

1/12 Mercury Capsule

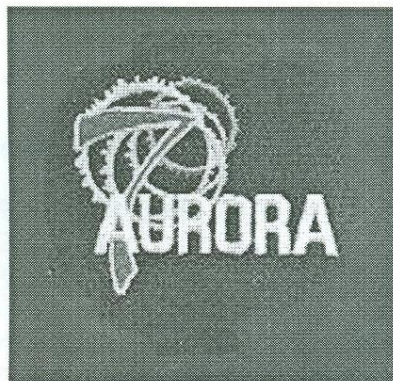
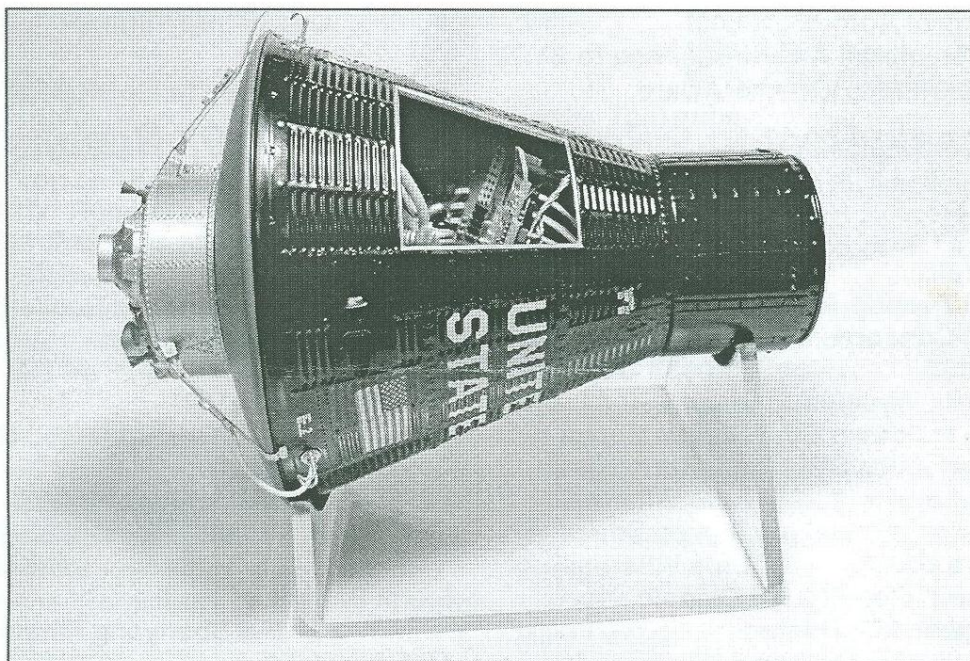
By Michael Woolson

A decision by National Aeronautics and Space Administration Headquarters in October 1961 extended the Mercury program by adding 1-day missions after three- and six-orbit flights. Also, during the same year, follow-on manned space programs, later known as Projects Gemini and Apollo, began to take form. These events were rather unusual, for here was program

expansion on a higher level of difficulty prior to the time that the basic objectives of Project Mercury, the launch and safe return of a man from earth orbit, had been attained. Obviously, Project Mercury, first guided by the Space Task Group and then by the Manned Spacecraft Center (the successor organization), had built up a high confidence factor as to the potential success of the

space venture. To a large degree, this action was graphically supported at that point in time by the highly successful suborbital flights of Alan Shepard and Virgil Grissom and the orbital flight of the "mechanical astronaut."

Project Mercury's formal program approval date was October 7, 1958, and 3 years and 2 weeks from the award of the development



Aircraft Corporation of St. Louis, Missouri, the orbital flight of John Glenn aboard the Mercury spacecraft, "Friendship 7," transpired. When this uncommonly brief time scale is compared with other major programs of national note and urgency, the question of how man was committed so soon to orbital flight is certain to be posed.

The key to this phenomenal success was concurrency of effort.

That is, all facets of the program leading to manned space flight were guided along a simultaneous route and not by the concept of qualifying each phase before development work began on another. From the outset, work was being accomplished on all components of the spacecraft, adapting the launch vehicles, readying the world wide tracking network, selecting and

training astronauts, and developing ground support equipment for systems checkout and astronaut training. No detail was too small to warrant the attention of scientists and engineers who were charged with making the awesome decisions that would commit man to orbital flight. Every organization that had acquired any technical proficiency or had built up a capability in a particular field that could be applied to the space program was visited, and arrangements were made for assistance, facilities, or the use of equipment. Also, the test and reliability program to which Mercury hardware was subjected was exhaustive and thorough. In fact, this unusually close attention refutes the "crash program" connotation often cited. The term "accelerated" more aptly describes the effort. That the managers were not swayed toward a crash program

Continued on page 4

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.

Special Awards from 2007 Kickoff Classic Region 9 Regional April 14 2007

Which Special Award	Scale	Description	Modeler
SA1-Best Of Show Senior	1/20	Ferrari F310B	William Chan
SA2- Best Of Show Junior	1/540	USS Yorktown CV-5	Steven Souza
SA3- Best Aircraft	1/32	PUMA HC.1	Milt Poulos
SA4- Best Armor Subject	1/35	Krupp Protze with Flak	Jerry Takahashi
SA5-Arlie Charter Best PTO USAAF Subject	1/48	P-40N Warhawk	Ken Connor
SA6-Ayrton Senna Memorial Best Competition Car	1/20	Ferrari F310B	William Chan
SA7-Best SF/Fantasy or Real Space Subject	1/72	TIE Fighter	John Admire
SA8-Contest Theme Best Pimp My Model Subject	1/16	'57 Chevy BelAir	Anthony Rios
SA9- Best Muscle Car	1/25	'71 Dodge Superbee	Andy Kellock
SA10-Best Airfix	1/72	Short Stirling	Harlan Schoneweis
SA11- Best Small Air Forces Subject	1/48	Spitfire Vc	John Korellis
SA12-Best Iron Curtain Subject	1/48	Mirage IVP	Juan Solarzano
SA13-Best Vietnam Subject	1/72	A-26K Invader	Sebastien Domine
SA15- Sow's Ear to Silk Purse	1/72	Short Stirling	Harlan Schoneweis
SA16-Best Racer (Air or Auto)	1/20	Ferrari F310B	William Chan
SA17- Best Tuskegee Airmen Subject	1/48	P-51D Mustang "Bunny"	Bob Phillips
SA18-Tim Curtis Memorial Award - Service to SVSM			Frank Babbitt
SA19-Hugh Silvis Chapter Of Year Award			

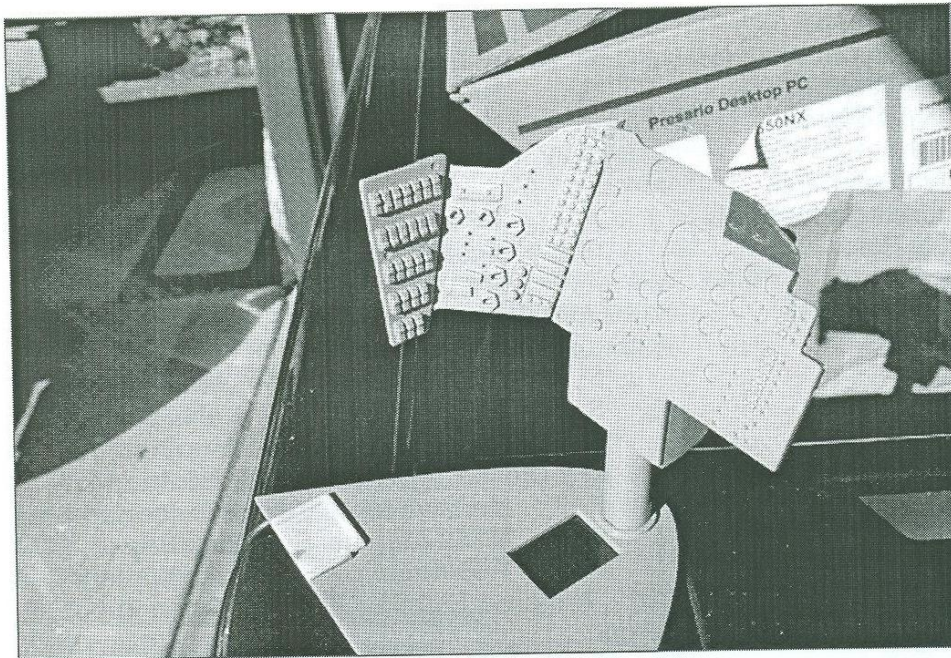
Silicon Valley Scale Modelers / Laramie Wright

Kickoff Classic Region 9 Regional April 14 2007 Results

Winners Categories

PLACEMENT	ENTRY	MODELER	F	George Legion Dragon Dio	John Gray
J1	Junior Aircraft		S	Runescape Knight(Scratch)	John Gray
	F A-10 Thunderbolt II	Dmitriy Shapiro	S1	Single Engine Jet or Rocket Aircraft 1/72	
	S BAC Concorde	Dmitriy Shapiro	F	Av-8B Harrier	Burton M.
	T FW-190	Joseph Gehringer		Gustafson	
J2	Junior Military Vehicles		S	Me-1101	Sebastien Domine
	F USS Yorktown CV-5	Steven Souza	T	F8U Crusader DFBW	
J3A	Junior Automobiles SPLIT - Modern			David Newman	
	F EVO Lancer III	Luis Villaruel	S2	MultiEngine Jet Aircraft 1/72	
	S Prowler	Steven Souza	F	MiG-29 Fulcrum	Tom Bergfeld
	T Acura RSX	Luis Villaruel	S	Tu-16 Badger Iraqi AF	
J3B	Junior Automobiles SPLIT - Classic			Frank Babbitt	
	F Peugeot 403, Rusted		T	F-8 Shenyang Finback	
	Anton Savinov			Tom Bergfeld	
	S 1968 Pontiac GTO		S3A	Single Engine Prop or Turboprop 1/72 SPLIT-USA Made	
	Dmitriy Shapiro		F	A-1H Skyraider	Sebastien Domine
	T '66 Riviera	Steven Souza	S	Martlet III	Mark Glidden
J4	Junior Dinosaurs & Figures	NO ENTRIES	T	P-47D Thunderbolt	
J5	Junior Miscellaneous			Chris Bucholtz	
	F SS United States	Robert Nunes Jr	S3B	Single Engine Prop or Turboprop 1/72 SPLIT-NON-USA Made	
Y1	SubJunior Aircraft (SJ1)		F	Macchi MC-202	Chuck Betz
	F F4U Corsair	John Gray	S	Polikarpov I-16 Spanish	Jim Priete
	S MiG-21	Shaun Gruver	T	FW-190A-S (Hermann Graf)	Scott
	T Aircraft (Me-109)	J a c q u i l y n n		Carpenter	
	Armstrong		S4	MultiEngine Prop or Turboprop Aircraft 1/72	
Y2	SubJunior Military Vehicles & Ships (SJ2)		F	Beaufighter	Marty Sanford
	F USS New Jersey	Brandon Souza	S	Do-335 Pfeil Trainer	
Y3	SubJunior Automobiles (SJ3)			Tom Bergfeld	
	F Woodstock's Chrysler		T	DH C-7 Caribou RAAF	
	Frank J Cortez Jr			Frank Babbitt	
	S 36 Ford Hot Rod	Frank J Cortez Jr			
	T PT Cruiser	Frank J Cortez Jr			
Y4	SubJunior Miscellaneous (SJ4)				

S5 Single Engine Jet or Rocket Aircraft 1/48				Larger			
F	Saab Viggen JA-37	Juan Solarzano		F	Krupp Protze with Flak	Jerry Takahashi	
S	F-35B VSTOL Fighter	Bob Phillips		S	SAS Jeep (WW2)	Adrian Garza	
T	A-4M Skyhawk	Wes Shirley		T	Humvee Ambulance	Jerry Takahashi	
S6 MultiEngine Jet Aircraft 1/48				S18A AFV Closed Top, To 1945, 1/35 & Larger SPLIT Allied			
F	Mirage IVP	Juan Solarzano		F	T-34/76 Model 1940	Jack Riggart	
S	F-4 Phantom	Harlan Schoneweis		S	Char B 1 Bis	Laramie Wright	
T	Me-262a	Jim Reid		T	M4A1 Sherman	Laramie Wright	
S7 Single Engine Prop or Turboprop 1/48 Allied Naval				S18B AFV Closed Top, To 1945, 1/35 & Larger SPLIT Axis			
F	F4F-3S WildCatFish			F	Pzkfpw III L	Laramie Wright	
Mark Glidden				S	Panther Late	Kevin Gonzales	
S	A-1 Skyraider	Dan Bills		T	Panzer 38t	John Admire	
T	Skyraider	Rick Hester		S19 AFV Closed Top. Post 1945, 1/35 & Larger			
S8 Single Engine Prop or Turboprop 1/48 Allied Other				F	Merkava Mk III IDF MBT	Adrian Garza	
F	P-40N Warhawk	Ken Connor		S	M1A2 Abrams	Rick Hester	
S	P-47D Razorback	Ben Pada Jr		T	T-55 Angola	Mike Winters	
T	P-47D Bubbletop	Frank Babbitt		S20 Armored Fighting Vehicles Open Top 1/35 & Larger			
S9 Single Engine Prop or Turbo Prop 1/48 Axis & Neutrals				F	USMC Half Track	Mike Winters	
F	A7M Reppu	Mark Glidden		S	M-12 GMC (American)		
S	D4Y1 Judy	Peter Olesko		Lester Tockerman			
T	J2M Raiden	Dan Bills		T	Flak Abt 614 w/figures	Lester Tockerman	
S10 MultiEngine Prop or Turboprop Aircraft 1/48				S21 Towed Artillery & Ancillary Vehicles 1/35 & Larger			
F	AC-47D "Spooky"	Michael Braun		F	British Shipboard Carronade	Lester Tockerman	
S	Bristol Beaufighter	Dan Bills		S	Israeli M113 Fitter/Rec Veh	Lester Tockerman	
T	Beaufighter Mk VI	Jason McChristian		T	Pak40 75mm	Randy Ray	
S11 Jet or Rocket Aircraft 1/32				S22 Military Vehicles, All Types 1/48 Only			
F	F/A-18C	Paul Bishop		F	Stug III B	Robin McFerran	
S	F/A-18C Hornet	Jason Armstrong		S	M4A1 Sherman	Robin McFerran	
S12 Prop Aircraft 1/32				T	Kubelwagen	Mike Jackson	
F	Ki-84 Hayate	Mark Glidden		S23 Military Vehicles, Allied All Types 1/49 & Smaller			
S	Spitfire Vb	Jim Reid		F	M4A4 Sherman		
T	F2A Buffalo	Ron Scholtz		Mike Laxton			
S13 Biplanes/Fabric & Rigging, All Scales				S	GMC CCKW-353 2 1/2 ton Truck	Chris Bucholtz	
F	Dr.1 Fokker	Ken Connor		T	Bal Armored Car	Vladimir Yakubov	
S	Siemens Schuckert D III	Peter Olesko		S23A Military Vehicles, Axis & Neutrals All Types 1/49 & Smaller			
Olesko				F	Hummel (early)	Dave Parks	
T	Albatros D III	Peter Olesko		S	Hummer	Mike Laxton	
S14 Rotary Wing Aircraft, All Scales				T	Sdkfz 250/9	Joe Gehringer	
F	PUMA HC.1	Milt Poulos		S24 Ships 1/400 & Larger			
S	OH-13 Sioux	Richard Horton		F	Rattlesnake	Paul Bishop	
T	AH-64A Apache	Paul Bishop		S	USS Gendreau USN DE		
S15 Civil,Sport & Airliner Aircraft, All Scales				Mike Winters			
F	F4U-7 Black Sheep	Alan Weber		T	HIMJS Yamato	Paul Bishop	
S	DC-8-63 Eastern Airlines	Sonny Esparza		S25 Ships 1/401 & Smaller			
T	MD-80 SAS	Greg Plummer		F	HMS Queen Elizabeth		
S15A RACING Aircraft, All Types & Scales				Hanchang Kuo			
F	Ki 15 NIPPON GO	William Ferrante		S	Kiev Soviet Aircraft Carrier	Jeff Lew	
S	P-51B #94	Mike Woolson		S25A Submarines, All Types & Scales			
T	"Whyracer" Wyvern Hypo	Mike Burton		F	K-428 Echo II Class Sub		
S16 Jet, Prop & Rocket Aircraft 1/144 scale							
F	Zero	Mike Woolson					
S	M2F1 Flying Bathtub						
David Newman							
T	Hawker Hunter	William Ferrante					
S17 Military Vehicles Softskin & Support 1/35 &							



even in the face of an American public anxiously awaiting the advent of manned space flight, was unusual.

There were a number of catalysts which created the conditions leading to the approval of the Mercury project, and many of these circumstances and events contributed directly to the goal of attaining manned space flight. Shortly after World War II, experimental missile tests were conducted in the White Sands, N. Mex. area to altitudes beyond the sensible atmosphere. During this same period, rocket aircraft research was initiated with the objective of piercing the sound barrier. Then from the early to the mid-fifties the National Advisory Committee for Aeronautics and industry scientists and engineers made the assault on the thermal barrier to resolve the reentry problem for the ballistic missile. These excellent mediums of research formed a natural progression for the NACA to attack the problems of manned space flight. Another factor contributing to the growing interest in the national space program was the planning and research that was devoted to the artificial earth satellite program for the International Geophysical Year. Then the flight of Sputnik I in 1957 furnished the "yeast" necessary for the American public to support a manned space flight project. Finally, the Atlas launch vehicle had reached a point in development at which serious consideration could be given for its application to manned space flight. At that time the Atlas was the only American launch vehicle capable of lifting a payload for the manned orbital requirements.

The first Americans to venture into space were drawn from a group of 110 military pilots chosen for their flight test experience and because they met certain physical requirements. Seven of those 110 became astronauts in April 1959. Six of the seven flew Mercury missions

(Deke Slayton was removed from flight status due to a heart condition). Beginning with Alan Shepard's Freedom 7 flight, the astronauts named their own spacecraft, and all added "7" to the name to acknowledge the teamwork of their fellow astronauts

Mercury had seven prime astronauts, all former military test pilots, known as the Mercury Seven. NASA announced the selection of these astronauts on April 9, 1959.

Malcolm Scott Carpenter, USN (1925-)
Leroy Gordon "Gordo" Cooper, Jr., USAF (1927-2004)

John Herschel Glenn, Jr., USMC (1921-)
First American to orbit the earth.

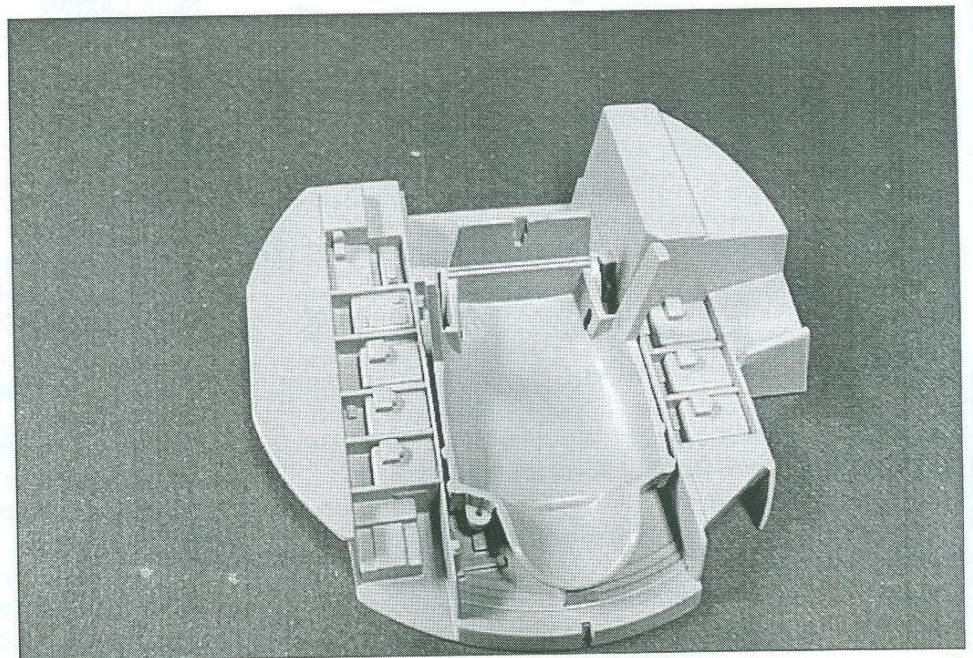
Virgil Ivan "Gus" Grissom, USAF (1926-1967)

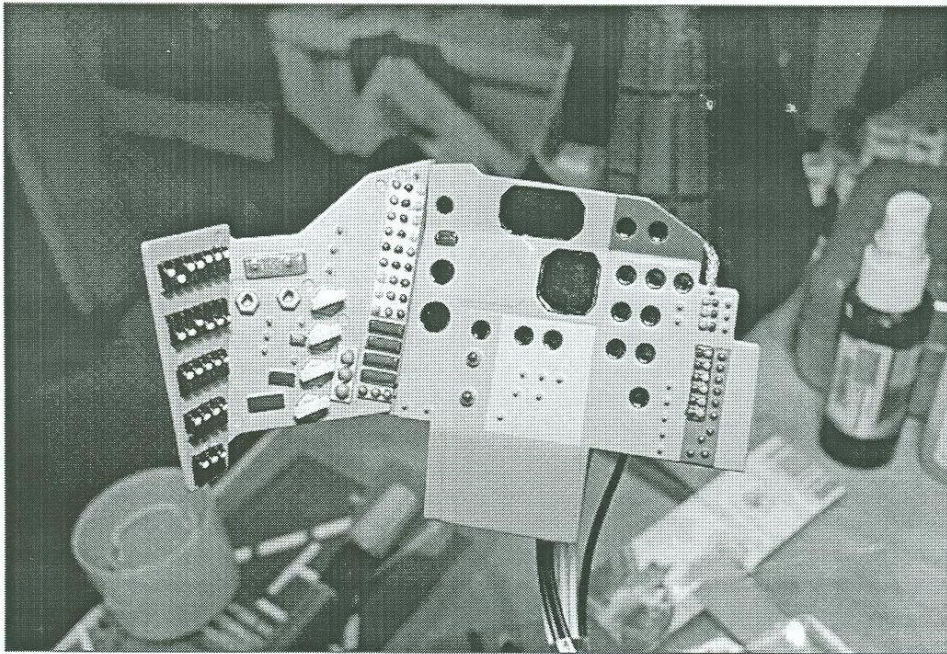
Walter Marty Schirra, Jr., USN (1923-)
Donald Kent "Deke" Slayton, USAF (1924-1993) Grounded in 1962 due to

irregular heartbeat, reinstated in 1972 and later flew on the Apollo-Soyuz Test Project in 1975.

Mercury 7 was a Mercury program American manned space mission launched May 24, 1962. The Mercury capsule was named Aurora 7 and made three earth orbits, piloted by astronaut Scott Carpenter. A targeting mishap during reentry took the spacecraft 250 miles (about 400 km) off course, delaying recovery of Carpenter and the craft. The mission used Mercury spacecraft #18 was delivered to Cape Canaveral on November 15, 1961. Atlas #107-D was rolled out of the Convair factory in San Diego, CA on February 25, 1962. It was delivered to Cape Canaveral, FL on March 6, 1962.

The focus of Carpenter's five-hour Aurora 7 mission was on science. The full flight plan included the first study of liquids in weightlessness, Earth photography and an unsuccessful attempt to observe a flare fired from the ground. At dawn of





and splashed down 402 kilometers off target.

Mercury_profile.jpg "Digital pix 345.jpg
 "Digital pix 630.jpg "Digital pix 454.jpg
 "Digital pix 682.jpg "Digital pix 692.jpg
 "Digital pix 712.jpg "Aurora_7_insignia.
 jpg "Model Shows 244.jpg "Model Shows
 248.jpg "

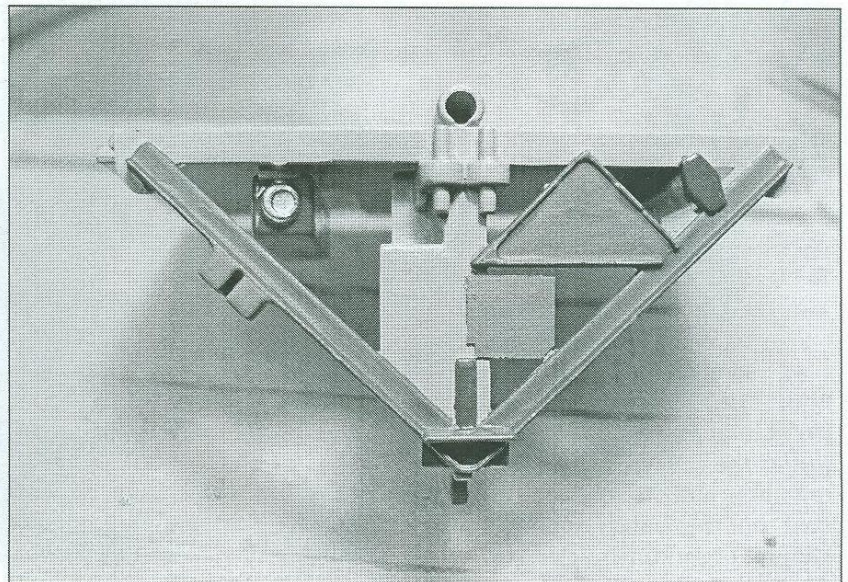
Every since its release in 2004 this model has been on my wanted list. The first thing one notices upon opening the box is multi colored plastic reminiscent of matchbox models from our past thinking I paid X amount of dollars this!

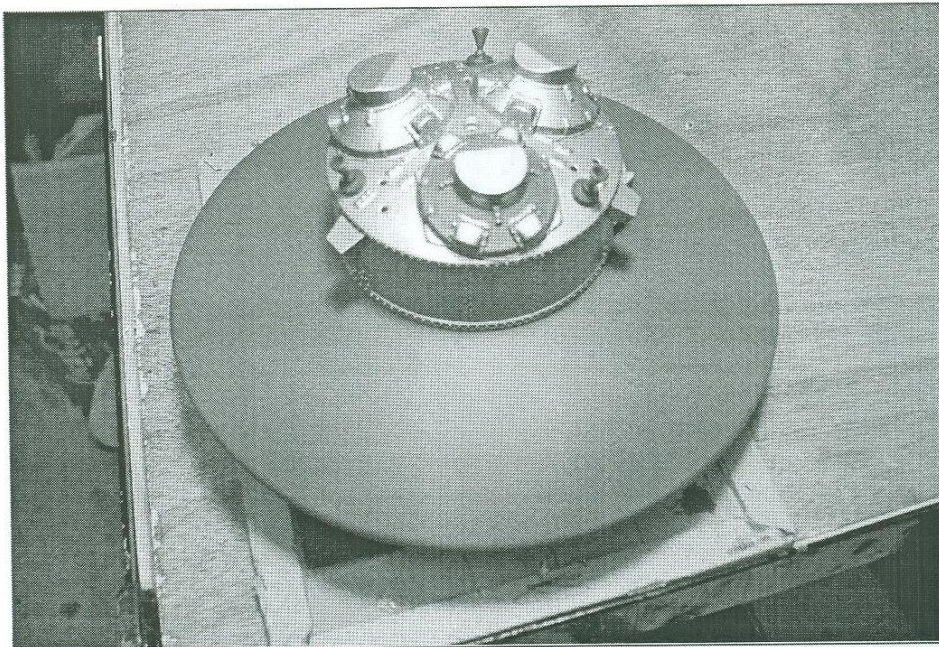
I started first by cleaning up the cockpit parts of minor flash on all of the edges and were ready for paint within Twenty Minutes. The major components are seat back, seat, floor, podium for the

the third and final orbit, Carpenter inadvertently bumped his hand against the inside wall of the cabin and solved a mystery from the previous flight. The resulting bright shower of particles outside the capsule-what Glenn had called "fireflies"-turned out to be ice particles shaken loose from the capsule's exterior. Like Glenn, Carpenter circled the Earth three times. Total time weightless 4 h 39 min 32 s. The performance of the Mercury spacecraft and Atlas launch vehicle was excellent in nearly every respect. All primary mission objectives were achieved. The single mission critical malfunction which occurred involved a failure in the spacecraft pitch horizon scanner, a component of the automatic control system. This anomaly was adequately compensated for by the pilot in subsequent in-flight operations so that the success of the mission was not compromised. A modification of the spacecraft control-system thrust units were effective. Cabin and pressure-suit temperatures were high but not intolerable. Some uncertainties in the data telemetered from the bioinstrumentation prevailed at times during the flight; however, associated information was available which indicated continued well-being of the astronaut. Equipment was included in the spacecraft which provided valuable scientific information; notably that regarding liquid behavior in a weightless state, identification of the airglow layer observed by Astronaut Glenn, and photography of terrestrial features and meteorological phenomena. An experiment which was to provide atmospheric drag and color visibility data in space through deployment of an inflatable sphere was partially successful. The flight further qualified the Mercury spacecraft systems for manned orbital operations and provided evidence for progressing into missions of extended duration and consequently more demanding systems requirements.

Instrument panel all light gray, and Three clear instrument panels. Looking back at photos I found I chose a near match in Tamiya Medium Gray for not only these parts but inside it's body cone along with several pieces seen from outside. Looking at the rear of the instrument panel I thought about what size wire should I use to run from the Guages to the seat back I shopped around first Radio Shack nothing I hit pay dirt when I went to a hole in the wall electronics store and saw 26AGW wire in a 25' roll. Front side of the main panel was given several different colored section over the Grey just as noted in my photos but during my research I had only found Two different models built and both were different so I went to the real walkaround's and ran into the same problem so my model is a mixture of everything found fact or fiction. Wiring was initially cut in One foot lengths with plenty of room left over to be trimmed when done. Installing them to the back side was done by using super glue dropped on the end of the wire then hold in place till it will stand by it self so during this I pulled out the main cone shaped body to clean it up

Partly because he had been distracted watching the fireflies and partly because of his busy schedule, and a malfunction of the automatic alignment system, he overshot his planned reentry mark,

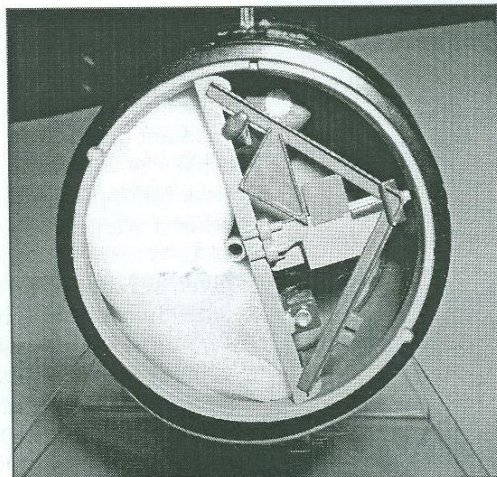




and saw what was stated in all in box reviewed found about seams all over the place in the most messed up spots like running down where a line of fasteners is molded in but it's easily taken care of by a sharp #11 blade.

I continued the same task switching back and forth letting the glue cure a bit then the wires needed to be secured in some way so I cut Three long slivers around 3/32" wide bare metal foil being careful to stay straight and not to tear. The wire bundle I decided to run through the seat back I eye balled an area on the lower Right side below the door opening then drilling a 3/8" hole topping off the bundle with heat shrink tubing exposed 1/2" on the cockpit side. One of the scratch built items is on the left side of the pilot is an emergency kit made a strip of styrene with Two layers of craft felt on top of each other finished with a single layer on foil wrapped over it. A vinyl figure is included with several life support hoses that I left natural once finished. The figure is painted in the vintage silver and White helmet style then glued to his seat then seat back is glued to the floor along with the wired panel now that's One of the kits main sections completed for now

I wet sanded the inside of the cone body, taped off the out side then primed and painted it Medium Gray just as the internal parts. The smaller top tube with it's internal structure next on my bench required a fair amount of sanding to clean up



external seams once finished it to was primed and painted also to show the detail covered up if I chose to build the escape tower adding another 14" in height. Before I sprayed the out side semi gloss black I decided to add a round hatch at the point where the body cone intersects the tube structure about 2" round so One was fabed out of .040 sheet with .030 strips as detail of a star type of pattern and handle in the center painted Red it's to bad it can bealy be seen past the panel wiring when done. Everythings dry and masked off inside so I shot Three coats of Tamiya primer wet sanding between coats mostly where the seams used to call home now the Semi Gloss Black straight from a Tamiya spray can letting that all dry for several days inside since the weather was cold out in the garage. Next in the paint line up is the heatshield dish this is also primed then wet sanded when done I chose Model Master Flat Light Earth the color was close to the pictures I found. The Retro Rocket Package is made up from Forty One parts by it self some of the plastic rods were to short so I used Stainless wire in place on the Three metal straps attaching it to the body there should have been hoses used but they turned out 1/8" to shout so I decided to us some 26 AWG same wire as used for the instrument panel plus I thought it looks better than that junk included in the kit.

Now it's assembly time the smaller round portion of the body was first it's

internal structure was glued into place next I had found some parachute type of material and thought I have to add this it just looks right. I attached the bulkhead I had made then windows now the moment I had been waiting for installing the cockpit assembly now I could finally see the bottom of the other side of a mountain I had been climbing for the past Year.

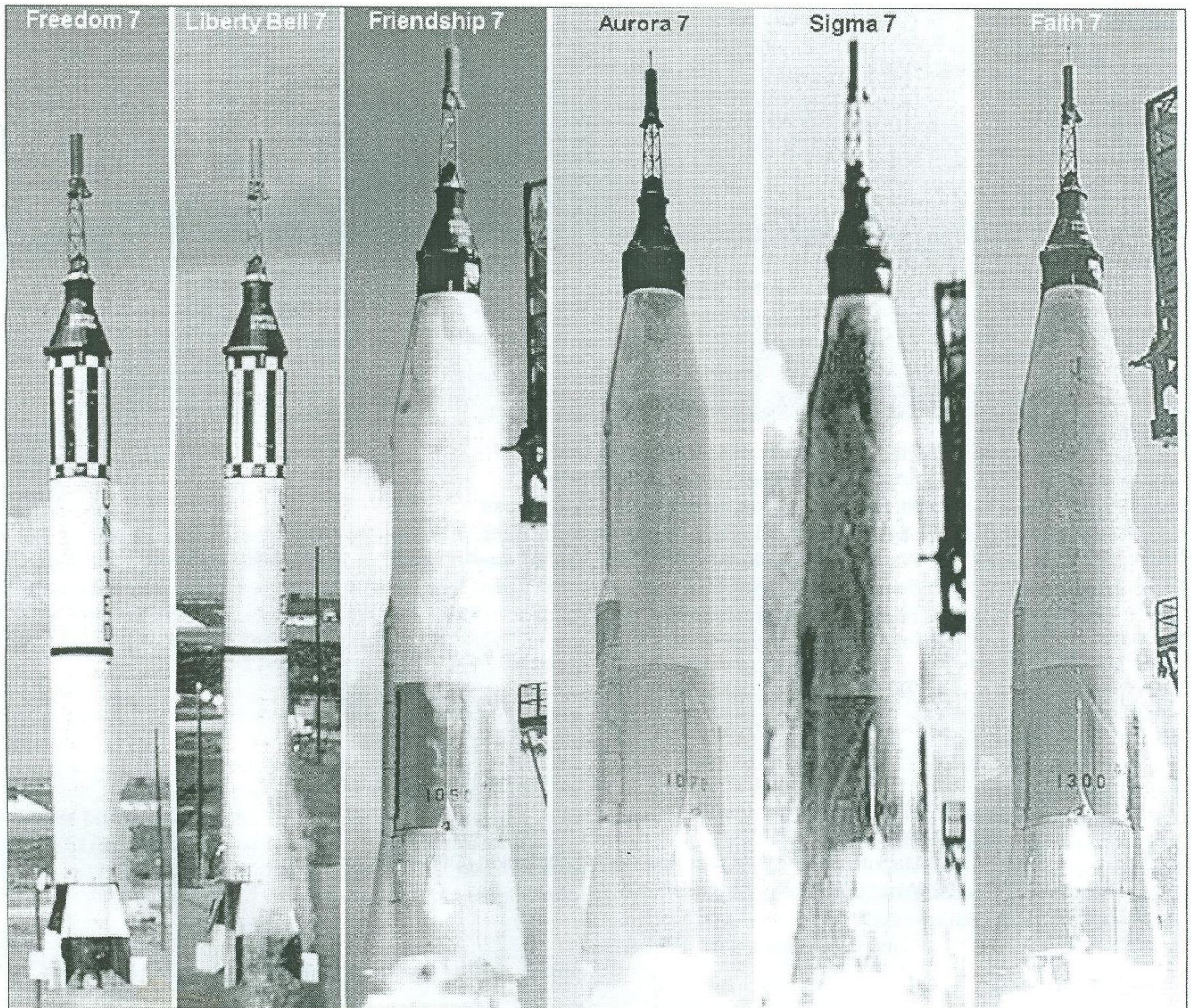
Time for the decals. The decal sheet is an amazing collection in it self with the option to do all Seven Capsules I chose Aurora 7 since it launched May 24 1962 with Scott Carpenter and my Father is also this day it sure does suck that part of the disappeared over the Black oh well. Decals are printed by Rick Sternbach at Space Model Systems in LA they are drawn out good but the decals are glossy and have a weird texture. Installing any of them on the model is a chore in it self requiring many coats of Micro Sol for them to conform to the corrugated surfaces of this model with all this behind me the last thing to tackle is attaching heatshield dish with retro pack already mounted. Dish is mounted for good now the finish line is within arms reach but it is always something that's trying to pull you back to keep you from finishing for

slight curve over the rocket package where they overlap then a slightly tapered pin goes through them sliding into the center of the pack. On the pack itself Eight smaller lines in total go from the top of the pack to the Three domes these I quickly made from thin Stainless wire. The escape tower required a heap of work so I chose to leave it off.

One last item to take care of was a stand I found this in the form of a 6" square clear plastic U shaped display base from Tap Plastics for \$6 turning it upside down tracing onto each side the archs. During the build my intentions were to fabricate something out of .030 aluminum to fit the theme of having fasteners holding things together.

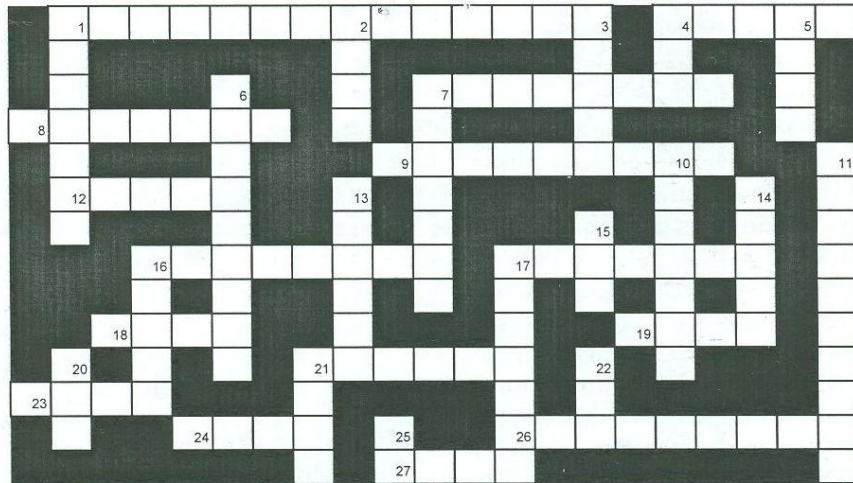
I even finished One day early for the Kickoff Classis that was a surprise being Friday the 13th!

Michael Woolson built his first model in 1986 a 1/72 Revell snap together B-25. He mostly build Aircraft from all era,types,scales but is slowly venturing into cars & tanks



Member Submitted Crossword

By Nicholas Moran



Across

- 1 Ich kann nicht er sehen, aber ich kann er shiessen, heute
- 4 Religious Gun
- 7 Put this in a Hamilcar.
- 8 Cheese-eating surrender monkey manufacturer
- 9 Feeling cold? "In a while," responded the alligator in parting
- 12 Stuart, in English.
- 16 CVR(T) with a stinger
- 17 And in 3/4 time, this will hopefully dance with me.
- 18 Camouflage, to Heinrich.
- 19 Gun, carried by British Carden.
- 21 Latest Danish/German Recon vehicle. Looks very futuristic
- 23 DDs are not supposed to do this.
- 24 Big-wheeled royal Russian
- 26 From Britain, with love
- 27 Big cat, like a shoe.

Down

- 1 Stryker originally, the Amazonian kind.
- 2 Sagger, Eryx, Milan are types of these.
- 3 Afrikaans antelope, but designed by 8 across.
- 4 Middlesex-based armoured car manufacturer.
- 5 What you don't want to hear after "On the way", "Firing" or "Ich Schies
- 6 Bus, or with a 37mm
- 7 16 down, T-80 and M1 have this in common.
- 10 French armoured general, now a tank.
- 11 _____ Luchs.
- 13 WWII Italian Armoured Division, also now driving around Iraq.
- 14 Country, makes ASCOD IFVs with Austria.
- 15 Armoured Infantry Transporter, in Russian.
- 16 It's missing something, but it's the 103 with a 105, vernacular.
- 17 Middle-Eastern Chariot.
- 20 Sabot, in English.
- 21 Manufacturer of the first American-built tanks. (Of French design)
- 22 What 8 across calls 3 down.

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

By Floyd S. Werner, Jr.

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

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

Construction

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

Cockpit

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

Fuselage

Cutting the fuselage halves from their pour stub is a time

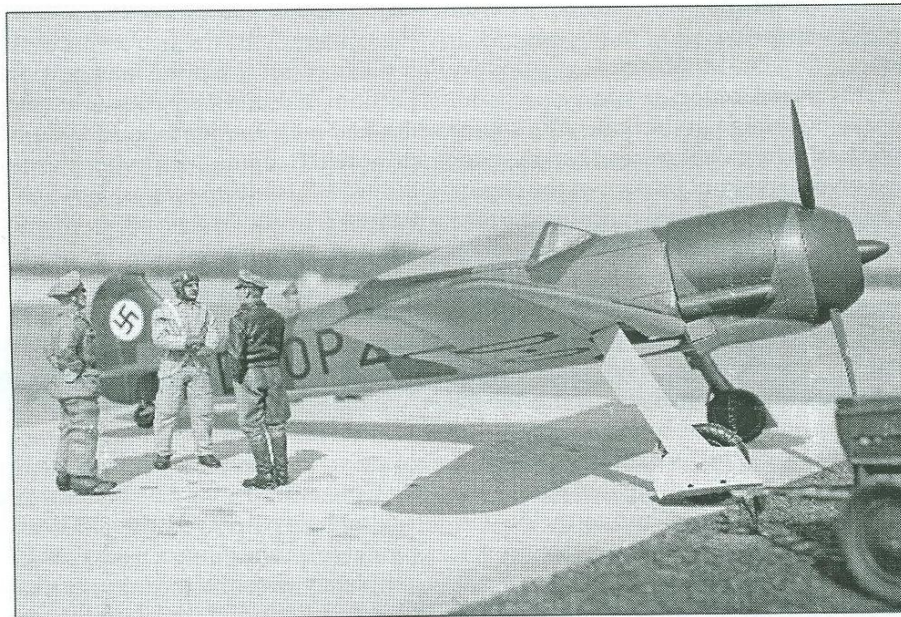
consuming task. Patience is called for. This task was more like separating a vacuform part. I cut at an angle and then sanded the top where the pour plug were until it was flat. I added some plastic channel to the tail wheel area to mount the tail wheel to. This helped this greatly. Once that was done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

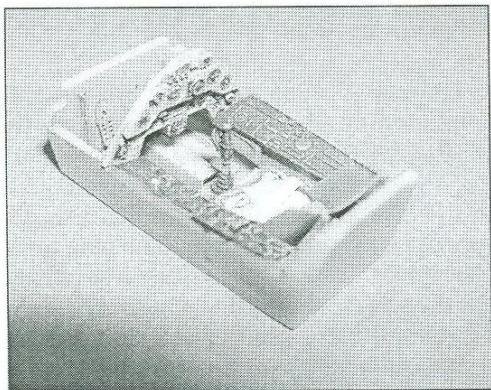
Now that the fuselage was assembled how far back do I put the cockpit tub as there are no locating pin and only vague pictures

in the instructions. I finally figured out a way to do it. I folded the photo etch piece for the deck behind the pilot and then placed it in the opening. I moved it back until the part could move no more and then inserted the cockpit from below to fit this piece. It actually worked out pretty well and everything was aligned, including the instrument panel.

Wings

Now came the first really big hurdle, the wheel wells and wings. The wings are a typical three piece affair, one lower and two upper halves. The issue is where do you fit the wheel wells. Seems easy enough but this proved to be one of the more difficult tasks. First off you will have to remove a lot of resin from the wheel well opening to thin the edges to a more scale appearance and better fit the wells themselves. There was dust everywhere, but I finally got a good fit. Then when I tried to attach the top wings they needed the same amount of thinning to allow the wheel well to sit properly and the wings to attach to the fuselage. Go slow and test fit often. Once you have them in place there is the center piece of the wheel well that fits someplace up under the cockpit and should attach the outer wheel wells. It doesn't, not really. First off the instructions are vague at best as to where it goes. It obviously does not butt join because then the landing gear mounts won't fit. I ended up lining the rear portion of the wheel well which allowed the whole thing to fit in the wing. Then I added the vertical portion of the wheel well. This was offered up to the wing to check-alignment and it was fine.





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

and accelerator before I attached the ailerons.

The Engine

The engine is a key part of this kit. I painted my engine flat black and dry brushed silver over the cylinders. It has some pieces that have to be aligned for the prop to fit properly as well as the NACA cowling. Dry fit, dry fit, dry fit. I got lucky and mine lined up. There is no indication on how far in or out the cowling it is suppose to fit so align at the back. The engine mount fits against the vertical wheel well piece. Then the back of the engine fits on that. Now the front portion of the engine is where the issue comes into effect. Should it be glued to the read portion or inserted in the cowling someplace? If you look at the instructions you should mount the engine to the front of the cowling. This doesn't work as it will interfere with the NACA cowling. I finally ended up just gluing it to the back piece and drilling a hole for the propeller shaft. The NACA cowling on my example was round but the opening where the prop comes through was not. It was relatively simple to sand it so that it was round. I wrapped sandpaper around a round brush handle and went to town. Inside this piece goes the inner prop hub. I just glued the prop hub to the NACA cowling ensuring that it was aligned with the holes for the props. Then the NACA assembly was attached to the normal cowling and the fit was actually pretty nice. I had to open the holes for the propeller blades.

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

Next problem area was the horizontal tails. The tails were canted aft and that would not do. At first I thought what the heck I'll just substitute a set of Tamiya ones, but unfortunately the Tamiya ones are too large. So now I had to figure out how to make do with what was given to me. First

off, I drilled mounting holes to see how much I was talking about. The gap was pretty substantial if the tail was going to be straight. Using hypodermic needles as mounts I leveled everything out. The resulting gap was then filled with epoxy putty. This actually worked rather well. I was pleasantly surprised at how easy it was.

With the wings, fuselage, and tail all together it was time to wash the model and prime it. I used ALCLAD grey primer to check for flaws and there were many. A little Tamiya putty here and there and another coat of primer and it was time for paint.

Canopy

There is only one canopy and it is different than other canopies from any injection kit so you only get one shot to cut it open. I chickened out, but with a reason. The FW-190V-1 had the cockpit situated forward and if you cut and reposition the canopy open you won't notice it as much. I needed to cut the canopy from the backing and this was very easy. I used my olfa cutter to cut the long portion and scissors on the front portion. The whole process was pretty easy. The canopy was masked with Tamiya tape and painted RLM 02 as a base color prior to the camouflage being painted.

Painting

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

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



pretty happy with the look.

Some more construction

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

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

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

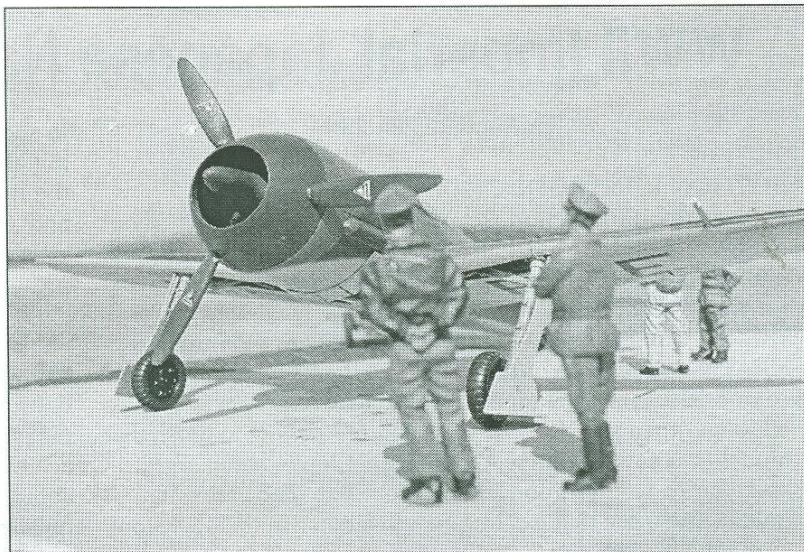
Decals

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

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

Adding the canopy was not as easy as it sounded. Because it was a vacuform canopy there was very little surface to attach it. I used some .020 rod and ran it around the aft portion of the canopy. This gave some additional area to use. I used a combination of white glue and watch crystal cement to get a good join. I used white glue to fair everything in. I touched up the white glue with the appropriate paint.

Heck it should be all over but the photos now right? Wrong!



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

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

Conclusions

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

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

References:

- Focke-Wulf Fw-190A: An illustrated history of the Luftwaffe's Legendary Fighter Aircraft, Dietmar Hermann, Ulrich Leverenz, and Eberhard Weber, Schiffer Publications, 2004, ISBN 0-7643-1940-X (the best source for V-1 information and photos)
- Focke Wulf Jagdflugzeug, Peter Rodeike, ISBN 3-923 457-44-8

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

WWII Imperial Japanese Naval Color Mix Charts

By Michael Fletcher

SECTION I: INTRODUCTION

By way of introduction, let me first say something about modelers and colors. All historical modelers (that is, you and me) are afflicted by it: color analysis-paralysis. You know what I mean, it's happened to you hasn't it? "This reference says FS12401, but that one says FS16061 and that one over there says FS36350...what to do, what to do". In the end, we choose one color or shade and get on with it, don't we (OK, maybe I take a bit longer than you do)? Now, as you're working to finish that model you say to yourself, "Yeah, that looks about right..." and you're feeling good about life. But then, after it's all finished, you see that exciting new reference in the bookstore, or maybe it's just one that's been on your shelf and you see it there plain on the page – that "indisputable evidence" that you did, in fact, make the wrong color choice. I'm here to say this is an affliction we can overcome. OK, I may not be completely cured, but I like to think I'm over the worst of it because I believe that we agonize much too much over colors without need and I hope in this article you'll see that achieving nirvana really is the point where art and history come together. Read on and enjoy.

In the years since the end of WWII, very little has been written our known about colors and markings of Imperial Japanese Naval aircraft. One of the first widely available references written in English on the subject was published by Donald Thorpe (reference 1) in 1977. But Thorpe's descriptions were qualitative descriptions of colors, which left absolute resolution to the imagination of the reader. Another problem with Thorpe's system was that he generalized colors and markings to all manufactures, failing to cite manufacturer to manufactures differences. For example, according to Thorpe, early war IJN aircraft were finished in overall light gray, either a pure black-white mix, chalky or tinted slightly towards blue. Today it is believed that each manufacturer had slightly different interpretations of the established color specifications. As a great service to historians and model builders, Thorpe's colors were matched to some FS 595b (reference 11) numbers and Munsell numbers and published in reference 2 in 1993. This was a big help in quantifying colors and marking, but it still left manufacturer to manufacturer differences unaddressed.

In the 1980's Model Art published a number of soft cover special issues on colors and markings, including a number of excellent references for IJN subjects, such as reference 5 (later republished in reference 6 in 1998). Although difficult to find in the U.S., these special issues did offer some insight into manufacturer to manufacturer differences in paints and colors, but unless you had someone to help you read and translate the Japanese text, understanding the full context of the text was, to say the least, a challenge.

Beginning in the early 1990's, a few historians began to document results from a forensic approach to inferring original colors and marking by examining existing and recently discovered airframes with original colors and

to shed more light on the differences between manufacturers, but also began to call into question the long standing belief in the light gray or chalky schemes, as documented by Thorpe and others. From these analyses, a number of web based articles have been posted which have helped considerably to present a more complete picture of IJN colors and markings.

So now that we understand what the colors may have looked like with matches to FS numbers, then final step it to translate that information into some useful paint mixing guides. The purpose of this article is to present some useful color mixes to achieve that nirvana state – where you can give up worrying about what it really looked like so long ago and enjoy the finished product.

SECTION II: EXTERIOR SURFACE COLORS ALL-OVER LIGHT GREEN/GRAY OR KHAKI Ame-iro/Hai-ryokushoku (light greenish ash)

This is certainly one of the most interesting subject for IJN colors. Since no color chips exist from the official naval color reports, this color has been inferred from the remaining relics that exist or have been found from around the world. As mentioned previously, in references 1 and 2 it would seem that the upper or overall color would be close to FS36492, which is a light neutral gray. But references 3 through 9 put this color generally between FS14201 and FS16350, with variability attributed to differences in manufactures (e.g. Mitsubishi or Nakajima), aging and weathering. Weathered samples have been matched to FS36357, FS36492 and FS39495, which could explain why Thorpe listed this color as FS36492. Although it's almost impossible to account for aging and weathering, many of the different airframe samples show very similar colors, suggesting that FS-6350 to FS-4201 is probably the best match we have determined to date.

After much trail and error with Gunze-Sangyo aqueous paints, I have arrived at two different mixes listed for FS-6350. I think the first is the best match to the FS color chip, but it's not exact. The FS chip is slightly darker than the mix. The second mix is a bit off color, but still very close to FS-6350. I used this mix on a 1/48th HASEGAWA Zero marked as BI-151 and sanded with #8,000 cloth to polish the finish to something close to FS16350.

The FS-2401 mix is a very close match to the FS chip. The Lansdale references generally refer to the Zero color as between FS-2401, FS-2455 and FS-6350, with the closest approximation to FS-2401. I think this mix is a very good representation of that description and from relics that I've seen.

The reference for FS16160 is puzzling because it seems to be the most off color compared to all other Zero references for the period. Even Lansdale has a question mark about it, but it was matched by Mikesch to different Zero samples, so it seems legitimate. I found that H81 was a very close match in color to the FS chip, but the paint from the bottle is dead flat and will need to be polished or have a top coat applied.

close. This mix is close to the FS chip. Below are the recommended mixes for the following for the following:

MITSUBISHI (Naval, Zeros Type 11 to 32, 1940-1943)
FS-6350

Mix: 3 parts H70 "RLM02" + 1 part H336 "Hemp"
This shade is very close to FS16350, just a bit light
FS-6350

Mix: 4 parts H70 "RLM02" + 1 part H318 "Radome"
This shade is close to FS26350, but not as dark and a bit more
tan

FS-2401

Mix: 3 parts H70 "RLM02" + 1 part H58 "Interior Green"
After much trial and error, this shade splits FS-6350, FS-2401
and

FS-2455, but seems closes to FS-2401

NAKAJIMA (Naval, Zeros Type 11 to 32, 1940-1943)
FS-6160

Mix: 100% H81 "Khaki"

Straight from the bottle, this is flat and should be glossy.
FS-0277

Mix: 4 parts H321 "Light Brown" + 1 part H304 "Olive
Drab"

A very close match to FS-0277

UPPER SURFACE GREENS

Colors for upper surface greens vary from manufacturer to manufacturer. Color schemes are referenced using the Yokosuka Kaigun Kotutai report, 0266, which matches greens as D1 or D2 colors against lower surface grays J2 or J3. Since both Lansdale and Nohara have slightly different conclusions, I have included both for consideration. A very good detailed explanation can be found in reference 9.

- a) D1 (Lansdale) 100% H60 "IJA Green" (FS24052)
- b) D1 (Lansdale) 4 parts H330 + 1 part H84 (FS34084)
(This chip approximates FS34084, but it's not as dark)
- c) D1 (Nohara) 100% H59 "IJN Green" (FS14036)
- d) D2 (Lansdale) 3 parts H80 + 1 part H59 (FS34077)
(This chip is close to FS34077)
- e) D2 (Nohara) 100% H302 (FS34092)

MITSUBISHI (Naval, Zeros Type 22 to 52, 1943-45; J2M
RAIDEN)

For Mitsubishi colors, FS34052 is referenced by both Lansdale and Nohara. Thorpe does not distinguish between manufactures, but cites FS34092 as the upper surface green colors. For Mitsubishi's D1, Nohara is cited in reference 6 as FS34052 but in reference 9 as FS34036.

- a) FS34052, FS34084 (see above) and
- b) 100% H309 (FS34079)
- c) Nohara suggests approx 100% H6 (like FS34092 but darker)

NAKAJIMA (Naval, Zeros Type 22 to 52, 1943-45)

There are discrepancies, as usual, between the Model Art references and the work of Lansdale, but Lansdale cites comparisons to existing airframes with original colors. Here are the following listing for Nakajima:

- a) FS34077, FS34079 (see above per Lansdale) or FS34036

KAWANISHI (Naval, Shiden, Shiden-kai)

Not much in the way of references here. AeroMaster cites FS34066, but more "green". I'll take that to be close to what's in the Model Art references.

- a) Model Art 272: 4 parts H59 + 1 part H302

LOWER SURFACE GRAYS

From the Yokosuka Kaigun Kotutai report, 0266, the following are suggested for J2 and J3 from Lansdale (Ref 5, 6) and Nohara (Ref 5, 6):

- a) J2 (Lansdale) 4 parts H61 "IJN Gray" + 1 part H70 "RLM 02" (FS26307)
- b) J2 (Lansdale & Nohara) 3 parts H307 "FS26320" + 1 part H336 "Hemp" (FS36314)
- c) J3 (Lansdale & Nohara) 3 parts H51 "Light Gull Gray" + 1 part H70 "RLM 02" (FS36357)

COWLING & DECKING BLACKS

Here, for a number of years, I have used a mix of H35 and H2 in a 40:60 ratio respectively. In the Lansdale references for the Zero, he sites a few different decking colors with hints of either gray or green. Again, these have been matched to existing airframes and it's best to refer to the detailed description for more information. See "Zero Camouflage Schemes (Rev. 6/4/98)" by James Lansdale. Who knows what effects weathering and age have had, but keep in mind that black is one of those paints that will fade quickly to reveal various constituencies. Have fun with this one.

MITSUBISHI (Naval, Zeros)

FS14050

Mix: 100% H65 "RLM 70"

This is almost an exact match

FS16081

Mix: 100% H301 "RLM 66"

H301 is closest to FS-6081

NAKAJIMA (Naval, Zeros)

FS17038

Mix: 4 parts H2 "Gloss Black" + 1 part H301 "RLM 66"

A very close match in color and luster

SECTION III: MARKINGS, UNIT BANDS & INTERIORS

1. HI-NO-MARU reds

Most Japanese references suggest the correct color is FS11136 but some suggest that FS11105 (ie. Model Art, No. 272 INJ Fighter Camouflage and Markings) is more correct. FS11105 just a bit lighter. I have used both colors and see very little difference in the finished model. Perhaps a weathered model might take the lighter shade. Both chips are included for reference. The color matched paint in reference 11 found FS11302, which is considerably lighter than either FS11105 or FS11136. Again, maybe aging has contributed?

100% H3 "Red" (FS11105) or

100% H329 "Red" (FS11136)

2. Unit Marking Blue

This is based on the conclusion I have come to based on the following reference sources:

1. Scale Aircraft Modeling Colors No. 4, "Pearl Harbor

and Beyond”

2. Model Art 378 “Pearl Harbor Camouflage and Markings”

Reference 1 lists this as FS15180 and Reference two, shows it as FS5183. This color shows up in many different shades in various decal sheets. My mix is closer to the middle of these shades. Reference 2 cites a mix of 55% H1 “White” and 45% H5 “Blue”, but after trying something close (5 parts H1 + 4 parts H5) and not getting close, I found more like 3:1 was much closer to FS15183, but still a bit too dark compared to the FS chip and the chip in the MA #378. Considering the variations cited to date in references, I think either one has to be acceptable.

Mix: 4 parts H25 “Sky Blue” + 1 part H35 “Cobalt Blue”

Very close to FS15180. I used this for the Iida Zero (BI-151)

Mix: 3parts H1 “White” + 1parts H5 “Blue”

Very close to FS15183 and an easier mix than 55% / 45%

3. Aotake

Aotake takes on many different shades. This is representative of a greenish shade, but blue (H63) is perfectly acceptable to me. My references for the green are based on inspection of relic parts. These are just two of many possible mixes...

Mix: 1 part H63 “Aotake” + 1 part H94 “Clear Green”

Mix: 100% H63 “Aotake”

4 Wing ID Markings

Here the most frequent reference is for an orange-yellow, ala H24. This is common for both wing ID strips and tail numbers and bands. It may be what D. Thorpe calls N15, for which there is a “poor” match sited against FS33415. The Model Art references show it as between FS 33538 and FS 33432 and states that H24 is an excellent match. As an alternative, also referenced as an identification color is FS13655 which was matched to a Nakajima airframe (A6M3 S/N 3285) in reference 11. This color has been identified as C4 and seems to correspond to D. Thorpe’s definition for N14. So I’m including both for use.

Mix: 100% H24 “Orange-Yellow”

APRIL MINUTES

At the April meeting, Laramie Wright presented us with the results of the Kickoff Classic: 131 modelers, 485 models, 49 vendor tables and a bottom line within \$200 of break-even! This is great news for the first event in the Santa Clara Convention Center. Next year’s contest will be held on April 19, again at the convention center. Thanks go to all who pitched in to make this event a major success!

The club voted to buy a commemorative brick at the new Veterans Administration Hospital facility at Mather, California. Our club was also mentioned in the “Marauder Men” newsletter, flagging our website for our photo coverage of the B-26 Marauder at the National Museum of the United States Air Force.

In model talk... Randy Ray re-did the radio aerials and used .003 fishing line for an aerial on his ICM 1:144 Type XXIII U-

“C4” or N14 (Thorpe) and close to FS13655

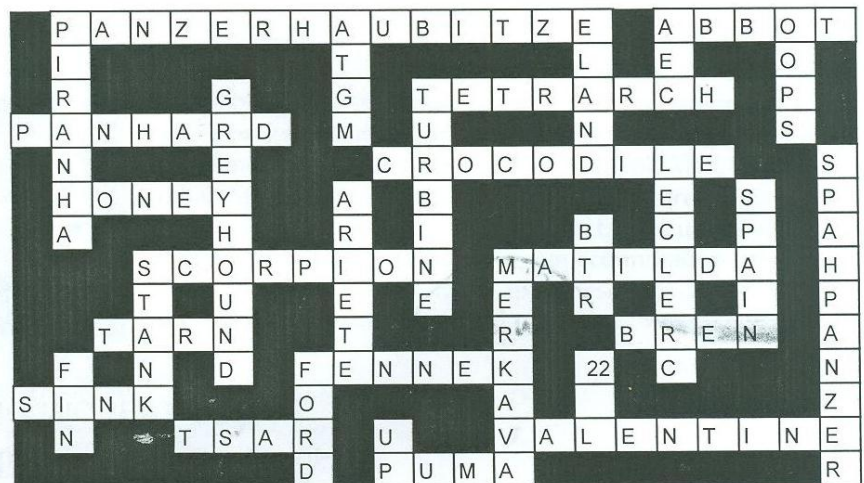
REFERENCES

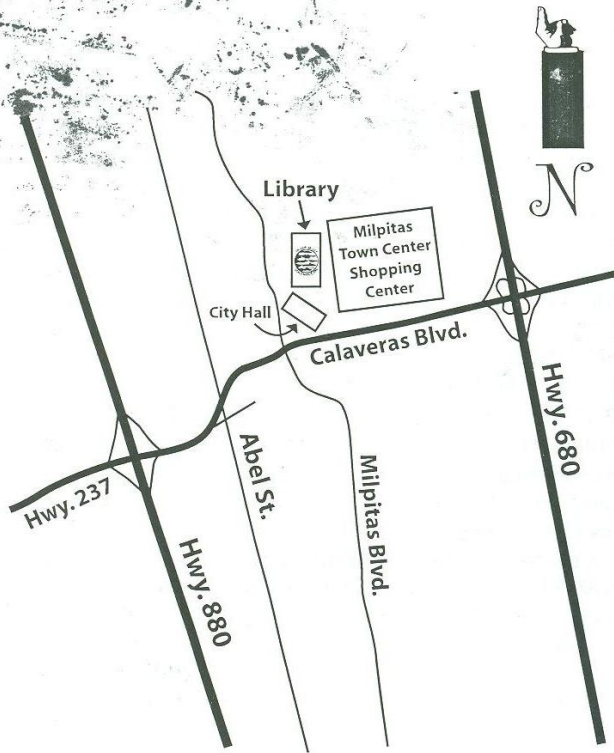
1. “Japanese Naval Air Force Camouflage and Markings World War II”, Donald Thorpe, 1977 (Aero Publications)
2. “IPMS Color Cross-Reference Guide, David H. Klaus”, Eighth printing Sept 1993 (Distributed by Meteor Productions Inc, 703-591-0652)
3. “Out of (an) Ameiro Cloud into (a) Hai-ryokushoku Sky”, Kurosu Yoshihito, web publication, Feb, 2000, http://www.j-aircraft.com/research/ameiro/out_of_ameiro.htm
4. Scale Aircraft Modeling Colors No. 4, “Pearl Harbor and Beyond”, H. C. Bridgwater & Peter Scott, Oct 2001
5. Model Art 272 “Camouflage and Marking of the Imperial Japanese Navy Fighters in W.W.II”, June 1986
6. Model Art 510 “Camouflage and Marking of the Imperial Japanese Navy Fighters in W.W.II”, March 1998
7. Military Graphics Zero-sen Special (Nohara), generally the same information as in Ref 6.
8. “Pearl Harbor Japanese Aircraft Crash Sites, Records & Artifacts, Parts 1-4”, James Lansdale, web publication, 2007, <http://www.j-aircraft.org/smf/index.php?topic=2387.0>
9. “Zero Camouflage Schemes (Rev. 6/4/98) Factory Application of Paint Schemes for the Mitsubishi Type Zero Carrier Fighter: 1939 – 1945”, James Lansdale, web publication, 1998, <http://www.j-aircraft.com/research/zeroclr.htm>
10. Federal Standard Colors used in Government Procurement, FS-595b, Change Notice 1, January 11, 1994
11. “Examination of Blayd Zero Artifacts”, Ryan Towers, web publication <http://www.j-aircraft.com/research/zero.htm>

boat. The sub also benefited from Randy’s artful weathering. Greg Lamb used AeroMaster decals to finish off Hasegawa’s Bf 109G-14, which also boasts Cooper Details wheels, prop and spinner. Bill Ferrante’s P-47D-30 “5 By 5” presented some problems in getting the multi-colored checked decals to snuggle down around the Tamiya cowling he’s added to the Academy kit, but isopropyl alcohol convinced them to behave. Bill also has a Hasegawa A6M2 Zero pre-shaded and almost ready for its final paint coat. Mike Woolson finished Academy’s P-51B Mustang as a cross-country racer, and he left the hardpoints on to facilitate longer range. He’s also made quick work of Sweet’s nice little 1:144 A6M Zero. Jim Lund has an affinity for the Ju 390V-2, so he sliced up a pair of Revell of German Ju 290s, grafted the extra wing sections and fuselage sections together, and finished the model as the “Amerika Bomber” that flew within 40 miles of the U.S. east coast in 1944. Chris Bucholtz’s Tamiya 1:72 P-47D has its natural metal finish and decals in

place; Chris said the use of invasion stripes actually made it easier to paint the metal finish, because the masked stripes gave him areas to handle the model! Chris is also working on a P-51D-5 Mustang, starting with the excellent Cooper Details interior set. Shervin Shembayati is building four Mustangs of his own, P-51Bs from Revell and Academy and P-51Ds from Italeri and Academy. Shervin promises a first-hand analysis of these models in the near future! Shervin finished Airfix's Mosquito as a Mk. XVIII "Tsetse" but he describes the model as a "pig with lipstick." He's also working on Fujimi's Ju 87B, which he says is a nice kit that goes together well. Jared Bishop is working to turn the 1:32 AH-54 Apache from Revell into a machine operated by the South Carolina National Guard. Nick Moran was seeking an entry for the Kickoff Classic and he worked on his Hasegawa 1:72 MiG-29A from Fujimi right up to the eve of the contest, but his Future gloss coat reacted badly with his Tamiya spray paint. His model is now finished in Serbian markings. Roy Sutherland is working on a Hasegawa 1:72 Mk. V, which wears hand-mixed Mediterranean colors, and he's working on a Hasegawa Fw 190A-4 as a project for work. He's also building a Hasegawa Ki-84 Hayate for his own pleasure. Ron Wergin's Focke Wulf collection at this meeting included a Revell Fw 190A-8, a Tamiya Fw 190D-9, an Aoshima Ta 152 and a Hasegawa Ta 154 Mosquito. Paul Bishop's Yankee Modelworks 1:350 Gearing-class destroyer has had some radical surgery; Paul's converting to ship into a waterline model. Eric McClure built up Trumpeter's 1:35 STRV-103 "S-tank," and said it was an easy build except for the tracks, which were a link too long. Laramie Wright was the only member of a group building I-16s in 1:72 scale who actually finished his! He used the Hasegawa kit to build a Type 24, and found it a relaxing build except for the fuselage seam, which needed work. Laramie also showed his 12-manufacturer "Frankentank" Sherman and his Tamiya Panzer III, both of which were winners at the Kickoff Classic, as was his Tamiya Char B.I. Terry Newbern used Dragon's BA-20 armored car as the basis for his fantasy half-track, which was customized with Games Workshop parts. Steve Travis' little bronze hot rod was built from parts from a '32 Ford Phaeton, a '32 "Deuce" from Monogram and several other kits. He finished the interior with Krylon "Make it Suede" paints. Anita Travis took the AMT diorama of the Tarantula Attack and painted the spider with Apple Barrel craft paints to look like a very large 1:1 scale tarantula. John Heck undertook his Tamiya Bf 109E-4 because he thought it would be an easy build, but he made a few small mistakes and thought it would be better not to rush to finish it for the Kickoff Classic. Veronica Hughes has continued work on her 1:72 AH-1W Cobra, adding a few new details to it in the last month. Her father Chris Hughes has done some similar detail-adding to his Tamiya M26 Pershing. Don Savage used Testors synthetic lacquer paints to get a gloss finish on his Tamiya 1:24 Nissan 350G, and added aftermarket rims as a final touch. Don also built Revell's Cobra, which he said was a nice kit; he used Alclad for the metal areas and jade green for the body. Greg Plummer's Toyota Surumo was originally a race car, but Greg converted it into a street machine. Frank Babbitt used DACO decals to put a Spitfire scheme on top of his Hasegawa/Revell

of Germany F-16, and his Tamiya 1:48 P-47D was a winner at the Kickoff Classic in its colorful 56th Fighter Group scheme. Mike Burton sacrificed the headlights in his 1949 Ford to allow a friend to finish his model. Mike used Tamiya rattle green to finish his Mitsubishi Eclipse in a fast and furious manner, and he built the "Virginia is for Lovers" Pontiac NASCAR racer in a black scheme. Mike fought the decals to complete the exterior of his Felicity Shagwell Corvette, and he built a flock of P-63s: a P-63C, an RP-63G and a P-63A, all finished as "Pinball" aircraft, and the L-39 swept-wing research plane using a resin kit. Mike also built Hasegawa's 1:72 "Hitler's Mercedes," taking care to get all the wheels aligned. Kent McClure had a little fun with a 1:72 Schneider C.1 tank, and he's also cleaned up the engines for the Monogram Willy Ley shuttle. Kent's also building a pair of P-47s, a Tamiya P-47 bubbletop and the Revell of Germany Razorback. Ken Miller's D-21 drone is finished and it won an award at the Kickoff Classic, although it took some work to figure out what category it should go in! Ken's also doing plenty of puttying of his 1:144 Boeing 707, and he's working on a 1:400 767, although the decals are giving him fits. Ken also brought in his 1:144 NASA F-104 and displayed a small-scale pre-painted Japanese model of a 727. Gabriel Lee's Venezuelan fantasy fighter – a mating between a Mikoyan S-37 Berkut and an Su-27 – is camouflaged and nearing completion. Cliff Kranz painted Heller's 1:72 Super G Constellation by hand, using Humbrol metal and white colors. Cliff modified a 1:72 F-84E into a Thunderjet used in tip-to-tip refueling experiments, and he's working fold the wings and backdate Fujimi's E-2C Hawkeye into an E-2B so he can use more colorful markings. Laramie Wright started his 1:72 Academy P-51B on Thursday and had it ready for the 354th Fighter Group display on the Sunday after the meeting. Laramie had to repaint it after some paint issues and still finished it in time! Mike Burton's contributions to the display were a Monogram P-47D finished as Glenn Eagleston's plane, a P-51B done as Mike Roger's "Beantown Banshee," and a second Monogram P-51B finished as James Howard's "Ding Hao!" Mike also built two Hasegawa 1:72 P-47s from the 354th, and he had three more Monogram P-51Ds in the works. And the model of the month goes to...Mike Woolson's Atomic City 1:8 Mercury capsule! Not much of this kit fits, but Mike managed it and then added his own wiring and added parachute material, to boot.





Next meeting:
6:30 p.m.,
Friday,
May 18th
 at the
Milpitas Public Library
 40 N. Milpitas Blvd.
 For more information, call the
 editor at (510) 512-4252
 email: editor@svsm.org

DAN BUNTON
 910 NIDO DRIVE
 CAMPBELL CA 12345



Jared Bishop, Editor
 Silicon Valley Scale Modelers
 P.O. Box 361644
 Milpitas, CA 95036

