



# THE STYRENE SHEET

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A Publication of the Silicon Valley Scale Modelers, A chartered Chapter of International Plastic Modeler's Society, USA branch.

## SVSM MEMBER CAUGHT WORKING IN RENO !

Scandalous evidence revealed here in graphic photo detail! (all photos courtesy of this fine gentleman too, thanks Meek!)



The name Mike Meek, and the incredible scale models of Air Racing craft he makes are known to many in club. However, his range of expertise and operations are not so well known or documented. Thus I am exposing more of his talents here despite him. Also giving Mike a bad time in print with his own work can be said to amuse me while giving thanks to powers that be for us having crossed paths through this club, so I can enjoy knowing him

Attending this year's NCAR (National Championship Air Races), Jim Priete and I were honored to be catching Mr Mike Meek hard at work (gasp!) in the race pits, a valued member of Team Dago Red (**continued on page 3**)



## **Editor's Ravings – this month's editor, Mick Burton**

Tales of the UnExpected, while not on my list of favorite comic books, favoring more “The Haunt of Fear” and “Tales to Astonish”, seems most apropos for borrowing a title for this month's editorial seeds. This missive now marks first annual passage of my editorship redux. While hardly what I expected to be doing back then or now, I tread ahead without fear for again I have an astonishing variety of content and a team of superheroes running all. Everyone who contributes content, regardless of type, style or volume, really can't realize how wonderful that as an action is, in our society or in the larger one we're in. Your slice of the planet, your voice, your “nobody is at all gonna care but #\$\$@\*% them anyway here's how I see it built it feel about it”view when committed to public consumption is always of value beyond the initial submission. Besides that, makes editors feel less at sea, see?

Among our superheroes loose among us, our first repeat in place President, Randy Ray, has the honour of taking us to new and thankfully this time around, not so distant lands. I am referring of course to fact that this October 17 meeting is our LAST EVER AT THE CURRENT LOCALE. Thanks to hard work by Messr Ray, we'll next month be assembling down the street at the Milpitas Police Admin building, he tells me for the foreseen future. Thanks also go to Messr Eric McClure, again he behind the scenes effects our storm tossed club ship to new port I was then first time SVSM President (1993/94) and recall he was part of team of armor modelers who secured us Milpitas when we needed home in a hurry, having been set adrift by Cupertino library. This time Quiet Eric's agreed to be our Point man in months ahead, being the responsible soul to book our 3<sup>rd</sup> Friday with the MPD, think I recall that Brother Kent is going to assist in this, hmmm. THANKS ALL OF YOU FROM ALL OF US. Build on!!! Speaking of building on, I and my road trip mates left for Oregon before I got this data so here goes –enjoy!

## **THE REALLY GOOD NEWS DEPARTMENT**

**This comes to you by way of the SVSM Treasurer, Mr. William Ferrante, via my email box**

*For inclusion in the newsletter:*

### **Results for the Club Fundraiser:**

Thanks to those who donated plastic and those who bid, the club raised \$1242.00. An additional \$100.00 contributed by a few members brought the total to \$1342.00. This was an increase from last year of \$344.00. This gives the club the cushion it needs to hold the contest at the Santa Clara Convention center. Thanks again.

### **Bill**

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### **REMINDER THERE'S CLUB CONTESTING FOR OCTOBER 2008**

**We're going out of our “old home” with a bang! THREE THEMES so please bring an entry or two. If we get enough entrants of each, I'll be supplying some competitive economic news meself (gulp!)**

MISSILES OF OCTOBER – Any Rocketry, Missilery, or Real Space subject. Rockets and missiles may be on a vehicle or base. Any scale, but all entries must be finished! Sufficient entries will result in 1<sup>st</sup>/2<sup>nd</sup>/3<sup>rd</sup> split cat.

AIR RACER FETE - Eligible contest entries are ANY Air Racer, Historical or Hypothetical, in any scale, but must be finished. Like the real races, we don't award for “DNF”. Again, enough entries, editor has to award too.

ORANGE & BLACK BALL – Scale Spooks Halloween special. Finished entry that's mostly Orange, or Black. Or clearly “a monster”. Or a Goblin, Vampire, Banshee, Wyvern, Phantom, Demon. Be creative, you might win!

*A RACER'S TALE (continued from page 1)*



The team proudly lists Mike on their race trailer and on the airplane on the crew credits, you can tell the photos here are taken by Mr Meek partly by how he modestly neglected to take any shot of the aforementioned credits. Foolish me packed no camera along this year to correct this oversight!

So please enjoy these pictures shared with us from 2008 NCAR courtesy of Mike Meek, who we know worked very hard for oh so many days leading up to the races as well as far too much during them. He calls it fun. I'm just glad to know him and able share a little in that fun.

**Dan Martin gets ready to shut down Dago Red after qualifying First at over 474 mph. After leading the first part of Sunday's Gold Race, Dago Red finished Second.**



**Will Whiteside took Sunday's Bronze Race in Voodoo.**



**Sherman Smoot in "Czech Mate"**



**"Bad Kitty" taxis out to the active runway**



**Sunday's Gold Race winner Bill DeStefani in "Strega"**

**Mike Brown's race # 232 "September Fury" Gold Race Third Place finisher on Sunday.**

(article continues on page 5...)



## UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 10-17-08

### Saturday, October 18 2008

**IPMS/Fremont Hornets** host their "Tri City Classic V" at the Newark Community Center, 35501 Cedar Blvd, Newark CA. Theme is "The French Connection" with several special awards keyed to this as well as numerous "Best" in category. Their website <http://tinyurl.com/ipmsfremonthornets> will also have updates and flyers.

### Saturday, November 1 2008

**The Antelope Valley Group** presents Desert Classic XII at Antelope Valley College, 3041 West Avenue K in Lancaster, CA. For more details contact Mike Valdez at (661) 304-4941 or e-mail at [mikevaldez151@msn.com](mailto:mikevaldez151@msn.com) or visit the club website at [www.avg-ipms.org](http://www.avg-ipms.org).

### Saturday November 15 2008

**IPMS/ Craig Hewitt Chapter** presents Region 10 ModelZona 2008 at the Commemorative Air Force Museum 2017 N. Greenfield Rd., Mesa AZ. Contact Keenan Chittester 480-636-9720

### Saturday & Sunday February 14-15 2009

**NorthWest Scale Modelers** host their 2009 Show at The Museum of Flight, 9404 East Marginal Way, Seattle WA Theme is "The Mighty Eighth", they will have a special display of aircraft flown by the Eighth Air Force (USAAF) accompanied by veterans of World War 2. A Make n' Take is featured also on both days. Scale models of all types will be on display during this event aside from the "theme model display". This is not a contest, it is the largest show of scale models in the Pacific Northwest and comes highly recommended. For more data on show and club, visit <http://groups.yahoo.com/groups/northwestscalemodelers>. Questions may be directed to Tim Nelson ([timndebn@comcast.net](mailto:timndebn@comcast.net)) or Steve Tontoni ([tontoni@comcast.net](mailto:tontoni@comcast.net))

### Saturday, February 21 2009

**IPMS/Santa Rosa** and **IPMS Mt Diablo** host their Annual Hobby Expo at the Petaluma Community Center sited at 320 North McDowell Blvd Petaluma CA. Theme is "Crafting Your Dreams", they will have over 40 Senior and Junior competition categories and 10 Special Awards. Make n' Take, their very popular "Speed Build" contest are also being featured along with many vendors and display tables. Visit their website at [www.ipmssantarosa.org](http://www.ipmssantarosa.org)

### Sunday March 1 2009

**Pasadena Modelers Society and CFE** present 20<sup>th</sup> anniversary Valley Con 2009 model building competition, swap meet, exhibitions and workshops. Held at Pasadena Civic Center 300 East Green St , Pasadena CA. For more information contact [pasadenamodelers@verizon.net](mailto:pasadenamodelers@verizon.net)

### Saturday April 18 2009

**IPMS/Silicon Valley Scale Modelers** host their SVSM 2009 Kickoff Classic at the Santa Clara Convention Center, 5001 Great America Parkway, Santa Clara CA. Theme is "Summer of '69: 40 Years Later". Offering competition in 49 Senior, 5 Junior and 4 Youth categories along with a raffle, displays and special events tba. Vendor contact: [gregplummer@gregplummer.com](mailto:gregplummer@gregplummer.com), see also club website [www.svsm.org](http://www.svsm.org) for updates.

CLUB EVENTS REMINDER CLUB EVENTS REMINDER CLUB EVENTS REMINDER CLUB EVENTS

October SVSM Meeting – "Missiles of October, Air Racer Fete, Orange & Black Ball" themes for club contest  
November SVSM Meeting – "Turkeys, Tailfins, TOWs & Targets" theme for club contest



**Stu Dawson in his "Spirit of Texas"  
A 3350 powered Sea Fury**



**John Penny taxis in "Rare Bear"  
John lost the engine in Sunday's Gold Race**



**The Third Tigercat taxis on by to make us all jealous  
(that caption was not supplied by Mike Meek, just so you know)**



**Mike Brown gets ready to shut down race #1  
To watch Tigercat round the pylons is way cool**

**Three Tigercats led by Mike Brown fly past Reno pits**



**Dan Martin flies low and fast, heading for pylon #1 in Dago Red.**

ALL PHOTOS scanned from originals shot by Mike Meek . Captions were supplied by him unless otherwise noted. Text by the editor, and much thanks again to my patient friend, Racer Mike.



## *Making the Grand Illusion Come True in Miniature*



Thoughts on building the MGM Grand Air DC-8-62 in 1/44 scale  
By Ken Miller

The fairly new Minicraft DC-8-63 kit and Two-Six MGM Grand Air decal pretty much screamed out BUILD ME so I had no choice but to accept the airline modelers challenge. I write the model column for the *World Airliner Historical Societies Newsletter The Captains Log* and the upcoming theme was “Airlines of Luxury”. The Minicraft DC8 has gotten very good reviews and this would be an excuse for me to try one myself as well as using a Two Six decal for the first time. I’d also get a chance to do some fuselage chopping by cutting down the -61 fuselage length to a -62. I’d already bought the Eastern Airlines release of the DC-8 kit when it was first released and I ordered the decal from Airline Hobby Supplies. Hold onto your hobby knife as I start another modeling adventure.

The *Deregulation Knockouts* book by Tom Norwood has a page dedicated to MGM Grand Air. Luxury scheduled and charter flights began in September 1987 between New York and Los Angeles. The scheduled operations ended in December 1992 but charters continued. Transcontinental flights resumed in September 1994 but ended in December of the same year. The company was sold to Grand Holdings and was renamed Champion Air. Unfortunately Charter Air just closed this year. The Norwood book lists three DC8-62’s for charters, Three 33 seat 727’s, a Twin Otter for shuttle service between Orange County and Los Angeles, and a 757 briefly used in 1992 for charters.

The extent of my luxury air travel consists of a first class upgrade on US Air between Pittsburgh and Louisville many years ago. I wasn’t lucky or privileged enough to fly on an MGM DC8 but I do know someone who was. Richard Silagi and his wife were booked on an MGM charter flight from Los Angeles to Jamaica in 1993. When they arrived at the terminal the scheduled standard 757 wasn’t there. At check-in the agent told him he’d be on the first flight. He questioned the agent about the “first flight” and was told that the 757 wasn’t available, that they were substituting two of the DC-8’s instead. He and his wife boarded and sat in the “ultra first class” cabin.

Richard shared the following. The DC-8’s had three cabins. The forward cabin had sort of a lounge seating with sleeper seat that could be turned 360 degrees. There was also a stand up bar at the front of the cabin. Where they were seated had just 2 seats on one side of the aisle and 1 on the other side. It was EXTREMELY spacious. The

center cabin over the wing had all forward facing sleeper seats. The 1/3 of the plane had standard First Class seating. That was MGM's economy section. Richard and his wife sat in the front section on both flights. It was the first time I had ever seen my wife excited about getting on an airplane. The return flight was somewhat noteworthy as it was MGM's last regular charter flight. After that they were only doing sports charters.

The sprue tree on the Minicraft kit is dated 2005, the kit is almost brand new. The kit was long awaited as an alternative to the hard to find Revell DC-8 kit. A neat kit feature requested by modelers is that there are cut marks engraved on the insides of the fuselage halves to use as guides when cutting the kit down from the -61,-63 length to either the -62 or -50 lengths. I used dymo label tape as a guide on the outside and carefully used a razor saw to do the cutting. I also used some of the scrap pieces as reinforcement inside of the fuselage halves. I read some reviews of the kit after it was first released that said it pretty much fell together without any putty. I grant that it's a very nice kit but I certainly had to do my share of puttying and sanding on it. I used Tamiya spray paints again which I really like because they dry very quickly. I did my best to putty/sand the joints where the fuselage had been spliced together. One spot was pretty problematic but after about six rounds of painting I decided that it was "good enough". I also had some problems with the fit of the clear canopy part to the fuselage and ended up using some stretched sprue and putty to fill in the lip/gap at the back of the cockpit piece. Mike Woolson reported that he had no trouble with the cockpit/fuselage fit so maybe I was just "lucky". I primed the model with Tamiya primer then started the "real" painting. I painted the fuselage True White and the wings USAF light gray. The gray looks very much like the Tamiya's standard gray primer. I expected that painting the bare metal engine front/rear sections and wing/tail leading edges could be difficult but I used Bare-metal Foil for the masking with good results. It took me a few hours of masking and about ten minutes of painting. When I stripped off all of the masking tape and foil I found only a few small boo-boos that needed to be dealt with. I added the landing gear with five minute epoxy. One of the main wheels ended up cockeyed and I was able to pry it off and re-epoxy it back on straight. I'll continue to use the "drop of epoxy" method to glue my airliner wheels on. The setting time gives some leeway to adjust things before drying and it's easy to remove and re-do if things didn't turn out right the first time. The Two-Six decals are laser printed and "quite good". I'm pretty sure that the MGM gold on the 1/1 planes was really gold colored but the decal is more of a mustard yellow. Still the decal looks great on the model and being the only game in town I'm very happy with it. Being laser printed there's always a debate about clear coating the decals before using them. As I was in a minor rush to meet a deadline I opted to clear-coat the decals with Future. No real problem with scratching but I did find the decals hard to get to settle down. I tried to use a hair dryer which did work but I also learned that the decals will bubble when they get too hot. Next time I'll try the Microscale Liquid Decal Film and use the hair dryer on a lower setting. Due to my rush to finish the article for the Log I left off many details and decaled only one side of model before sending off my photo and article. The detail level of the Minicraft kit is very nice with clear landing/navigation lights provided both for the nose gear strut and wingtips. The clear wingtip lights are a good start for the model. Next time I'll spend more time painting the inside of the lights, puttying and sanding the lights to fit on the wingtip, and painting them to match the wings. I managed to lose the nose gear strut light to the "carpet monster" but had another kit available to cannibalize the part from. I mailed Minicraft a letter about losing the part and a few weeks later they'd sent me a replacement.

Overall this model was a fun build of a pretty unique plane. I'm almost certain I'll never fly in luxury so the next best thing is building a model of a luxury jet and then dreaming about flying in it.



**The evil editor provides "scale" by using hapless bystanders plus author in photo**

Author on left, true size DC-8 on lower right. Hapless ones in the midst of it.



## OREGON MODELERS HOST MODELS LARGE AND SMALL VERY WELL!

As I noted in my editorial, Roy Sutherland, Woody Yeung and I left the marvelous fundraiser early so as to make it on time to the Evergreen Aviation Museum in McMinnville, OR. Where a very successful show and contest was put on, as you can see, underneath the Hughes HK-1 "Spruce Goose". Here's a few peeks at event



Many fine scale efforts of all sorts, I include some of the more unusual. The last shot on bottom right is merely to indicate not all models were thin or without skin!

We wandered off to Tillamook NAS Museum next day, but no room to show you what we saw. Alas!-editor MB

NEXT MEETING:

**7:00 PM**

**FRIDAY**

**OCTOBER 17**

Our Last at the

**Milpitas Library Community Room**

**40 N. Milpitas Blvd**

**Milpitas, CA**

*(next month be sure to have tickets paid, we're meeting at Police Department!)*

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