



Building a Brown Box Tamiya's Centaur C.S.Mk.IV

By Greg Plummer

As some of you may know, I build a wide variety of subjects though by no means am I a history buff.

I have the basics of WWII down (the allies won if I'm not mistaken), but when it comes to details such as what division was in which battle and which fighter group was in what theatre I should not be asked. So what drove me to build a somewhat obscure WWII subject like the Centaur? Well, first it was a newer Tamiya armor kit, so I knew it would build well. It did, with a few minor exceptions

- more on that later. Second, the tank was all brown, with cool degree markings all around the turret. A non-green British armor subject of the European theatre - how could I resist? I dislike most military green colors; I find these colors to be drab, literally.

As far as the history of the Centaur goes, it's just another example in a series of British Cruiser tanks. You know - Christie suspension, engine development problems, Mk.I this, Mk.VII that, blah blah blah. The first three marks of the Centaur did not even see combat; they were used as development and training vehicles.

It seems also that the Brits did not discover sloped armor until after the war. Essentially the Centaur (A27L) was an A27M Cromwell equipped with a Mk.I 95mm howitzer, making for

a thick but short main gun. Insert sexual innuendo jokes here. Now for the important part - what the heck are those degree markings doing on the turret? The Royal Marines, the sole

user of the Centaur Mk.IV, took part in the D-day landing at Normandy. As the tanks moved towards the beach in their landing craft, a radio-equipped spotter on the ship's bridge used the degree marks to aim the tank's turrets. In this way the Centaur's howitzers could be used for precise fire support even though the tank's crew themselves had poor visibility sitting in the hold. The Royal Marines headed back to England soon after the beachhead was well established, thus the Centaur's service was short and sweet. Interestingly, the Centaur Mk.IV would also be the only tank the



Royal Marines ever took to battle in WWII.

Construction:

Continued on page 3

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

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EDITOR'S BRIEF

Well there has been a lot going on and very little of it has been modeling. I've moved into a new home this week. I've already enjoyed seeing a car accident in front of our apartment.

I am happy to report that resolution two for one was accepted. The my wife has yet to make any public statements. Maybe next month.

I am behind on my M2A2 and spitfire. In my new apartment I don't yet have the room to work on my models. My dad does have a lot of space available now that we have moved out. So I'll be making frequent visits to his studio.

I do have a good spot for my Tamiya Enterprise. I just need to finish it.

Well I don't have too much more to add to this issue. I find it amazing how fast we go through articles. So one again I'm asking for more articles.

CONTEST CALENDAR

Saturday, August 12

The Kings County Scale Model Club presents its Second Annual Kings County Classic at the Lemoore Civic Auditorium, 435 C. Street, Lemoore, California. For more information, call Richard Horton at (559) 924-8067 or e-mail him at rainbowwarrior24@hotmail.com. or visit their website at www.kcscscalemodelers.com

Saturday, November 4

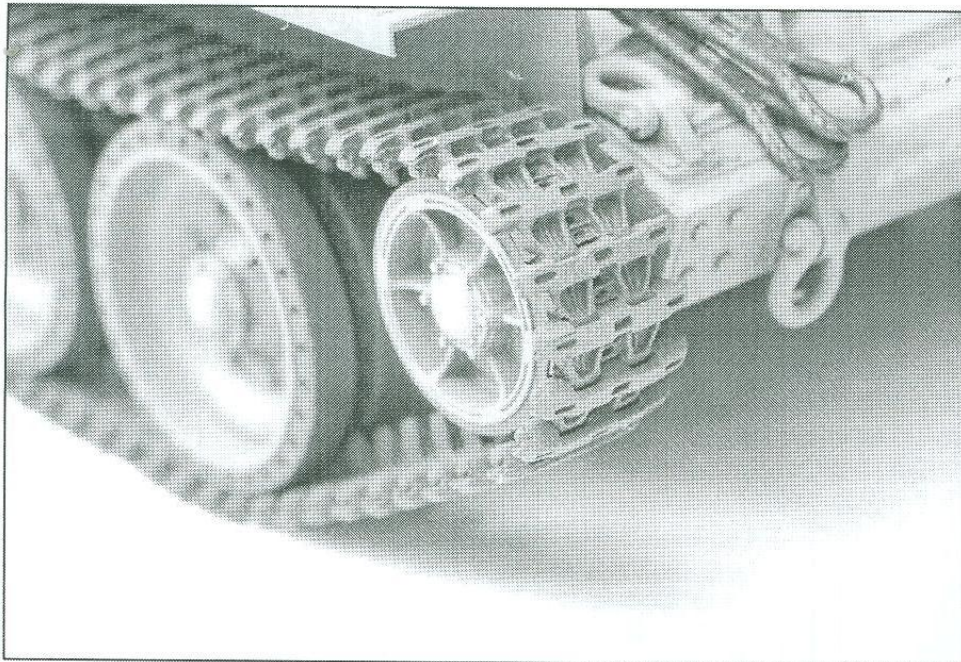
The Antelope Valley Group hosts Desert Classic X Regional Meet at the Antelope Valley College, 3041 West Ave. K in Lancaster, California. For details, call Mike Valdez at (661) 256-0410 or e-mail him at mikevaldez151@msn.com, or visit the club website at www.avg-ipms.org.

Sunday, October 15

IPMS/Orange County presents OrangeCon 2006 at the Pavilion at the University Conference Center, Cal State Fullerton, 800 North State College Blvd. in Fullerton, California. For details, contact Nat Richards at (949) 631-7142 or e-mail him at richa5011@aol.com, or visit the website at www.ipmsoc.org.

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straight Earth. Holding the parts upsidedown, I then sprayed on a dark earth (60% earth, 40% black) to provide an artificial shadow. Now holding the airbrush directly over the hull and turret, I airbrushed a mix of Earth and pale tan to provide highlights. This worked all right and eliminated the need to do a lot of washes and dry brushing. Since the Centaur had a short service, I decided to avoid weathering as much as possible. Using different shades of Earth allowed a visually interesting paint job without resorting to all the usual weathering tricks, or that was the theory anyway. Having said that, the wheels were airbrushed straight Earth and given a light wash and dry brushing. They were too small for the shading effect. The road wheel rubber was hand painted with dark gray acrylic - straight black is too dark.

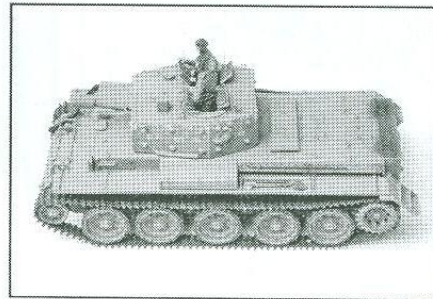
Following the instructions, construction started with the rear plate. Fair enough... The assembly went together well, as did all the road wheels and drive sprockets.

The hull was next, though I left off the road wheels until after painting. I quickly finished building the entire hull minus the pioneer tools. The fit and detail were fine, making for a pleasant few evenings of modeling. Next came the turret. Tamiya provides a fairly complete main gun breech as the hatches can be modeled opened, though there is little other detail besides that inside the turret. With the kit figures in the opened hatches, though, this lack of extra detail is hardly noticed. The inside section of the main gun and the interior was airbrushed off-white. Interestingly, the driver's hatch can also be left open, but there is absolutely no detail inside the hull let alone a driver figure. It does save the super detailer from having to cut open the hatches though.

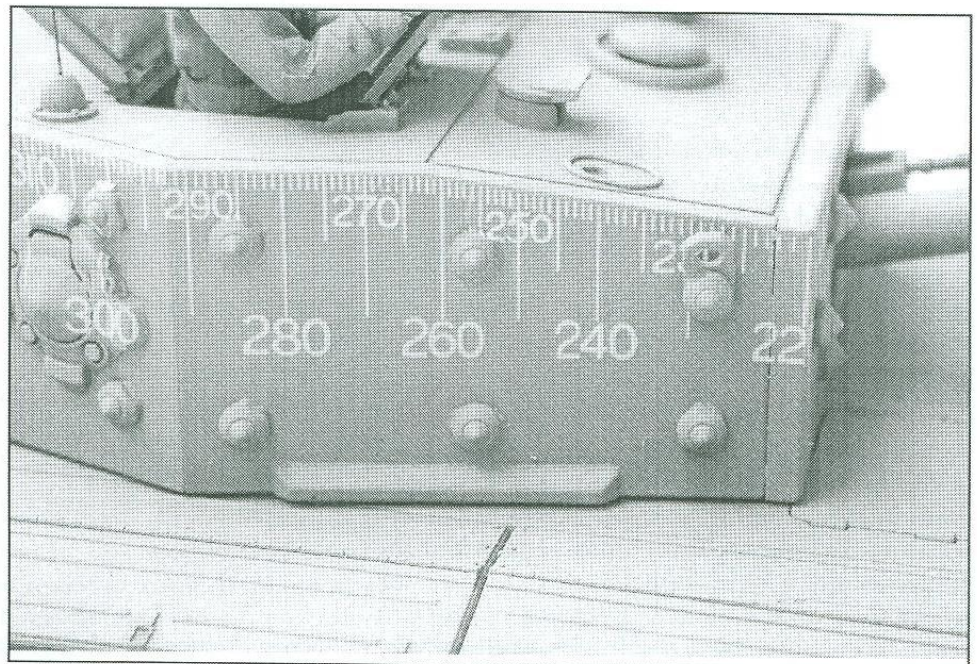
The turret's bolt on armor is molded as separate parts, which looks a little intimidating to assemble but the fit was so good that just a little liquid glue run along the joints was all that was needed to make a seamless unit. In the end, the only putty I had to use for the whole kit was a tiny amount at one of the lamp guard joints. Contest judges may find another area I should have used it however...

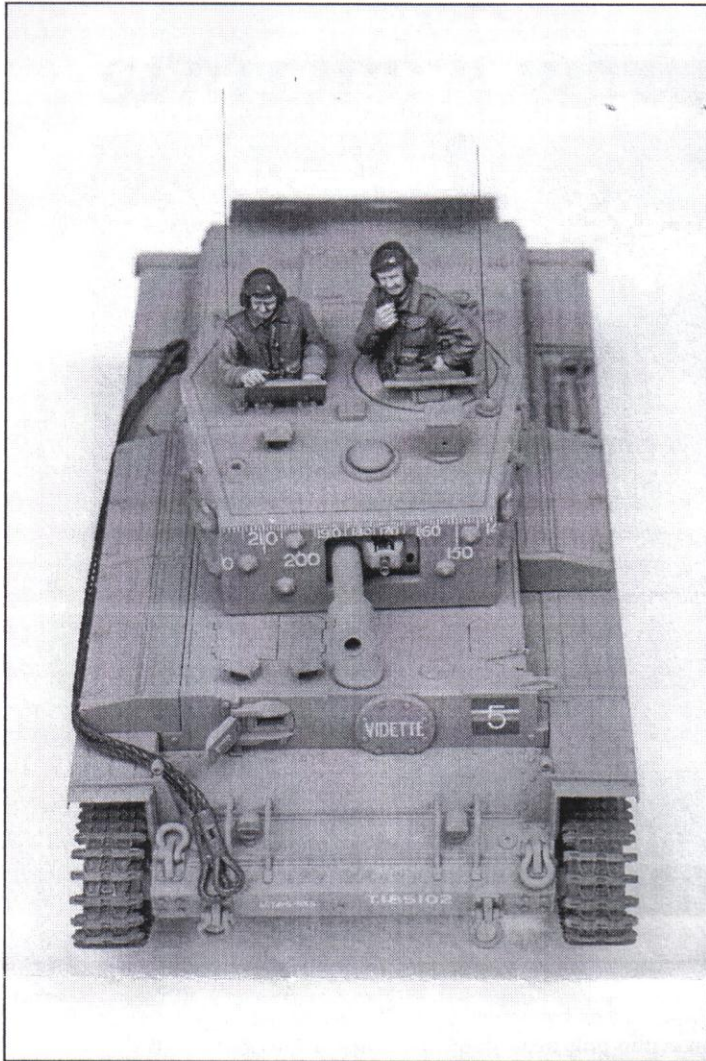
Now that I had a complete hull, turret, and a pile of wheels the model was ready for paint. As mentioned before, the entire tank was painted in an earth brown. I found a Model Master paint that was labeled Earth Brown and figured that had to be the color to use. Since the plastic was molded in a dark olive drab (sharing most parts with the Cromwell kit), preshading would be difficult so I didn't do that.

Instead, I painted the model in



no exception. However, they fit well and snagged down (mostly) over the bolt head detail with just a few gallons of Solvaset. After they dried I airbrushed the turret with many many coats of Dullcote. The decal printing was impressively white; I added just a touch of Earth to one of the applications of Dullcote to tone them down a bit. I may have added too





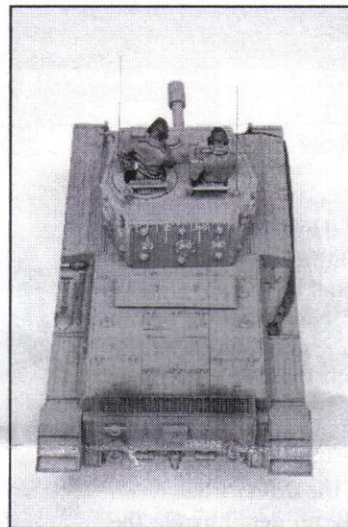
much paint though, as the degree markings are now a bit on the tan side. Oh well. I should also point out that I did the hull decals at the same time and they received the same treatment as the turret sides.

At this point I added on the wheels and sprockets in preparation for the treads. The kit treads look good and are the glue able type flexible plastic. I airbrushed them with a metallic gray/brown and installed them using a bit of super glue on the tops of the second and fourth wheels to provide for sag. At this point I started on other projects, as I am always doing, and left the nearly complete model sitting for months. When I came back to it, I found that the kit tracks were snapping apart at their thin joints. Perhaps it was the paint I used... So I found a set of Fruile (sp?) white metal link track set for the Cromwell (same tank), instantly doubling the cost of this project. The Centaur's track is narrow and the links small, which actually made clean up of each link easier; I just had to do it a lot of times. I made two runs, left and right, and painted them in shades of metallic gray and brown. No worries about paint attacking anything here... I matched the kit tread in number of links, but I found them to be one link too long when installed on the model. Removal of one link was a bit ticklish to accomplish but I did it with a pair of wire cutters and being careful not to damage the remaining links. Other than that, the tracks worked beautifully and look great installed on the model. Since they function like real tracks when

assembled, they're fun to play with too. Make the woman in your life a bracelet out of the generous amount of extra links provided, and maybe she'll get interested in models. Probably not, forget that idea. In any case, these track kits are highly recommended for your all out armor model, or if you have snapping tracks that you're not interested in repairing with staples or thread as suggested by the instructions.

For the tow cables, I soaked the kit provided thread in white glue to stiffen them up for proper positioning. These were painted metallic gray and attached to the model with a bit of superglue. I also painted and installed the pioneer tools on the left fender. Along the way I lost one of the two fire extinguishers that attach to the fenders. Rather than scratch build an entire extinguisher I just did the bracket, because that was easier. No one will notice the missing unit unless I

mention it. The Centaur did not have much in the way of lights, so I didn't have to get MV lenses or paint taillamps dark red. Thanks, British tank builders. The model was nearly complete, but truthfully it looked a bit plain. It is a brown box after all. The kit figures were next; they would add quite a bit of visual interest to the turret top.



Like the rest of the kit, the figure's arms and heads fit quite well to their bodies. I left the heads off until after painting, I should say.

I repeated the shaded painting method for the figures; the commander has a dark green uniform while the loader has an Earth uniform with a leather vest. I'm not experienced at painting figures, so you may want to ignore what I say here. I brushed on several colors of flesh, grayish tan and rusty black to the faces until they looked somewhat human.

I also tried to vary the shades of flesh a bit between the two figures so they wouldn't look like brothers. Actually, they came out looking a bit pinkish and pasty skinned, which I figure is about right for British personal. I added the heads to the bodies and installed some black stretched spurge as headphone wire. After dropping in the figures I added two stretched spruce antennas and viola - a finished Centaur tank. The only complaint besides the track snapping is that the nylon mesh supplied as the rear grill keeps warping. Tamiya mentions in the instructions that a phototech grill (part no. 35222) is available - why not include it in the kit? Otherwise, the kit is an easy and satisfying build, and just a bit more interesting than its sister Cromwell.

Greg Plummer has been building plastic models on and off since 1973. His interests include most everything. He has been a member of SVSM since 1998.

"If you call yourself a car modeler, you must build a Ferrari once in your life!"

By Bill Bauer

In the early 90's, sportscar racing was again in a state of transition. The glory days of the Group C Porsche 962's and Jaguar XJRs were over as the focused more on production based racing to reduce costs. In North America, IMSA GTP was over as well, with only a handful of German teams campaigning long in the tooth cars against the Toyota Eagles of Dan Gurney's All American Racing team. Attendance was beginning to wane and World Sports Car racing needed a new formula to encourage the privateer back into competition and reduce the costs. In America, IMSA took the lead in formulating the rules for the new prototype chassis. The governing body formula called for an open cockpit "Spec" chassis to of 900Kilos in weight (Including engine and driver). IMSA regulations also specified that the engine used could not displace over four liters and had to be derived from a road car\1.

Taking a bold move, Ferrari announced it's intention to provide a chassis for the new class, but the engine would be an issue. Stretching the rules just a bit

(hey it ain't illegal if you don't get caught) Ferrari modified an existing 3.5 liter 5 valve per cylinder V12 F1 engine, that might power an upcoming supercar (the F50 actually did use the engine, but with 4.7 liters). Called the 333 SP, the car was named after its engine's unitary displacement of 333 cc, as other legendary Ferraris of the past had been named. Oh, and the cost was a reasonable \$1 million per chassis, leased to seasoned teams with proven winning records in major endurance races. 1994 marked the return of Ferrari to prototype racing for the

first time in 20 years, bringing back visions of the mighty 512. It single-handedly saved major sports car racing in North America as everyone flocked to the tracks to see and hear the blood-red machines screaming down the straights at full song. I'll never forget watching them dive into the Corkscrew at Laguna Seca in 1995.

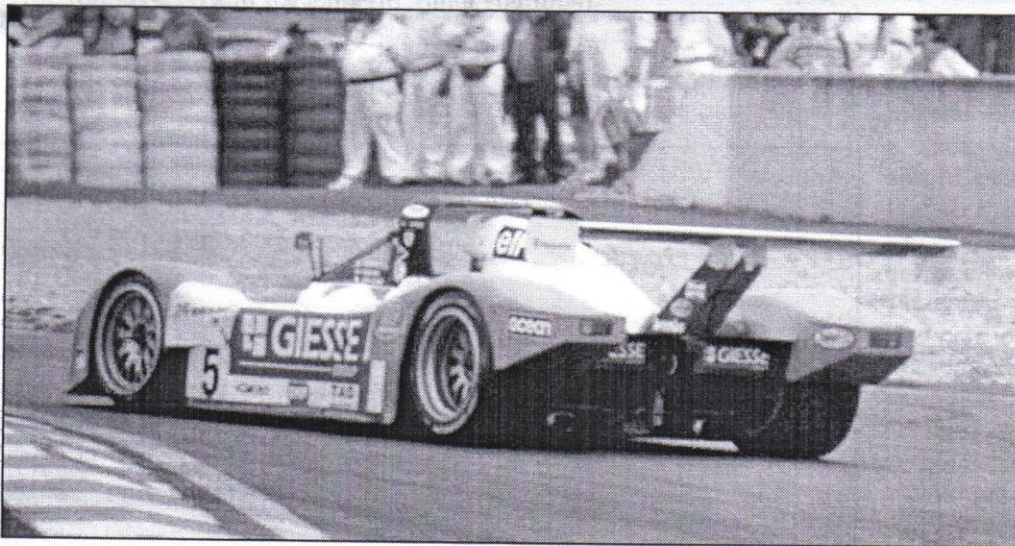
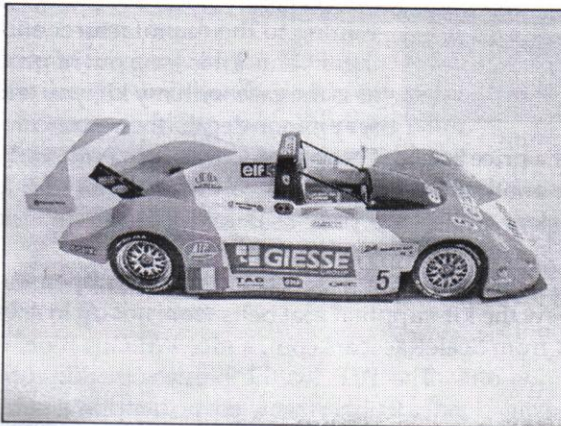
Competition wise, the car was an instant success. 333 SP's were entered in events from 1994 to 2003 and won every major sprint and endurance race in both North America and Europe at least once...except one. Try as they might, the Ferrari was not able to capture the 24 hours of LeMans. They subject of this model was one such attempt in 1998. This was an interesting year, with the introduction of the Mercedes CLK GTR and the Porsche GT1, competition was intense. What makes this model so unique is that the car that was qualified the in April changed dramatically by the time June rolled around. Our 333 SP, campaigned by JMB Racing, decided to fabricate a longer tail for more stability down the straight. The modifications were made over night, and the presentation photos of the car, taken prior to the final practice, show the standard short tail. The Ferrari teams were not in the habit of sharing aerodynamic secrets; therefore, this car is the only 333 SP longtail. Needless to say, it drew lots of attention and the Ferrari factory was not amused by the change in bodywork. Words and philosophies were exchanged and

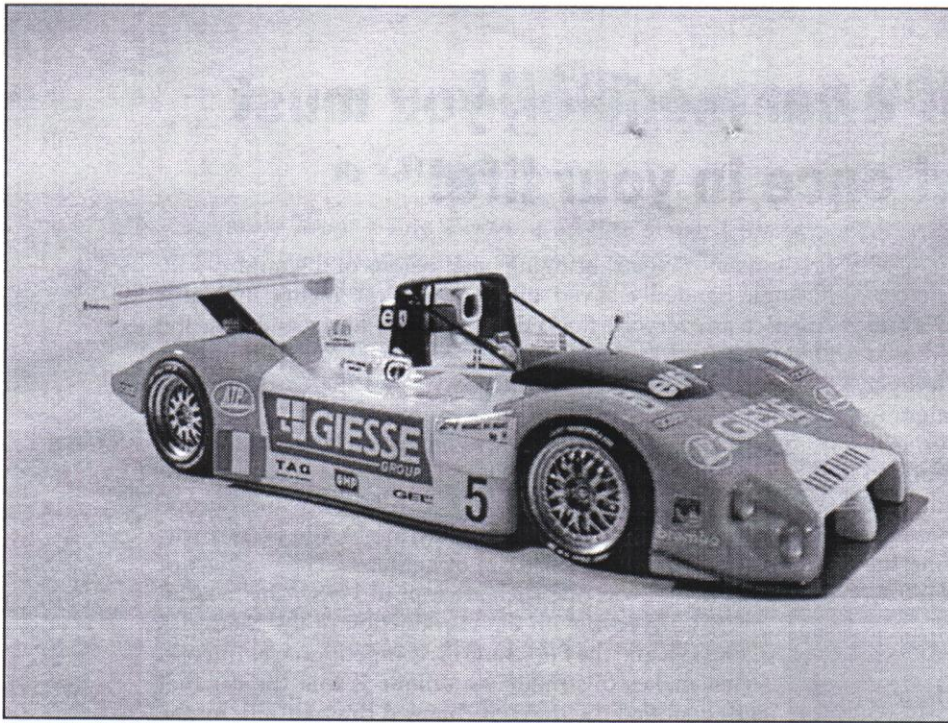
the normal configuration was assumed for future races. With typical Ferrari luck, this car lasted 187 laps and was withdrawn with gearbox problems. Personally, I like that additional foot on the rear as it makes the car look less stubby. But

then, I like longtail 917's as well, but that's another story.

The Model

There's an old saying that states, "If you call yourself a car modeler, you must build a Ferrari once in your life!".. There is another saying that states, "If you call yourself a Race Car Modeler, you must build a car with the Marlboro Chevron markings once in your life!" Being aware of these rights of passage, and getting a little long in the tooth, I thought it would be a great idea to kill two birds with one stone, get





it overwith, and go back to building Porsches. If you are so inclined to attempt such a feat, here is the only model that will fill this need in 1/24th scale. Actually, I couldn't find it in 43rd or 32nd so this may be it. The kit is the Ferrari 333 SP Long Tail from Formula Canada. The kit is about 60 pieces of resin, plus templates for scratching sideboards, and a piece of 20-gauge rod for making the role cage. Fair warning, this is not a "shake the box and out comes a model" kit. It took quite some time to shape, sand, microwave, fit, add filler, sand, microwave, etc to construct, but man is the end result worth every moment.

The first thing I noticed was that the body did not match to the bottom tray. The kit has varying thicknesses of resin and naturally, the body and bottom are the thickest. I usually soak a resin kit overnight in Wesley's bleche White. This kit I soaked for 3 days. I can honestly say that I spend weeks ensuring the bottom was level and the body fit properly. The microwave cooks this resin very nicely, and for some of the warpage that was the only method that worked, but best not to do it whilst the Mrs. is around, as the smell of the mold release agent, when heated is enough to drive everyone out of the house. The second thing I noticed was that the molded in front spoiler was hopelessly out of scale, equating to ~ 2 1/2 inches in width. Since this spoiler and side barges are made of carbon Fiber on the real car, 2 1/2 inch think CF would be extremely expense. I carefully removed the front spoiler and used it as a template to make my own out of .010" sheet styrene.

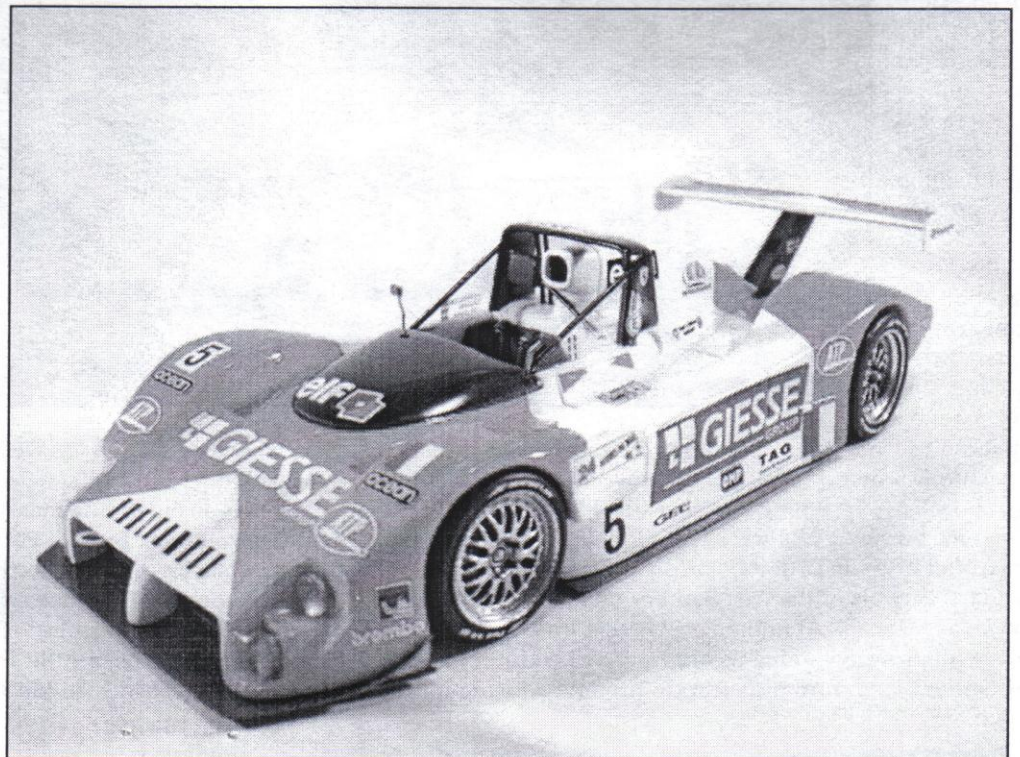
I've always believed that the wheels

are the most important part of a car model, and I spent quite a bit of time on them. They were out of round and the wheel centers were covered in thick flash. It took some masking and more patience, as the wheels and tires are molded as one piece and I shot the wheels in AllClad Chrome, but the look very accurate when finished. The tire decals came from a Tamiya DTM car, were sealed with Testors clear Flat lacquer.

When it came time to paint the body, I relied on MCW automotive lacquer for both the white and the red. The paint was sealed with Duplicolor clear coat and buffed out prior to applying the fragile decals. Most of the white decals are double layered, as the bleed-through over the red would be very noticeable. I got a second set of decals by writing to the manufacturer and requesting them. This kit is long out of production, but as is the case with my kit, you end up buying way more decals then you can sell, just to get a price break. The manufacturer was only too happy to sell me another set. Once the decals had dried I shot another coat of clear and set the body aside.

The interior is very visible with an open cockpit and I knew the kit-supplied seat belts were not up to snuff. I chose a set from ScaleRacecars.com, a nice Williams Blue, which really stands out. The P/E for the harness buckles are separately packaged on a rubber mat, so no snipping and filing was required...a nice breather for this project.

The rollcage for the kit must me constructed by cutting a 20-gauge rod to lengths called out in the instructions. Test



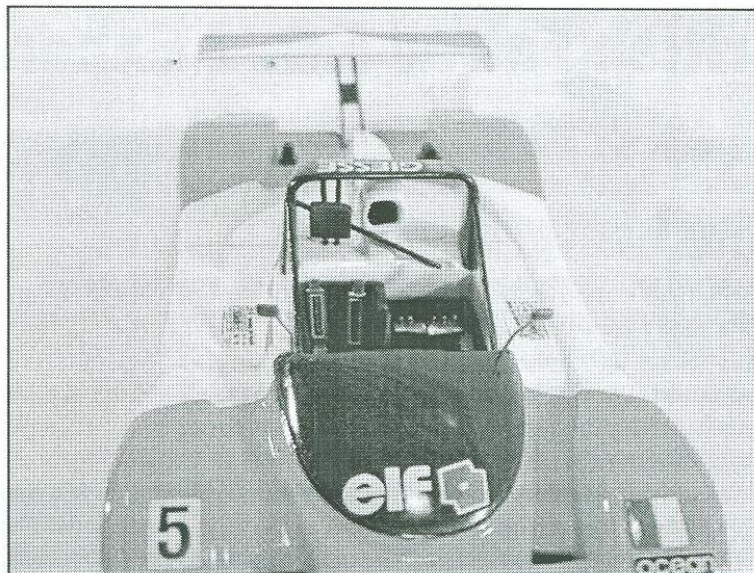
fitting, and a spare rod are recommended. The rollover hoop must be put in place at the same time as the sections of rod and it is best to label the sections prior to beginning assembly. Enough said on that subject.

The headlight cover poses an interesting challenge. Formula Canada gives you a one-piece vacformed sheet, that you must cut in half and then pare down to fit the light cover opening. A trick I learned from Andy Kellock and Gregg Plummer was to position the fitted cover over the opening and then use small amounts of Future floor polish to tack it down. Future dries clear and "when used in moderation", can be a great tool for handling clear parts.

The JMB Ferrari had what I would call "token" mirrors at each side of the cockpit. In 1/24th scale, they are almost impossible to clean of flash. Sure enough, one went flying whilst cleaning and is forever buried in Andy Kellock's resin colored carpeting. Once again, the manufacturer was only too happy to supply me with a replacement. They are of the correct shape and do look nice on the car, but if didn't know they were needed; I feel the car looks great w/o the hassle of preparing them.

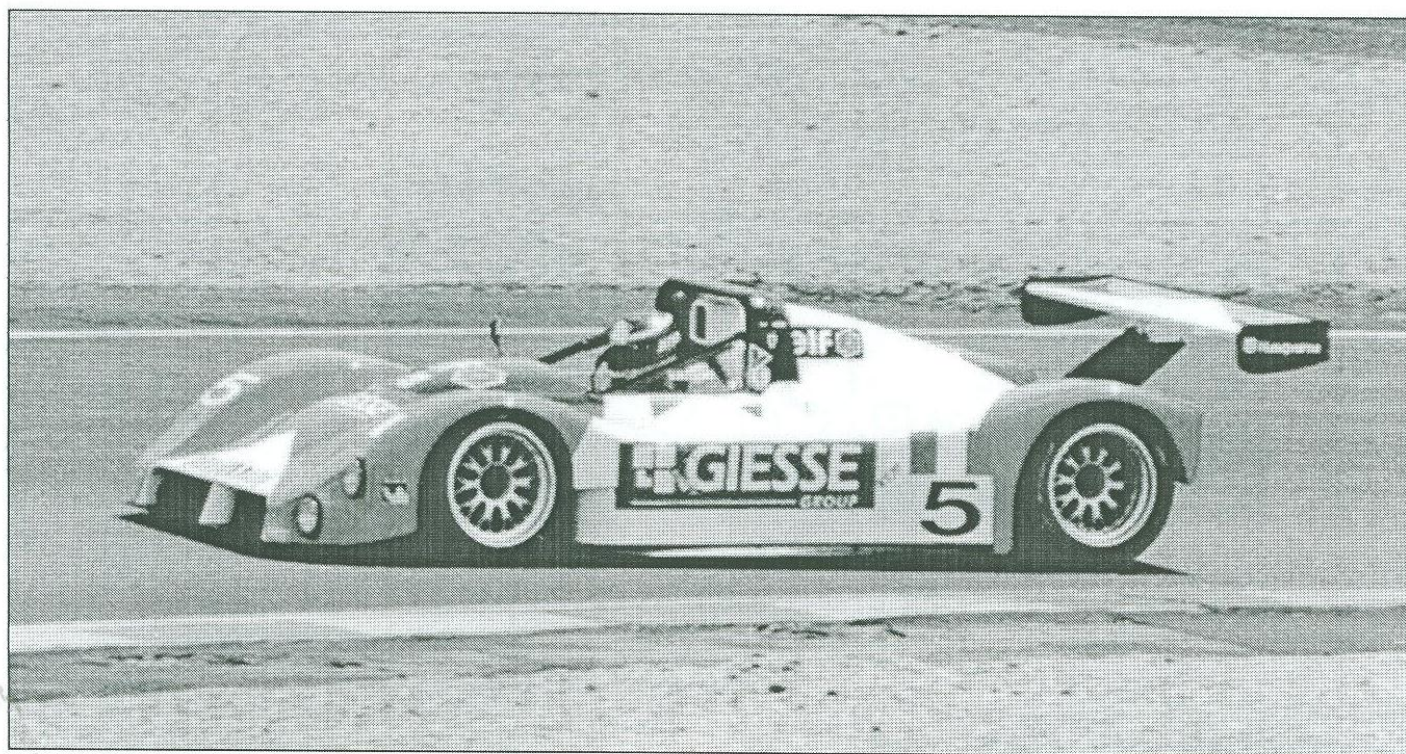
The last project, (or so I thought), was to create the effect of carbon fiber on the front spoiler and side barges. I decided to use the "fishtank net wrapped tightly over the piece" method of applying a texture and sprayed Testors Metallizer Steel over Tamiya SG Black. If you mess up, it's easy to correct as is much cheaper than buying sheets of Carbon Fiber decal.

Now it was time to attach the rear wing upright and get out the ol' level. The upright was painted and decaled and I realized as I placed it in the positioning holes, that the holes



were not symmetrical. Hence, the upright was not straight, and the wing would not be level. After making attempts to use 5 minute epoxy and make the wing sit straight, I took it off and ran it under very hot water for as long as I could stand it and forced it upon the positioning holes. Through some stroke of luck, it worked. The Ferrari is finished and the tail is straight and level, and I breathed a sigh of relief. I've now completed two rights of passage as a car modeler...and I think the finished model is really cool too!

Bill Bauer has been building models since 1991 and has been a member of SVSM since 2002. Bill's main interest is race cars from the 1970s to the present.



1/72nd Scale Maquette Kit of the British Fairey F.D. 2 Experimental Aircraft

By Bill Dye

Background (or why do I do this over and over?!):

Yes, it's British, it's mauve (no, it's not pink, it's not!) and I think it's a really cool looking airplane. It looks . . . fast. When I saw this kit for about 6 bucks I (again) had thoughts like, 'How hard could it be?' 'Couldn't be as bad as a Mach 2 Trident!' . . . 'Beats building the vac-u-form kit', and, 'You never know -- there might be a pink theme for a contest some day. And there was a pink theme day, but I "missed it by that much"! OK, OK so it's sort-a pink! Anyway, I bought it.

The real airplane:

The first FD2 was aircraft WG774 which made its maiden flight on 6 October 1954, under the command of Fairey test pilot Peter Twiss. In March 1956 this aircraft broke the World Air Speed Record raising it to 1132 mph (1820 km/h), an increase of some 300 mph (480 km/h) over the record set in year before by an F-100 Super Sabre, and thus became the first aircraft to exceed 1000 mph in level flight. This aircraft was later converted to become the BAC 221 for aerodynamic research for Concorde and is now on display alongside the British Concorde prototype at the Fleet Air Arm Museum at Yeovilton. The second FD.2 (WG777) is preserved at the Royal Air Force Museum, Cosford Airfield alongside many other supersonic research aircraft.¹

The most noticeable feature is the 'droop snoot'. The Fairey's nose, including the pilot, drooped (well, he didn't droop, but I think you know what I mean) but with the Concorde just the nose drooped not the entire cockpit. If you

were the pilot in the Fairey F.D. 2 this must have been strange; feeling as if you were close to 'level' but behind you the rest of the aircraft was hanging down at 10 degrees or so angle of attack on final!

There were a couple of color schemes: all natural metal (looks really 'hot'), all blue (I like that one too) and, of course, the mauve (OK, pink) scheme. The mauve scheme was used when it broke the speed record. That one's for me!

The Model:

First of all . . . Who or what is 'Maquette'? There are so many new (at least for me) kit manufacturers now – and that's great – but I just stumbled upon these guys and didn't know much about them. When I opened the box I noticed right off the bat a tremendous amount of flash with many big flash bits in the box. I thought they were 'kit seeds'. Like the little pieces of paper that fall out of magazines. . . . magazine seeds. It's where new magazines come from. I planted the flash bits, watered with liquid glue, waited, waited . . . nothing. Not even a Mach 2 weed!

It really didn't scare me though. I'd seen that kind of flash before on models that cleaned up nicely.. However, my normally positive thinking mind took off, and thoughts

of, 'Oh brother, this is crap' started to haunt me. Is this a 'Crap toooo Cake (C2C*) project?'

I just had to build a pink Fairey F.D.2 so I decided to hold my breath and 'dig in'.

Fuselage:

I separated the major parts from the tree. When I picked



up a fuselage half I noticed that the nose/cockpit area was not attached to the fuselage half that was in my hand. Hmmm why'z zat? When I found the nose halves among the flash encrusted trees I realized that Maquette (or whoever, if they didn't make the molds originally) concocted a way to 'droop the snoot'. And, make it moveable! Cool!

So I cleaned up the fuselage halves and the nose/cockpit halves and then fussed with this feature for two nights, mostly because I wanted to see if it would really work. There was a little bit of rough road though. There were slots, or rather, tracks molded into the main fuselage halves and pins on the smaller nose pieces. The pins, as shown on the instructions, were to ride in the slots controlling the up and down movement. The bad news was that my kit parts had no stinkin' pins. So I made some from small diameter aluminum tubing, drilled a hole where they were supposed to be and glued them in. I finally got the whole assembly to work but, after all that work, decided that I'm just going to leave it drooped down. But it did work! I thought the design was quite ingenious given how small it was.

I added enough weight to counter balance a draw bridge and then noticed that there was basically no cockpit. Then I looked at the canopy and the tiny windows. Never mind! Hey, if I can't see it, I ain't gonna build it! Many un-built kits on my shelves are screaming, "Make me!, no me!" I mean . . . I really don't hear them, you see . . just figuratively.

The kit has no wheel wells to speak of either. For Maquette (maybe old Frog molds?) to include a nose wheel well would have been tough, perhaps, from a mold engineering standpoint, with all of space taken for the droop snoot mechanism. Adding it after the fact – by me – would be, frankly, not worth the effort. Besides the gear doors are rather wide and it would take the Plastic Modeling Gynecologists (it's pink remember!) with their mirrors and flashlights to see that there wasn't a wheel well. In short . . I left it as is. Oh, yes, did I mention that this model is not destined for the Nationals by any means! Just my shelf, next to the screaming boxes. . . . did I say that out loud . . I mean the screaming part again . . .

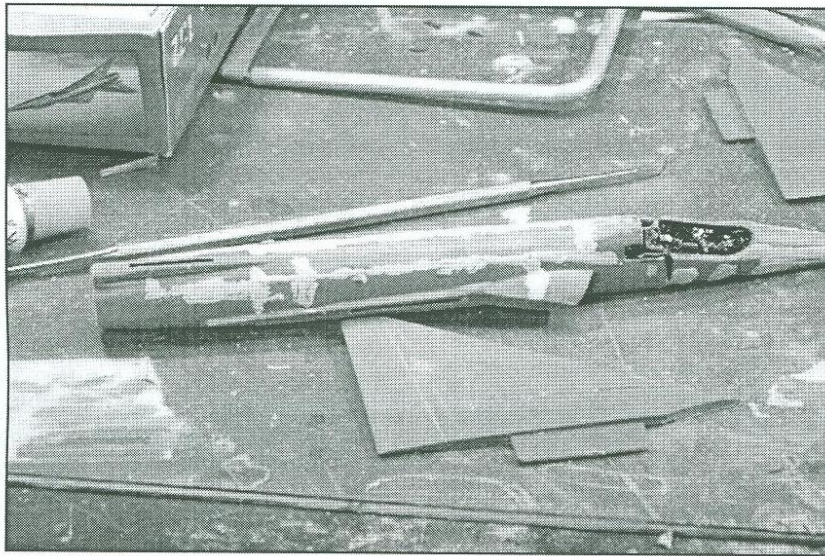
The nose had to be assembled first because the fuselage is glued around the nose to capture it in the droop snoot 'track'. This was easy and I started to get encouraged that this could look pretty cool.

I didn't really like the engraved panel lines so they were filled several times with Mr. Surfacer. In hind sight I should

have just left them; they probably would have been just fine.

Maquette provided a pretty plastic pointy pitot probe. I don't like plastic pointy parts like pitot probes. Pitot probes should puncture me – not break. (Note: do not try this at home.) I figure that I'll heal, it won't . . but then again, that's me. So, I got a brass rod about 1/16th inch diameter, slid an Aluminum tube over that and another and another in a telescoping fashion and staggered them to get the basis of the pointy nose curving shape. I cut each tube to the length I thought looked right and Epoxied them together (took about 45 minutes). The brass rod added stiffness and was the final tip of the pitot that I turned on the Dremel with a file (Wear Goggles and watch out, it's a thigh stabber!)

HINT: The secret to spinning brass rod is to carefully hold the Dremel tool such that the rod lies in an indentation made on a flat surface – like a small slot carved into a piece of



masointe – like the edge of my workbench top. The slot is just deep enough to hold the rod but shallow enough that you can still file it. A filing motion with much more pressure can then be exerted with a medium size file while the slot provides support for the rod (while it's spinning!). You can press much harder because the slot is keeping the rod from bending from the file pressure. You will see a great deal more brass come off much more

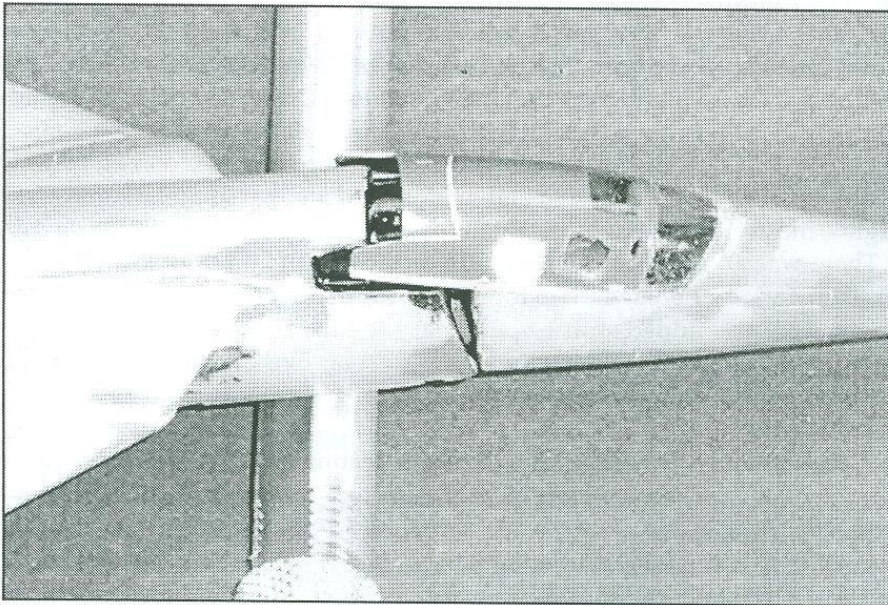
quickly this way! What used to take 45 minutes to an hour now takes 5 to 10 minutes using the slot.

I coated the 'assembly of tubes' with Tamia putty, waited 48 hours and then put it in the Dremel and carefully filed it to the basic shape (wear goggles). I pucked any voids or holes with more Tamia putty (love that stuff) or Mr. Surfacer – love that stuff too.

I epoxied it to the nose with 5 minute epoxy and then Tamia puttied the joint. An hour or so of sanding and puttlying and it was ready for primer to see where we were, so to speak.

Wings:

Ah, the wings. First, the wings were solid, and I mean solid. Next, the tabs for inserting them into the fuselage took about an hour of filing etc. to get them into the fuselage. I looked at the alignment. The right wing had a root incidence angle of about 2 degrees and the left wing had zero degrees. I looked at the box . . nope, not a Mach 2 kit! – it says Maquette. Anyway, I filed the slot in the fuselage on the right side to drop the angle to zero. Why the right you ask? Because the wing



glove to fuselage joint was way out a whack on the right side. It was obvious I needed to file the bottom of the right fuselage slot to allow the right wing root to rotate down. File, file, file, done.

Next I noticed that at the very 'meaty' part of the plastic wing, where the tab was molded, there was a distinct and unprototypical looking raised area caused by, what looked like, expansion of the plastic, lots of plastic, around that tab. Enter big flat bastard file . . . vumpa, vumpa, gone. But wait the file discovered sink holes next to the place I just filed. Wonderful! More Tamia putty then sanded with 400/600, re-scribed a few lines, then 600 again. All done with the wings for now.

Intakes:

Intake blocks (so you don't see through the intakes to the other side) were provided but they were too thin. I don't think a rearward facing step in an intake is prototypical. I used theirs as a pattern and then made new ones out of .040 sheet plastic. Glued them in before gluing the fuselage halves together and slathered on some gap filling super glue. I then shaped them to the contour of the intake and went to watch LOST on TV.

Exhaust/Tail Section:

The exhaust, for some reason, was not opened. The afterburner eyelid exhaust (also a novel feature of the aircraft) was plugged with some serious plastic (not just flash). I started by drilling a hole and then spinning an XActo blade back and forth to open it up. I finished it with a medium size oval file. I attached a tube that I made out of 0.005" plastic rolled around a rod about the same ID as the nozzle; put an end cap on, painted it Polly Scale Grimy Black (sorry, a railroad black on my workbench) and gloss black on the inside of the end cap.

Hint: Gloss black makes the inside of vents, exhausts etc. look like they

never end, invisible so to speak – it makes it seem like the 'hole' goes on forever. But flat black can be seen . . . that's why the British painted the bottom of their bombers gloss black (or so I read that somewhere). So paint the tube near the exit flat but deep inside paint it gloss black.

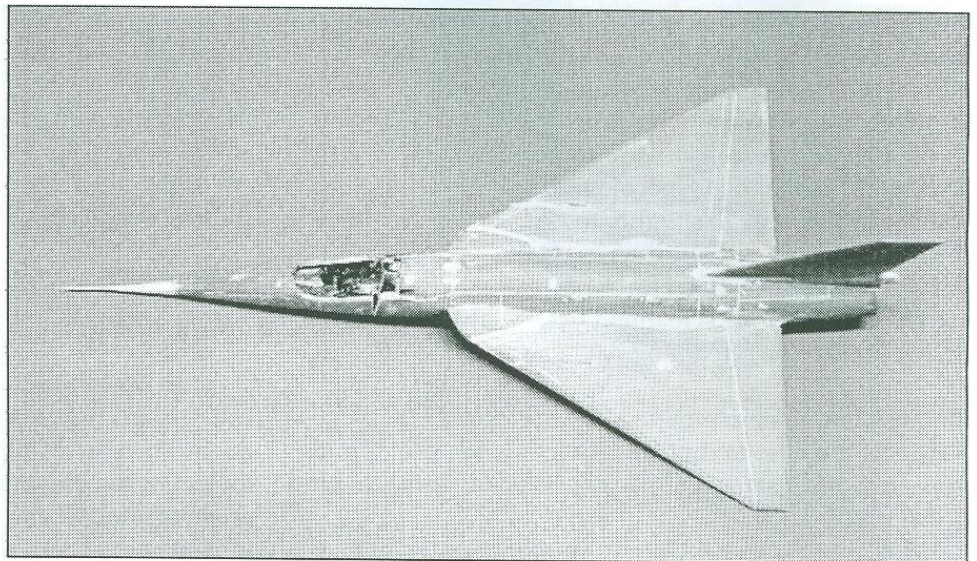
Try this . . . paint the whole thing (the inside) flat black and let it dry. Look inside the tube. Humph! You can see the bottom. Now get a brush a jam some gloss paint on the bottom. Let it dry and look down the tube again. Cool, huh!

I got done just in time to make some popcorn and watch ATLANTIS on TV with the Darlin'.

Assembly: The pieces were done and now it was a matter of gluing the wings, tail and exhaust to the fuselage. I spent many evenings filling gaps, sanding, repeat, and repeat. There were a lot of creases, sink holes, panel line fixes and joints on this airplane.

I looked at the kit canopy and then the photo of the real aircraft, then the kit canopy and the real a/c photo and something was wrong. I'm not usually fussy about things like this but this was just not right. The windows in the canopy were way to far aft. Almost like they thought it was a two-seater (It's not). So I filled the windows with putty and carved out new ones in the right locations plus I added the tiny tear drop windows on each side. I got some clear plastic stock, cut out the windows, sanded to shape, glued them in and later filed them to the contour of the canopy with a file, and then sanded with wet 400, 600, 1000, 1500, 2000, Blue Magic polish then Future floor wax (all that took about an hour not including the window glue drying time).

I installed the windscreen, filled the gaps and then glued on the canopy. I masked the windscreen and canopy glass with scotch tape and was ready for the paint shop.



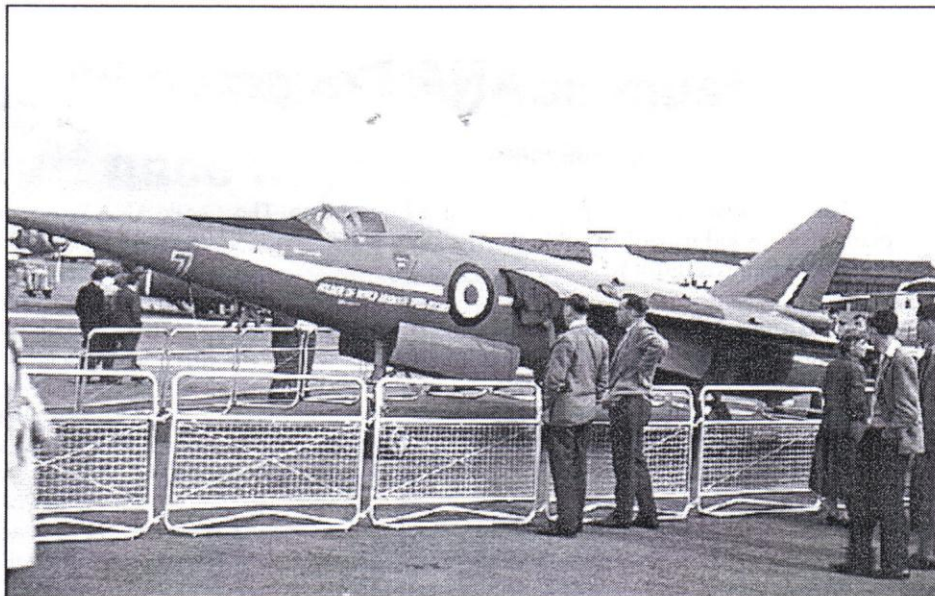
Painting and Finishing:

Since there were really no wheel wells, I didn't even bother with filling these things with tissue paper. I just hosed on some primer. Hmm, more touch ups. More primer, more touch ups, primer, touch-ups . . . "Oh the heck with it! Good enough!" . . . you get the idea. I sanded the whole airplane lightly with wet 1500 paper to get off the primer boulders then put pieces of masking tape over the 'wheel wells' and hosed on Polly Scale semi-gloss white and then the mauve. Let's talk about the mauve. Al at D&J Hobby in Campbell, CA helped me pick the closest color to this thing. We settled on Poly Scale 'German mauve'. We knew it was a tad too purple but I thought I could fix it. I went on the web and finally found a color photo of the FD-2 in mauve. So I printed it and set it on the workbench beside my paint mixing station – a 6 inch square working space amongst paint bottles, thinners, pipe cleaners and Q-tips. I ended up with the following mixing ratio: Gloss Mauve 10 parts, Gloss White 15 parts, Gloss Red 5 parts . . . all thinned about 25% with alcohol. I splotted some onto the color print out . . . Looks good to meeeee. I hosed it on the airplane. Lightly first, then more to get the gloss. Hey look! A pink airplane!

I gave it a clear high gloss coating of Future. After that dried I added the kit roundels and serial numbers, etc. But wait just a minute . . . the roundels on the wings were huge. They looked like meatballs in a Petri dish. A quick check at the photo in Hygate's book2 and I pulled them off with scotch tape and put on some Microscale ones I had in the decal bin. Those were the right size.

I made the decal stripe from Micro Scale white decal stripes and put those on. The decals were coated with another coat of Future to seal them

Gears, wheels, doors, exhaust, canopy touch-ups.



Done.

Not too shabby – well, I like it! And at the risk of sounding immodest – I think I turned (enter obnoxious announcer: "CRAAAAP TOOOOO CAAAAAKE!") □

But with all due respect to Maquette, the basic shapes were there and I thank them for that! It wasn't the best kit that I've ever built but I think it turned out OK. Not a contest winner but I'll enjoy it for quite sometime. Also, the droop snoot feature was pretty cool. It would have been very difficult making all of the droop snoot fuselage bulkheads that would be required if I made the vacuform version. So, Maquette's droop snoot made building this worth while.

If you want a Fairey F.D. 2 give this a shot. It may be worth the pain to get a pink plane!

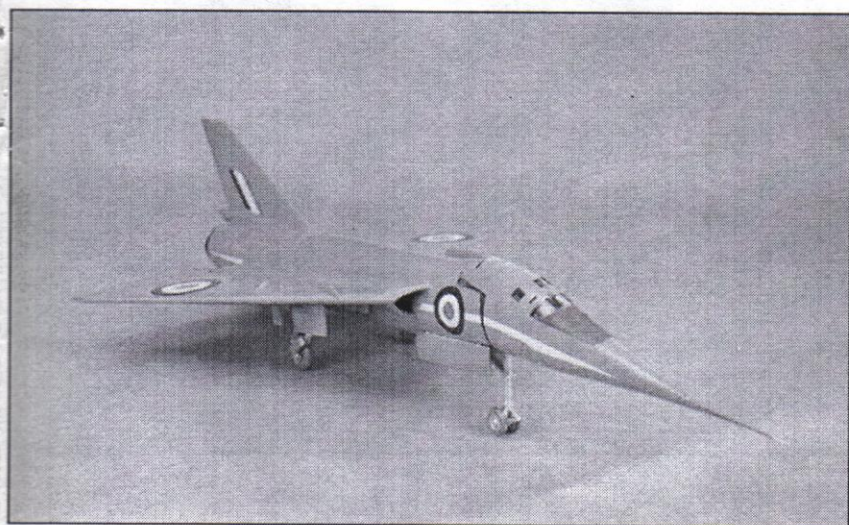
Bury me with sandpaper

References:

1) Free text taken from: http://en.wikipedia.org/wiki/Fairey_Delta BTW I like this site!

2) Hygate, Barrie; British Experimental Jet Aircraft, Argus Books, 1980

*C2C: Crap To Cake, a la Roy Southernland at a Fremont Hornets meeting (California) several years ago: "Leave it to Bill to turn crap [bad kit] to cake." (Or something to that effect.)



Bill Dye has been building models since 1955 and has been a member of SVSM since 1980. Bill likes to build 1:72 early jets, between wars yellow wing aircraft, prototypes, Russian and British weird stuff and 1:144 airliners.

ANA Pokemon 99 model

By Ken Miller

This is a story about a tiny model of a huge plane. The plane also has kid friendly markings. The story is also about a toy model that was built by a "grown-up".

All Nippon Airlines ANA was established in 1952 as Nippon Helicopter and Aeroplane. The airline flew domestically in Japan until 1971 when it inaugurated international service with a charter flight from Tokyo to Hong Kong. The fleet types continued to expand with the introduction of the wide bodied Lockheed L-1011 in 1973 and 747's in 1978.

Both Japan Airlines and ANA operate the 747-400D (domestic). The 747-400D has modifications allowing it to carry more passengers on short routes. ANA operates 11 of the 747-400D's. Externally the 747-400D has the EUD (extended upper deck) common to passenger -400's but lacks winglets. Internally galley and restroom space have been removed to allow more seating. Seating capacity is listed as 568 passengers. The landing gear is beefed up to allow for more landing/takeoff cycles. A joke I've heard is that the 747-400D's also have fixed landing gear as retracting the gear isn't necessary due to the short segments operated. A good joke but not true.

The Tomy toy company produced both 1/200 and 1/300 scale ANA Pokemon model kits. The 1/200 kits are Hasegawa molds and the 1/300 kits are Doyusha molds. There are 747-400, 747-400D, and 767-200 models in the series. A unique feature of the kits is that the blue parts of the fuselages are pre-painted. The kit makers intended the kits to be more of a kid friendly model than an accurate adult model.

I'd known about the models for a number of years but found them to be both relatively rare and pricey. At the Los Angeles Airliners International Show Bill Abbott found a vendor selling both the 747 and 767 kits at good prices. I bought one of each and justified the purchases by telling myself I would build the models for my kids. Bill bought two for himself as well. When I started building my model the AMS bug kicked in and I thought it would be fun to see if I could do a nice build on a kit intended to be more of a toy.

I thought I could work with the pre-painted fuselage halves but I found out otherwise. Even by gluing the halves carefully together with liquid cement there was a bump left on one spot where the fuselage had been attached to the sprue. I first tried to sand the bump and mix some paint to match the sanded spot. I've yet to master or even come close mixing



paint to match colors and this time was no exception. At D+J Hobbies I found Testors Model Master Grabber Blue in the car section which is a close-enough match. Not close enough just for the patch but good enough to repaint all of the blue. I used Tamiya masking tape to mask off the white. Fortunately the blue was dark enough to show through the tape and I trimmed the tape to fit using an X-acto knife. I used an old trick of painting the white fuselage with flat white and glossed it up with Future applied with a Q-tip. I painted the wings, stabilizers, and engines with Model Master Camouflage gray. For the corogard panels I used another gray which may have been Navy Aggressor gray. I did end up trying a few grays before finding one I was happy with so don't get upset if Navy Aggressor gray isn't correct. I masked off and painted the leading edges with Testors aluminum metalizer. I painted the engine exhausts and intake lips with Polly S Metalline acrylics. Unfortunately the Polly S Metalline paints haven't been available for quite a few years. I'm making my two bottles last for as long as I can as they are the best brushing metal paints I've found. I also drilled out the engine exhausts which in hindsight was a mistake. Better to leave them small and plugged than with a huge hole for the exhaust. The landing gear on the Doyusha kit is definitely clunky and toy-like with the wheels molded all the way across the struts and no separation between the right and left tires. Not a problem as I ground and filed out the separations using a Dremel tool and file. Doing the work on the landing gear made a huge improvement.

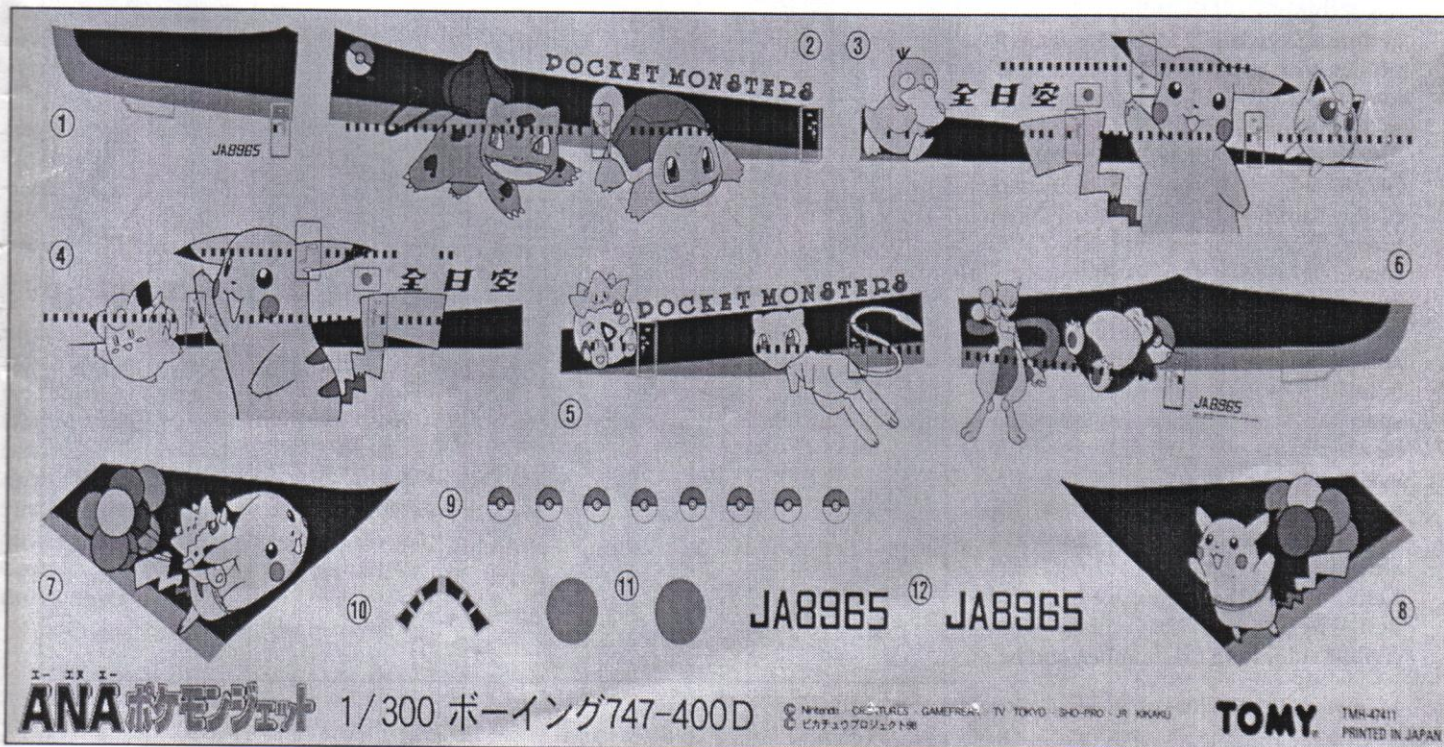
The decals were a bit of a challenge as could be expected. The decals for the characters on the fuselage sides comprise of just three parts. I guess that three pieces is better than twelve but it was still a challenge. I lost a few very small parts that ended up floating where they shouldn't have but with such a complex decal the missing parts aren't really noticeable. Before using the decals I suspected that they were translucent and that

the blue could bleed through them. If I'd been smart I would have copied my decals before using them. My 10 year old son pointed out the bleed through on the model to to me. He told me that Pikachu didn't look so good with a bright yellow top and with blue showing though on the bottom. Not to worry as I could just borrow Bill's kit and photocopy the decals. Upon getting Bill's kit he and I realized that my kit was in Pokemon 99 markings and his was in different Pokemon 98 markings. Fortunately I got another kit off Ebay and copied the decals with a laser copier onto decal paper. I cut out the few parts that needed to be doubled to eliminate the bleed though. The decals aren't perfect but look a lot better than with just one layer.

When I added the landing gear and engines I discovered that one of the outboard engines was dragging on ground. Not a problem with a small kit as I was able to file down the pylon quite a bit to make things fit right. Modelling isn't necessarily about accuracy but just about making things look good.

The Pokemon 99 747 was another of my fun builds. The model definitely has "kid appeal" being a small-scale kit, and having a pre-painted fuselage and clunky landing gear. I enjoyed doing as good a job as I could in building it. My kids initially seemed indifferent about it but warmed up to the model as time went on. Now when their friends come over the Pokemon plane is one of the first spotted in the display case. My kids are proud to say that their dad built it. At one of the Kickoff Classic Contests I overheard a mom call her son over to see the "Pokemon Plane". He replied that he'd already seen it and it was "Cool!" That overheard conversation pretty much sums up my thoughts on the model.

Ken Miller started building models as an adult in 1991 and joined SVSM in 1995. Ken's modelling interests are large aircraft in small scale, primarily airliners.



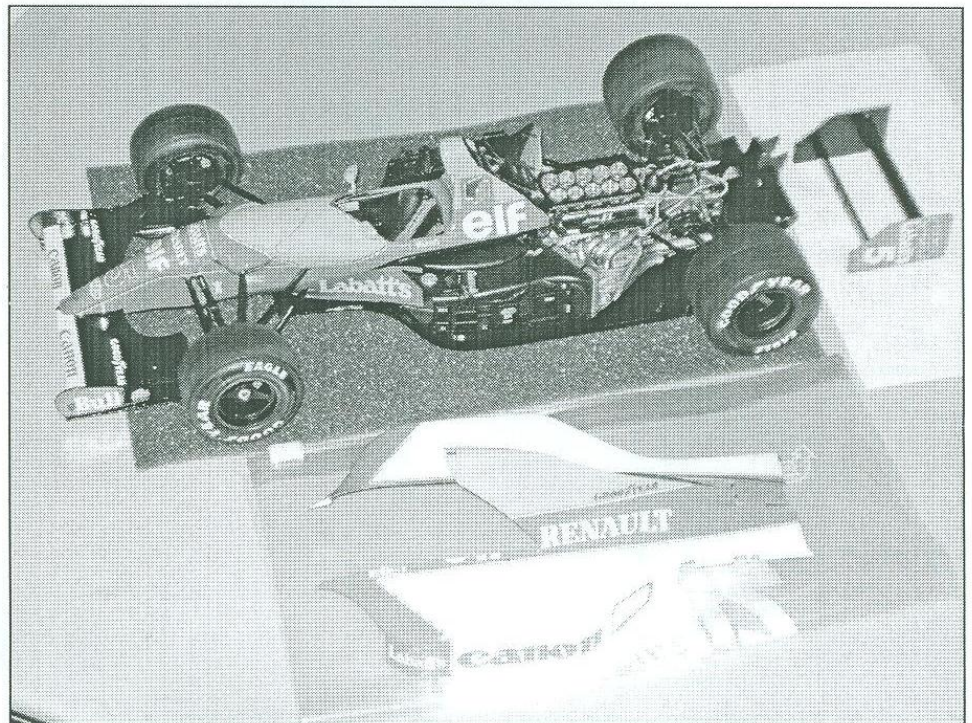
SEPTEMBER MINUTES



At the August meeting, the Regional Coordinator again stressed how important it is that we decide on a contest date. Not only does it make it difficult for our club to promote the event, but it keeps other clubs from firming up their contest dates. The vice presidents were urged to make their decisions ASAP.

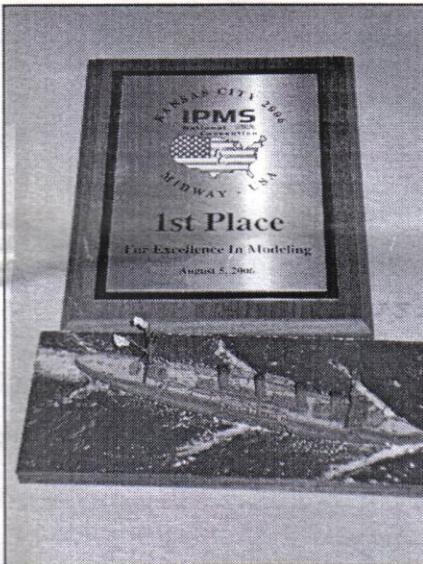
In Model talk... Gabriel Lee is making progress on the High Planes 1:72 Canberra B.2. He says the going is painful, and the color of the plastic is certainly bright enough to cause some eye strain! Gabriel's also still working on the Bandai 1:35 "Batman Forever" Batmobile, which he plans to rig with LED lighting inside the cockpit. Bill Ferrante has accomplished the admirable task of getting a Zvesda 1:72 MiG-23 as far as its primer coat, and he's finished Tamiya's lovely 1:72 F4D-1 Skyray, completing it in the markings of VMF-114. Cliff Kranz displayed his completed Maquette T-34 747/R, which he says is a resin copy of the Tamiya kit with a quad-20mm turret. Cliff also finished his RVHP conversion of the C-2 Greyhound, and he's still at work on his 1:144 XC-97, which uses a C-97 body and the tail and wings from a B-29. Chris Zanella is building one of Games Workshop's space tanks; he revealed that not only is he a modeling nerd, but occasionally he even takes it down a notch as a gaming nerd! Kent McClure has primed his Revell box-scale P6M Seamaster and is almost ready to give it its airliner livery. Kent's also battled through a Masterkit Beriev Be-6 in 1:144 that will also wear civilian colors as a fire-bomber, and he's

turned his Smer 1:48 Bristol 138 into a shiny showpiece with a nice coat of Alclad and Tamiya flat aluminum. Kent found Emhar's new 1:144 Whippet tank a breeze; he took just 90 minutes to assemble the tank, and he plans to finish it as a Russian Civil War vehicle. Finally, Kent has been battling Academy's P-40B for a long time, and he showed evidence that the fight continues. For a set of 45-year-old molds, says Greg Plummer, AMT's '61 Ranchero is not too shabby. Greg gave his model a deep purple finish by mixing up a blend of fingernail polish and lacquer thinner. Ken Miller's box-scale Monogram C-47/DC-3 is getting closer to completion; his latest addition is a set of nicely-painted de-icer boots. Terry Newbern displayed a collection of 1:35 trucks he built as a 16-year-old and finished to what he imagined Oklahoma National Guard camouflage would look like. His trucks included a flatbed bashed on a Tamiya LRDG, a cargo truck built from the Tamiya water tanker, and a crew-cab version of the GMC CCKW. Terry also showed off a tiny little Harley Davidson motorcycle. Mike Woolson also likes small subjects; he built the LS Models BD-5 in 1:72! Mike's also added a True Details seat to Hasegawa's F4U-1 "birdcage" Corsair, and he's done up a Revell Caprice police car as a NASA security vehicle, using spare decals from a Hasegawa F-104. Veronica Hughes finished her P-51 in Nationalist Chinese markings; she applied the decals the very day of the meeting! Chris Hughes is hard at work on his Italeri Crusader hull/Accurate Armor anti-aircraft turret conversion. Although the conversion is a little rough in place, Chris reports that the white metal and photoetched





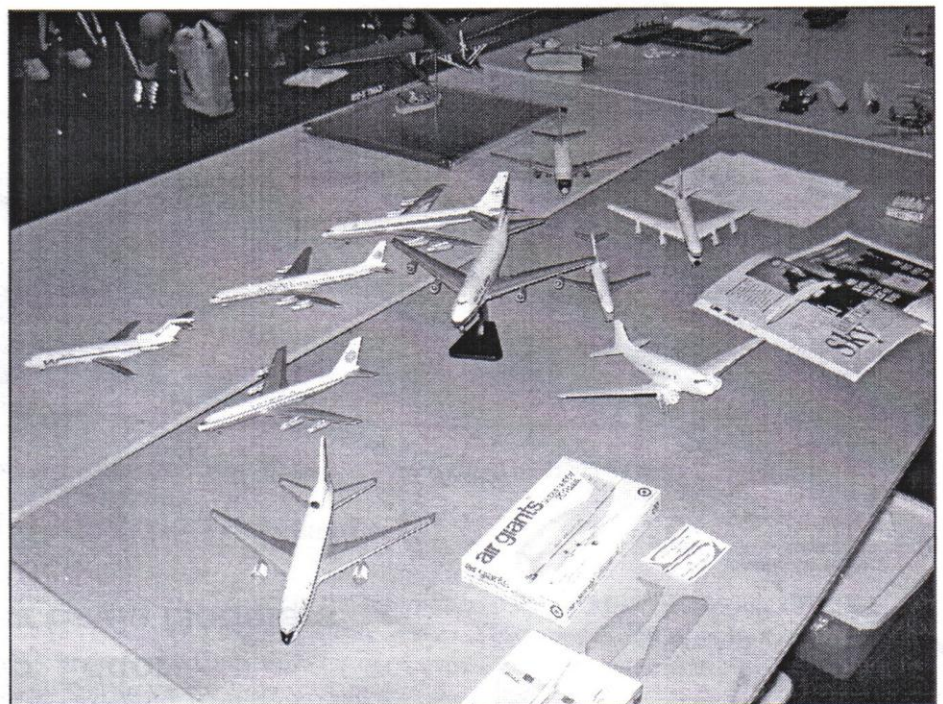
stage, and he's eager to finish it to get to his next project! Larry Lechowicz received his yearly dose of nostalgia by building a couple of Monogram's old 1:48 classics, the F4U Corsair and F6F Hellcat, using Model Master paints and aftermarket decals to finish them off. Jim Lund used a couple of vacuform kits and lots of sweat to build his spectacular Short Mayo Composite, with the Mercury nestled on top of the flying boat. Jim also went boating with Combat Models' 1:72 Dornier Do X, which he crewed with various Prieser figures. Chris Bucholtz's Academy GMC CCKW 2 1/2-ton truck and his Tamiya P-47D razorback are on hold until his workshop's new carpet is installed. Bill Abbott's latest airliner is a 1:144 resin deHavilland Otter, cast by Don Schmitz and sold for \$5! Bill says the model has a few dimensional errors, but none that can't be fixed with a little work. Brian Soderstrom's Ford Mustang was built for a "what if?" contest, and as a result it was made up as a police interceptor. Brian stuck a little closer to

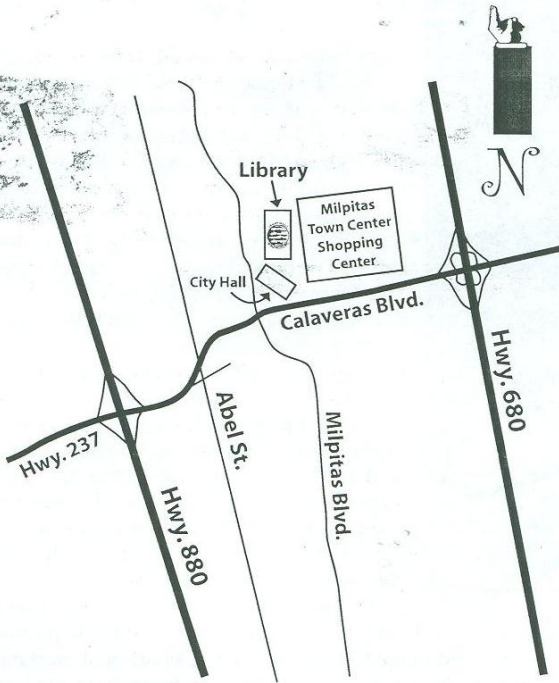


parts add a lot to the model. For something different, Chris is also working on an Italeri BAe Hawk 100 in 1:72 from the Italeri kit. Bill Bauer showed great relief in having finished his Ferrari 333SP, the latest kit from Technomodels. Ron Wergin's collection of World

reality with his Trumpeter American LaFrance Eagle pumper truck, finished in the College Park Fire Department markings provided in the kit. Brian made his own hoses from medical-grade shoelaces! And the model of the month went to... John Korellis and his silver-doped Hellenic Air Force Spitfire Vc! John combined a Tamiya Mk. V with Hasegawa IX wings to get his Vc; he says it depicts a Greek plane flown from Egypt and later Italy.

War II opponents included an Academy Bf 109, an Airfix Hurricane, a Tamiya Bf 109E and an Airfix Spitfire V. Ben Pada brought a collection of P-47Ds in 1:48, including a Tamiya P-47D built out of the box and a Hasegawa kit built largely the same way. Ben painted his Thunderbolts in Gunze Sangyo paints and used SuperScale decals for the markings. Lou Orselli's building a couple of Harley Davidson motorcycles in his own "Mini-American Chopper" workshop. The kits are by Revell, but the modifications are by Lou, who's used a snap-tite kit for engine parts for one of his bikes. Shervin Shembayati found the fit of Italeri's 1:72 A-10 rather poor, but he's fought his way through it to the decal





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



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