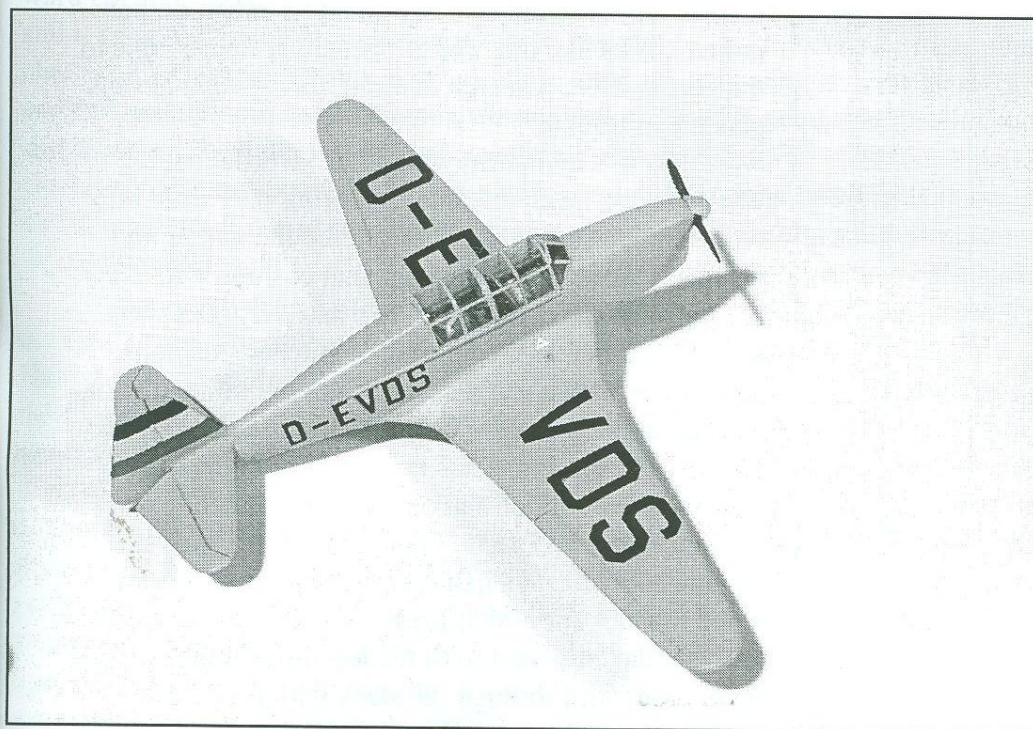
I didn't know any of this when I picked up a 1/72 scale Huma kit of the K1-35. Matter of fact, the “box art” (it's not actually in a box, it's in a poly bag) appeared to be a Xerox copy of a bad photo of a flour-bombing attempt from an early air show, and hardly tempted me in its own right. Taking a close-up look at the parts, I found about 29 in white (14 of these being for two alternative wheel and one ski landing gear installations) and a pair of miniscule windscreens that are so much smaller than their massive sprue that just a little jostling of the package might well have dislocated them. (Take a close look through the packaging before you buy, to make

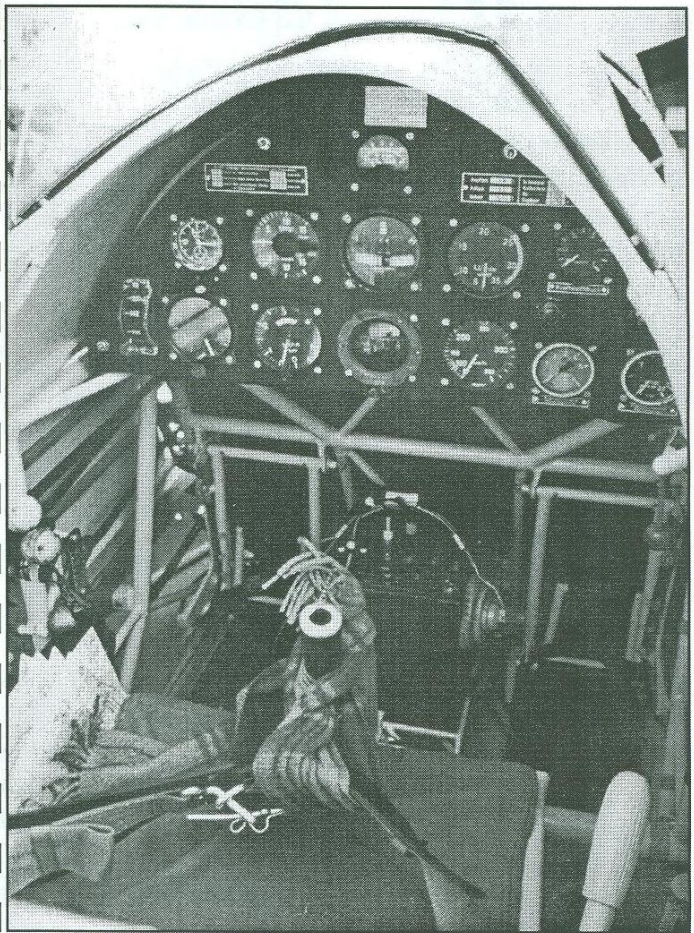
There's an interior, but it isn't worth keeping.



sure they are there, and get them into a separate package-in-a-package immediately: they are unfindable if you drop one.) Moldings seem well done: about the only problems are shrinkage cavities on the sides of the wheel pants. Fabric effects are well enough done that I didn't want to touch the trailing edges and compromise them. Panel lines are on the heavy side, and look out of proportion for a small model like this where the dimensions tempt the observer to move in close for a look, though they might not seem excessive on something the size of a B-25, for example. The control surface separations look too “soft” and I was tempted to cut the surfaces loose and rebuild the joint lines, then pose them slightly deflected. Never did it, though.

Some more significant problems appear as assembly proceeds. The wing sections are subtly different at the dihedral breaks than outboard toward the tips, so the leading edge radius looks too small, and the wings are thinner than the fillet bosses at the fuselage attach joints. The first one, I ignored, but I filled and reshaped the inboard wing undersides after assembly. The walkway on the port wing is wa-a-ay too thick, and is best sanded down before assembly. Then comes time to mount the cowling. That's a big “uh-oh!” Don't glue





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anything down yet. As molded, there is a distinct kink in the top line of the nose. Fuselage or cowling, one needs sanded at the bottom to drop the cowling line. I opted for the fuselage because there are a pair of little "spurs" at the bottom rear of the cowling I thought it better not to remove. They could be exhausts, but paired stacks like this weren't generally appropriate to the Hirth. More research in order, though that always gets me in trouble.

There's an interior, but it isn't worth keeping. The seats are much too small. Having very little info on what they should be, I considered the matter and decided I would have a leather seat cushion with back to fit a back-pack chute. There's an Evergreen sheet styrene that makes nice plausible stitched cushions, so I painted that a leather color, with the thinned paint pooling in the grooves. I omitted the shoulder straps on the 1935 version, since they were not universal on civilian aircraft of that era. For instrument panels, since I wanted several pairs, I took strips of sheet styrene an inch and a half long by a quarter inch wide, glued them at one end to form a stack, then proceeded to shape the other end to fit the interior of the fuselage shell. Now drill through the stack with appropriate 0.045 and 0.032 inch drills, paint the front side, fill the

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holes with Krystal-Kleer, and paint the backside black. No details on instrument faces, but the faces are round, consistent, and the right size. At least some aircraft had light grey interiors, so I used that for the metal portion for all, with off-white for the fabric walls. I added rudder bars, as was common, and closed up. Then I found Cockpit-Profile #3, a German publication from Flugzeug-publikations GMBH, which included a good interior shot, which showed . . . which showed . . . which showed pedals hung from above. Well, I'm not taking them apart now!

Time for paint and decals. The kit has six different possibilities from a Deutschland Rundflug tourer of 1935, to a striking 1980's version painted in the German flag colors, and including three WWII versions and a Swedish trainer on skis (of which several copies still exist in museums and flying). A white Lithuanian air force version with red sunbursts on top surfaces was issued by Blue Rider. Lots of variety to keep us interested, though I wished for more photos and information.

Are we through? Need you ask? I came upon a vacform kit by Airmodel that adds four interesting configurations to the collection. A closed-cabin tourer version was produced in prototype form, though I have no information about series production. The Airmodel kit includes an alternative fuselage, propeller, and canopy for this version, as well as a pair of canopies and floats for a further record-setting version. Aircraft D-ERLQ was fitted with an uprated 160 hp Hirth engine and flown on floats and wheels, with a streamlined bubble canopy in a two-place version, as well as with the forward cockpit faired over for the single-place category, and it captured 5 world speed records in its weight classes. The kit instructions show all these versions, and they just cry out to be added to the collection. The single-place landplane version is particularly cool-looking, being reminiscent of the long-nosed US racers like the Schoenfeldt Firecracker, but with Klemm's more graceful gull wing.

The Airmodel kit raises some questions. The cowling's front face is broad and flat compared with Huma's kit. Shouldn't they be the same? I'd back up the styrene of the Airmodel kit if I were doing it again, and narrow the front face to match the Huma kits. The wing dihedral angles are shallower than the Huma kit, but the kit documentation gives the angles in Grads. Someplace, buried deep in the ROM of my HP-48 calculator, is the conversion from Grads to degrees, but I've been out of engineering for too long to find it, ever again. I have no idea which wing is right. And, more prominently, there's a question of fuel tanks. Huma put

fuel filler caps at each wing root, the port one falling in the middle of that infamously thick walkway. But the photo of the cabin-version D-EVDS in the Airmodel kit clearly shows the triangle fuel-grade marker just ahead of the canopy. OK, I'm cool with that. A gravity tank just abaft the firewall was common. But where did they actually put all 90 liters of fuel? For the cabin version, I guessed that there was one gravity tank and one in the starboard wing root, obviating the matter of a filler cap in the middle of the wing walk, and I put fuel-grade markers at each. Something is probably wrong, here, and I don't know what. Oh, well . . . And, finally, Airmodel may have solved the question of the location of the exhaust stack. They did not include the little "spurs" at the back of the cowling that Huma had, but they showed a rather poorly-defined feature at the bottom center of the cowling. Now, that makes sense: Hirth engines typically had a collector with an elongated stack opening downward. I squashed a piece of 0.032 solder to make the elongated shape, and fitted it just slightly to left of center. So, if the Huma kits are wrong, do I have to go back and fix them?

One disconcerting feature of the Airmodel kit is that it has no fabric detail. That's not a problem in itself, but when setting the two kits side by side, they don't look like the same plane..

There's great opportunity for cross-kitting. I've used Airmodel's floats on Huma's kit, and Huma's trussed gear on Airmodel's cabin version. And if you've lost a Huma windscreen, you can use that kit for one of Airmodel's bubble-tops. Unfortunately, Airmodel's horizontal tail is too small and I had to use Huma's as a pattern to make replacements from sheet. Because of the parts arrangement, I don't see it possible to cross-kit wings and fuselages.

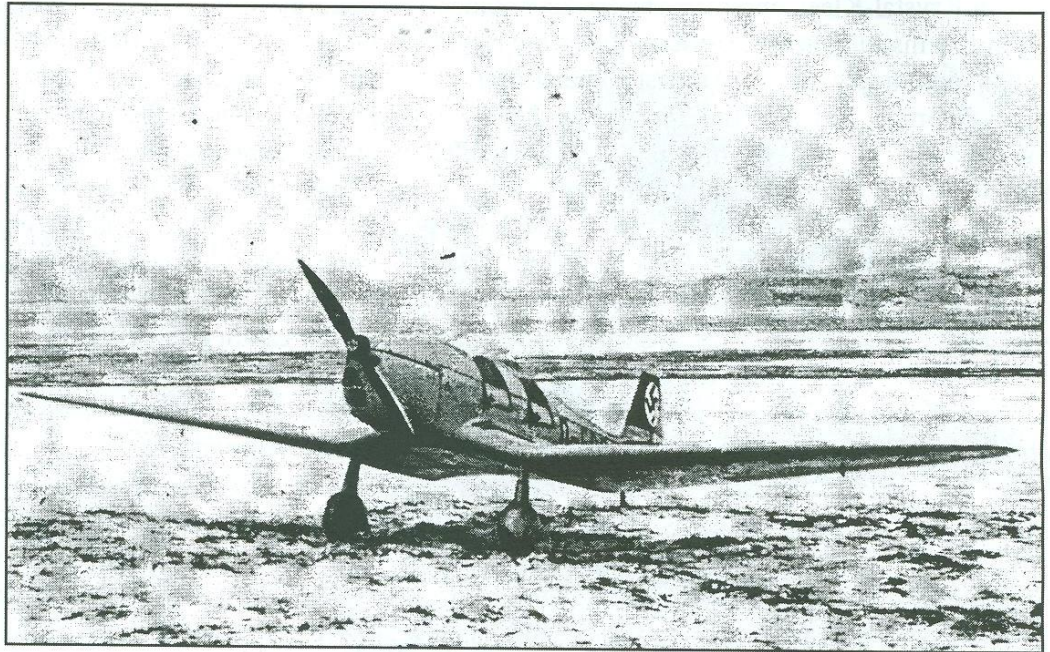
With Airmodel's kit, you are into your collection to find decals that work: I didn't find it easy to match sizes and styles, despite the collection I've gathered. It might have been easier to paint them or make them up on a computer, but I'm not confident of my ability to do either.

A vacuform from Sweden for the basic KI-35 exists. It's OK but not especially useful. If you google the type, you notice that it appears to be a popular radio-control model in Europe, so it is well-known and well-catered for on the other side of the pond.

So that's the story of the KI-35, but remember I mentioned the KI-25? Homely, slab-sided little critter it is, it has been modeled, too. Huma markets a kit that is better done than their KI-35, but is rather overpriced to my mind. It comes in a rather large box that leaves

you wondering "Is that it?" Indeed it is, but it is remarkably complete, including parts like rudder horns that most suppliers would have done in brass, if at all. There are rudder bars with toe brakes in the aft cockpit, and a piece that I think represents the linked throttles but could be a speaking tube. I added some stiffener longerons and frames, and painted the whole interior in a wood finish, as befits its plywood construction. One item confused me initially until I figured out an interior

drawing on the plan and measured with some ergonomic data at hand: both fore and aft spars pass through, with the seats mounted on top and the controls mounted to the floor. It makes for an odd too-upright seating position but it seems to work, so if you build it, don't do as I initially tried, and put a floor on top of the spars. That produces a much too recumbent position to work. The fit of parts is very fine, and I don't detect any shrink marks or extractor pins where they are visible. Even the airfoil section and trailing edge sharpness are good

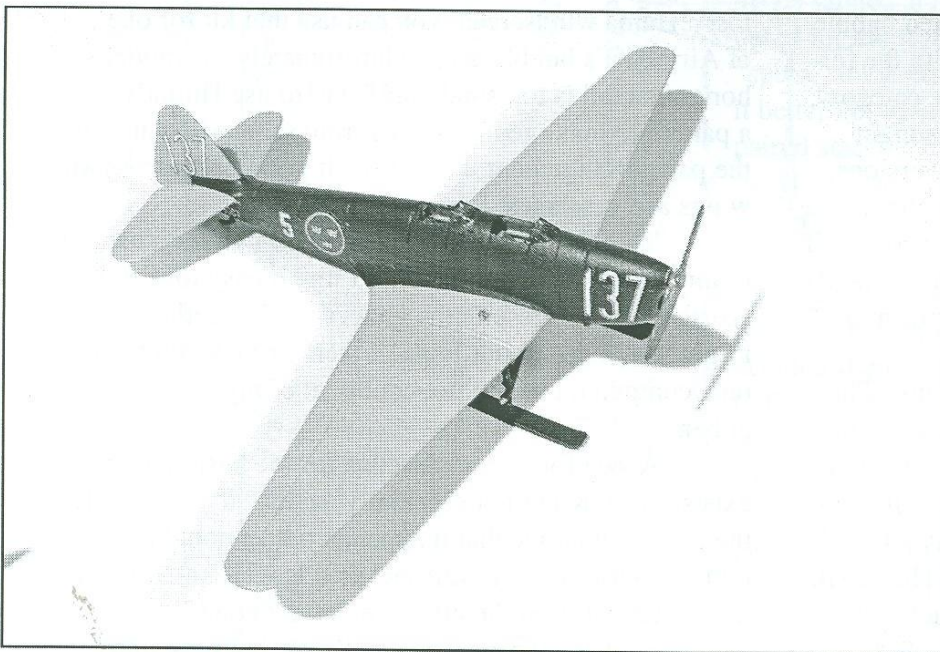


painted tourer with racing numbers and a WWII trainer in RLM 02 grey.

Don't go away. I'm still not through. Aeroclub produces a neat little vacform with about 15 vac parts that look very nice (though I haven't cut into this kit.) It also offers the choice of Hirth cowling or a white-metal Siemens-Halske radial engine and prop. The plan shows three color schemes (all civilian) dating from 1935 to 1976. If your taste is for US registrations, there are several shown in Juptner's books, including a float-mounted version. Like Airmodel's K1-35, you're on your own as far as decals are concerned. Overall, this unpretentious little bird offers lots of scope for modeling.

Klemm produced half a dozen other designs, but I don't know of models for any of them.

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.



Edgar's expert* modeling tip:

Waiting for paint to dry before adding decals is a waist of time.

*Edgar is not an expert. Following any tips and or advice given by Edgar may result in a rapid acceleration followed by a rapid deceleration of your model due to vertical obstructions.



IPMS Dragonlady Model Classic

"Eyes of the World"

Sunday, July 30, 2006

Plaza Room, 210 Julie Drive

Yuba City, CA 95991

Hours: 10 a.m. – 3 p.m.

Admission is Free

Special Guests

Brian Schul – Former SR-71 Pilot,
Photographer, Author

Ray Merritt – Former F-105 Pilot,
Former P.O.W for 6 ½ years during
Vietnam War

Entries

(Must be Received No Later than 12 Noon)

Adults - \$5 first 3 models, \$1 each
additional

Junior - \$3 first 3 models, \$1 each
additional

Display Only - Free

Vendors

Tables - \$25 each, 2 for \$40

Information

Don Terbush (530) 674-8194

donaldterbush@yahoo.com

Harold Osburn

h_osburn@sbcglobal.net

Contest Categories

A – Biplanes, All Scales

B – Single Engine Prop, 1/72

C – Single Engine Prop, 1/48

D – Aircraft, 1/32

E – Multi Engine Prop, All Scales

F – Jets, 1/72

G – Jets, 1/48

H – Rotary Wing, All Scales

I – Military Vehicles, Soft Skin

J – Military Vehicles, Semi Armored

K – Military Vehicles, Armored

L – Diorama

M – Civilian Vehicles, Custom & Rod

N – Civilian Vehicles, Competition

O – Civilian Vehicles, Trucks

P – Figures, All Scales

Q – Ships, All Scales

R – Sci-Fi, Space and Fantasy

S – Junior Aircraft

T – Junior Military

U – Junior Civilian

V – Miscellaneous

Special Awards

Best Reconnaissance Subject "Eyes of the World"

Best 1/72 Aircraft "Dick Martin Memorial"

Best of Show "Mildred Terbush Memorial"

Other Special Awards Pending

APRIL MINUTES

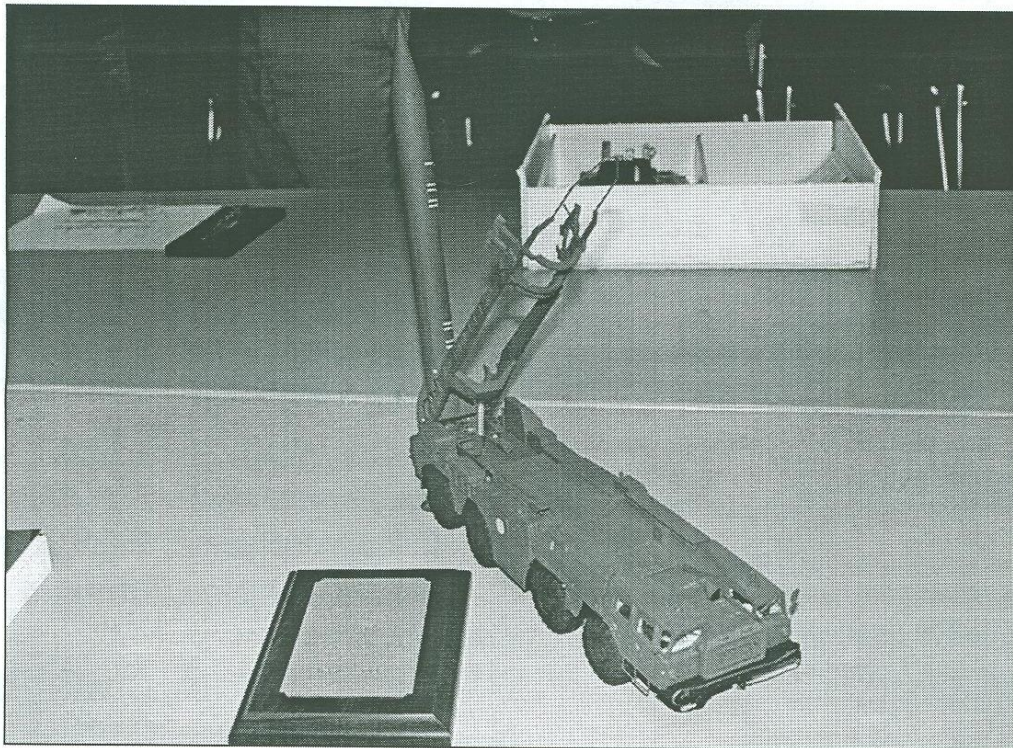
At the April meeting, Steve Travis reported that he's ordered enough snap-together kits to sustain our Veterans' Administration model drive through 2007. Thanks to the efforts of Steve and others in the club, hospitals around the region will have kits for use in the rehabilitative therapy programs, an asset more valuable today than ever before. Thank you, Steve!

In model talk... Jared Bishop is enjoying the fit of his two new Tamiya kits, a 1:48 Spitfire Mk. I he received at the club gift swap and an M2A2 Bradley in 1:35 scale. Jared's hunting for photos of the interior of the M2A2 so he can detail his model more thoroughly. Cliff Kranz is using the RVHP resin 1:72 C-2 Greyhound conversion and parts form a Fujimi E-2

Hawkeye to craft a COD. Cliff says that, other than the paper-thin vacuformed canopy, the conversion isn't too tough. Kent McClure's collection of 1:144 Micromodels tanks now includes an M1, a T-72, and a T-55 and T-59 from opposing sides of the India-Pakistan wars. Kent didn't correct the errors in Revell's old box-scale Martin P6M Seamaster, but instead focused on getting this

old-timer of a kit together and all the seams filled! Kent's also working on an almost-symmetrical DML 1:700 U.S.S. Ohio submarine and pulled a switcheroo with some 1:72 armor. He added a resin anti-aircraft turret to a Hasegawa Crusader hull, then used the Crusader turret on a Staghound armored car chassis. Kent also built a 1:72 rendition of King Arthur riding in a British universal carrier. Laramie Wright's occupied himself by adding a cast texture to the turret of Trumpeter's KV-1, and he's started the weathering on his nearly complete Tamiya Panzer IV Ausf D. Laramie's also working on cleaning up the seams on DML's 1942 M4 Sherman; he says the kit goes together well. Greg Plummer muddled things with his C.S.S. Nashville in 1:200, built from the Verlinden kit and placed on a base that simulates the Mississippi River. Greg said the detail is a little heavy on this largely-hypothetical model, which he describes as "Rebel '66." Don Savage took Hasegawa's Volkswagen bus and turned it into a Bosch racing team support vehicle using aftermarket decals. Frank Babbitt is struggling with AML's

1:72 Mirage III, which, although accurate in detail, fits terribly. The kit's decals are also good, providing some impetus for Frank to finish! Ron Wergin added parts from Tamiya kits and aftermarket companies to his Academy Panzer IV, then weathered it with Tamiya weathering pigments. Ron's also gone to work on the separate track links in Tamiya's SdKfz 251. Andy Kellock's completed a "two in one" project of a sort; he started with the same kit and ended up with two different cars. He built his 1971 Charger box-stock from the AMT kit, then made the appropriate modifications to a second Charger to get a Superbee. Andy used Fred Cady decals for the side trim on the Superbee after having to "double up" the kit decals on his Charger. One trick Andy revealed involved the emblem on the Superbee, which comes as a decal but was in reality a raised



clear plastic item; he applied the decal, then put a drop of five-minute epoxy over it to give a three-dimensional appearance. Andy also surprised the club with an Accurate Miniatures 1:48 Grumman F3F-1; he reports that the kit goes together well and the comprehensive instructions don't allow you to get lost during construction. Andy painted the fuselage

with Tamiya aluminum, the wings with Alclad and the yellow wings with Tamiya spray paints. Steve Travis was repulsed by the overly-thick chrome on AMT's "Switcheroo" kit, so he treated it to a bath in Bleche-White and took it all off. Then, he replaced the steering rods with metal rod, added aftermarket valve covers and a skull shifter, and finished off his custom rod with Tamiya orange and black spray paints. Ben Pada's Tamiya 1:48 P-47D razorback is in its final stages and already resplendent in its SuperScale decals. His Hasegawa P-40E is also close to done; he says it's nice but it's not an easy build. Finally, Ben hopped on the car bandwagon a few years ago with his AMT '32 Ford; he painted it two years ago, and the paint is still not dry! Mark McDonald spent about 25 hours on the Modelkasten tracks for his Tristar Panzer I. He says that, after using Fruimodellismo tracks, he was a bit spoiled and these tracks were a real challenge. Alan Weber built Revell's F/A-18E out of the box, and except for a few small details and weathering his Super Hornet is done. Alan added a pilot to give

scale to his big Bug. He's also working on a 1:144 C-54 from Minicraft; he once worked for an air tanker company that flew them, which makes the model a little more meaningful than the average build. Alan used Alclad to give the model a metal finish before it gets its Berlin Airlift markings. Greg Lamb's two Bf 109s came in two sizes: Hasegawa for 1:72 and Sweet for 1:144. Greg said the hardest part of the Sweet kit was masking the canopy for painting. Nick Moran's desire to build a pair of Aerlingus airliners was almost quashed by the discovery that getting an airliner built is much more difficult than he imagined! He muddled through and finished a Minicraft 737 in 1990s colors and a Revell RJ 146-200 in the "6 million pound metallic" scheme.

The markings came from Max decals. Chris Bucholtz has his Tamiya 1:72 P-47D Thunderbolt all tarted up in its red, black, white and natural metal paint; he has to put on the landing gear and underwing ordnance to finish it up. Jim Lund regaled us with the story of how he "tricked" Janusz Brozac into creating Broplan's lovely 1:72 Boeing Model 80 kit. Jim's Model 80 looked great on the table, as if he'd shrunk down the example

at the Seattle Museum of Flight and then snuck it out under his coat. Shervin Shembayati painted Revell's P-47M in 1:72 according to the kit instructions, resulting in a two-tone blue 52nd Fighter Group plane. He's also still working on his two Tiger Meet Esci/Italeri F-104s; one is largely painted and the other is still wearing its Tombo Multiglue-backed masks. Vladimir Yakubov is converting the aptly-named TP Models T-44 into a T-44 by using a T-55 hull from PST to eliminate most of the TP kit's problems (read: everything but the turret). He's

also employing some brass details originally intended for a T-34/85. Vlad's also scratchbuilding the French pre-dreadnought La Toursteville, inspired partly by the fact that the French ships inspired the Russian ships of the following decade. He's also close to finishing Combrig's Russian destroyer Navik, which was close to completion before the Kickoff Classic but had a bridge problem that he's had to fix. Gabriel Lee is committed to Bandai's 1:35 Batmobile from "Batman Begins," so much so that he's modifying a German infantryman into Batman! The car has no interior but other wise is a nice model, says Gabriel, who also has the Bandai 1989/1992 Batmobile in the works. This one is a little closer to the actual movie version, Gabriel

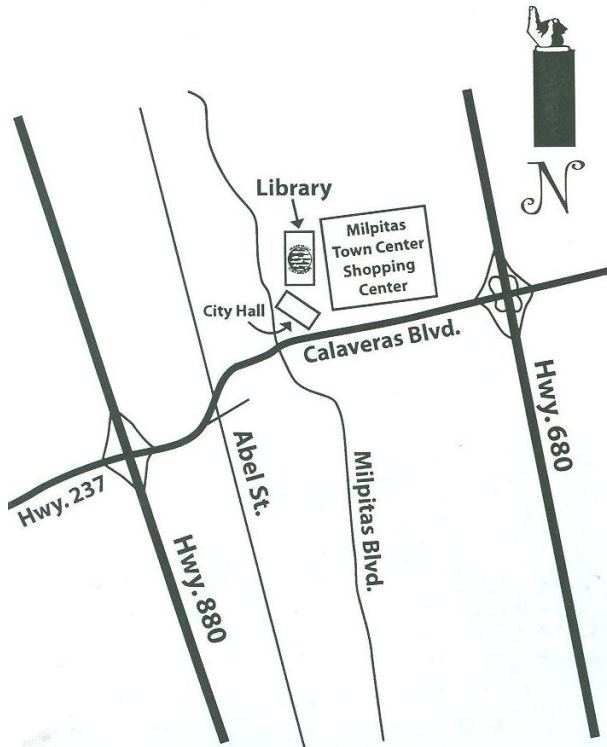
reports. He's also working on his modified Venezuelan M18 Hellcat; not being an armor builder, he was shocked to discover it has no top! Paul Bishop is easing into Tamiya's 1:12 Ducati 916, and he says it's a very nice kit. Paul used Tamiya's own Ferrari red for the body. Randy Ray's PAK 40 is from AFV Club; it's an outstanding kit and he hopes to build one or two more. Randy used Model Master



paints, with some oils on the wheels. Mike Meek's latest projects are a Revell Trans Am Car Corvette and a modified version of the "Chezoom" custom. Mike's turning the curbside car into a custom street car. And the model of the month goes to... Cliff Kranz and his 1:35 "Scud" missile and launcher. Cliff started the DML kit in the parking lot after a NASCAR race while waiting for the crowd to disperse, then took his time over several years to finish it off. All the articulated parts on Cliff's launcher work (except the missile, of course - that would be dangerous!).

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