THE STYRENE SHEET

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Bf 109 built for two: converting a G-12

By Mike Burton

For an aircraft whose production numbers certainly rank it among the greats in aeronautical history, it is amazing that no two-seat trainer ever came off the Bf 109 production line. This is indicative of the short-term thinking that dictated Germany's industrial planning in the first few years of the war.

By 1942, though, the Luftwaffe felt the need to create "two seat trainer 109s," projecting perhaps a total of 900 of them being required to help accelerate the training of prospective fighter pilots. None were purpose built aircraft, instead being converted from somewhat worn examples of the Bf 109G-2, G-4 and G-6. While the program was not wildly successful, with something less than 100 being actually rebuilt into G-12s, they did manage to see service outside the Luftwaffe and beyond World War II. Units in the RSI (Italian) Air Forces had some, and at least one was serving in the Yugoslavian Air Force in 1950.

A Bf 109G-12 converted from a G-6/Trop airframe. The still-unpainted canopy frames indicate that this is a very recent conversion.

Perhaps the G-12 was an inspiration for the Czechs, whose Avia S-199 development of the Bf 109 had a CS-199 two seater version.

Why wasn't the G-12 adopted in larger numbers? I don't know, but a quote from one student provided some food for thought. The G-12 design placed the student pilot in the same place within the fuselage that he would occupy in a Bf 109G-6 or G-14, right over the wing. The instructor got the rear seat with its distinctive bulged canopy. In *Bf 109 In Action Part 2*, Flieger Officier Herman Leypoldt said, "When taking off the pilot can see nothing. We had to solo at least twelve times in the G-12—I tell you I was scared shitless—I sweat just to think about it."

While it was no barnburner as a trainer, the G-12 appeals to me in the same way that the various war weary *Mustang* two-seaters do. It is a very familiar and oft-modelled shape, but with some differences. Also, like the *Mustangs*, no two G-12s were exactly the same because they had been rebuilt from different airframes. This provides the chance to add "character" to any one you choose to model. The subject of one photo begs to be made: an ex-G-6 Trop recently rebuilt, its canopy frames still unpainted and the CJ + MG radio codes missing upper half of the CJ where fuselage had been cut. If I do another G-12, I may try that with a *Hobbycraft* G-6 Trop, since I now have another copy of the *Falcon* conversion kit thanks to a very gracious editor in England.

Falcon's vacuformed conversion kits are underappreciated gems in the rough. This one (#10) offers modeler a pair of two seaters (190 and 109), and a Bf 109G-14, plus wing slats for the leading edge of Bf 109s. As noted by the instructions, these slats were open when aircraft was parked. Having been given a second copy of this kit while at the 2001 UK Nationals, I felt I no longer had any excuse not to try this conversion (you can't miss with complete set of backup parts, right?). I picked up a 1:72 *Hobbycraft* release of the Bf 109G-12 (apparently a reboxing of an eastern European kit) to assist in choosing a final paint scheme and for a little extra inspiration.

The *Falcon* instructions recommend converting some of the kits available at the time the conversion came out, namely the *Revell* G-10, the *Fujimi* G or K, and the *Otaki* G-6. With the *Hobbycraft* series, you can expand the possible starting points. When I first got the conversion at a swap table, I also bought an *Otaki* G-6 kit, so that was my choice for my conversion.

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

EDITOR'S BRIEF

This month, we should start by thanking our outgoing officers, who did a great job during a relatively tough time for the club. Brad Chun, our former president, and Mike Burton and Mike Meek, our ex-vice-presidents, navigated the club through uncertainty surrounding our meeting place and took our contest to a new, larger and better venue. They should be thanked and commended for successful terms of office and for their devotion to SVSM. Thanks, guys!

Thanks also go to Greg Plummer, our new president. Greg was instrumental in obtaining the Los Altos library site, and he's a dedicated member of the club who will uphold our traditions of fun and fellowship at the meetings. And, for those who might think that our club is only geared toward military subjects, Greg is a nationally-noted car modeler, which speaks well to our tradition of welcoming all kinds of modelers. No matter what we might specialize in—cars, ships, armor, airplanes or figures—we have much more in common as modelers than we have differences.

SVSM is affiliated with IPMS/USA, and at times we do a far better job as a local club at being inclusive than the parent organization does. Maybe it's because we as Californians are naturally better at including people, or maybe it's because the IPMS/USA at times seems to veer from the proper path. In any case, something is keeping many of our local members from joining the IPMS. For a few, there's resentment toward the IPMS for "that IPMS attitude," but anyone who's spent time in SVSM has probably picked up help or had a friendly conversation with the several members of our club who have that cheesy little blue-and-white card of national membership. The editor's opinion is that the main reason people don't join is because the IPMS/USA fails to give them anything they can identify as a benefit for their membership.

Here's what the IPMS/USA does provide: the IPMS/USA Nationals, a great event for those who can afford to attend; insurance so that we can have meetings and contests without worrying unduly about liability; and the Journal six times a year. The complaint heard most often is about the quality of the Journal, and as a professional magazine editor, your editor knows where you're coming from when you complain. Pictures that are too small, techniques that are out of date and a seemingly unending barrage of typographical errors are among the many faults the Journal in its current incarnation suffers from.

As a club, we should take two steps toward alleviating this problem. Firstly, your editor is offering the Journal's editor the use of most of the stories that appear in the Styrene Sheet. Because of individual members' associations with Plastic Kit Constructor and Internet Modeler, we can't offer blanket rights to our material, but we can offer some darned good articles that would help the Journal's content.

Secondly, we should get more people signed on as members of IPMS/USA. Only members can vote for officers, and your editor suspects that in 2003 a set of candidates who are strongly in favor of changes—like insisting on fixing what ails the Journal—will be on the ballot. SVSM has long had leadership that has a "can do" attitude; the IPMS/USA has had leadership with a "can't do" attitude. When people spend most of their time telling you why things can't be done instead of working for things that can be done, they need to be replaced, and the replacements are starting to line up.

Finally, thanks go to Sami Arim, Ken Connor, Eric McClure, Kent McClure, Bert McDowell, Bob Miller, Greg Plummer and Rodney Rogers. We had much call for a new club roster; after three months, these are the only respondents to the roster survey! A new form appears in this issue; give it to the editor or e-mail the information to him. Otherwise, he will start making up things about the members ("Mike Meek enjoys tulip gardening and needlepoint in addition to modeling;" "Bill Abbott turned to modeling after his career as a jockey came to an end;" "Roy Sutherland was an award-winning clog dancer," etc.). You laugh now, but just wait...

—The Editor

CONTEST CALENDAR

June 1, 2002: **IPMS/Santa Rosa** presents **Scale Model Expo 2002** at the Sebastopol Veterans Memorial Building auditorium in Sebastopol, California. The theme is "The Spirit of America." For more information, see their website at http://grljj.home.mindspring.com or call Greg Reynolds, Expo Chairman, at (707) 829-6304 or email him at grljj@mindspring.com.

June 15, 2002: **IPMS/Planes of Fame** presents their **annual MiniCon** at the Planes of Fame Museum in Chino, California. For more information, call Al Parra at (909) 920-9917 or e-mail him at parrateach@aol.com.

September 7, 2002: The **IPMS/Reno High Rollers** present their **Third Annual Model Contest** at the Desert Heights Elementary School, 13948 Mt. Bismark in Reno, Nevada. The theme is "The Century Series." For more information, call Doug Summers at (775) 747-5931 or e-mail him at ghpltd@aol.com.

September 14: **The Captain Michael King Smith Evergreen Aviation Institute, IPMS/Portland and IPMS/Salem** present their **Fifth Annual Model Contest and IPMS Region 7 Convention** at the Evergreen Aviation Museum, McMinnville, Oregon. For more information, call Tony Roberts at (503) 282-2790 or e-mail him at roundelroberts@msn.com.

October 13, 2002: **IPMS/Orange County** hosts its annual **OrangeCon** in Buena Park, California. For information, call Nat Richards at (949) 631-7142 or e-mail him at richa5011@aol.com.

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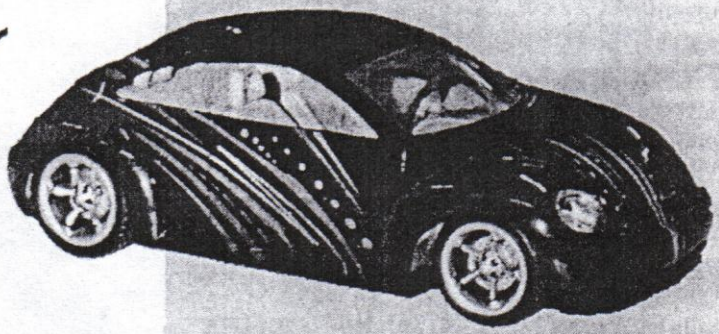

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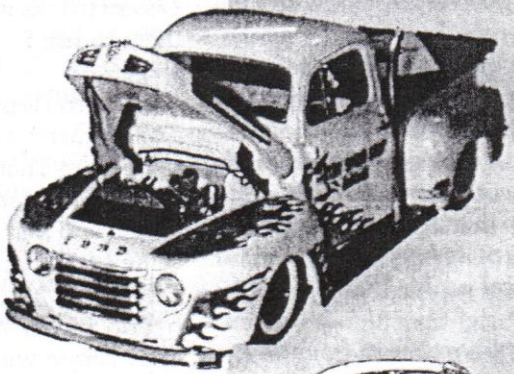

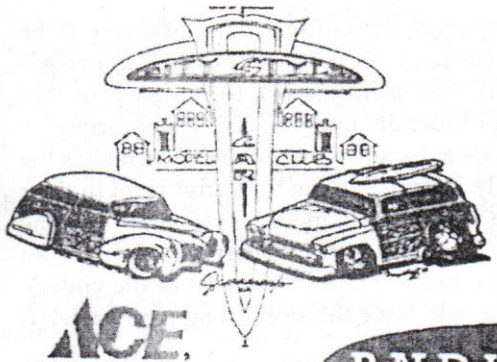

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Italeri takes a swing at a Marine Sherman

By Laramie Wright

Armor modelers have long wished and pined for a good M4A2 version of the ever-popular Sherman from a major manufacturer. There are a number of resin hulls available to convert other marks, but no complete M4A2. The initial rush of information before *Italeri*'s new release seemed to promise that at long last, one was coming. The result is something of a mixed bag.

The kit, No. 6839, comes in *Italeri*'s new style box and at $24.95 is not a bad deal. What you get is the M4A3 hull and late production, high-bustle 75mm turret like that from their Sherman Calliope kit. While not as good as the *Tamiya* M4A3, *Italeri*'s version is quite serviceable and builds into a good replica.

U.S. Marine Corps M4A2s underway on Saipan. In the Pacific, the Sherman was an important infantry support vehicle.

From this base you can then use the new parts to create an M4A3 with wading trunks and add-on wooden planks used to defeat magnetic antitank mines that the Japanese made frequent use of. A great deal of on-board stowage in the form of spare road wheels and track links are provided that make it easy for a new modeler to make a good representation of the original out of the box.

However, if you want an M4A2, you have a good deal more work to do. *Italeri* provides a complete M4A2 rear deck that replaces the M4A3 rear deck. The instructions direct the builder to cut out the M4A3 deck. It looks easy to do as the underside of the deck is heavily scored, and if done with a little care, it should be an easy drop in fit for the replacement part. That's the easy phase. The rear plate must be cut free and the angle changed to a more vertical profile than the M4A3 hull. The top of the plate is at the right position but about 1.5mm needs to be removed from the rearmost point of the side plate to steepen the angle of the rear plate.

I believe the rear plate overhang must also be shortened and a new rear lower hull plate must be fabricated as the exhaust system and mufflers were totally different from the M4A3 and M4 hull plates in the kit. Alternatively, as the rear wading trunk covers the entire area, use of that assembly would do away with the need for a new rear lower hull plate.

The add-on wooden hull planks are kind of hokey, with deeply engraved grain effects, but do represent one of the actual shapes used. The builder could use Mr. Surfacer 500 to fill and then sand smooth, afterward adding more scale-like grain. Or one could use sheet styrene. To me, the best method would be to use basswood for the planks, patterned from the kit parts.

The running gear is the standard late VVSS bogies provided in previous *Italeri* releases. They build up nicely and you have the choice of using five-spoke cast wheels or the later six-spoked stamped wheels. The *Italeri* stamped wheels are complete, front and rear, unlike *Tamiya* and *AFV Club* offerings. Tracks are one piece vinyl units representing T-51 steel chevron shoes. For late war USMC vehicles, the track should come with track extenders (duckbills).

The engine deck air intakes are provided with appropriate bases for the wading trunks. The trunks themselves are a bit simplified but provide a good base to detail and enhance. Decent trunks will result and I am developing a pattern from them to use for other Sherman kits I have in the planning stage.

The turret is pretty good, though again it is not as nice as the *Tamiya* turret and the loader's hatch is about 15-20 percent undersize. That will take a little work to replace, but it is doable. The late production integral cast cheek armor is absent and that needs to be added. The *Tamiya* turret has the same omission; only *DML* has done the turret right in their POA-CWS Marine howitzer/flame-thrower tank, and the hybrid Firefly kit. The main gun is incorrect, depicting an early 75mm with the muzzle flare. Shermans of the vintage this kit represents would have the straight tapered barrel. It can be corrected or replaced.

All in all, the kit is a bit disappointing for advanced modelers but for those new to armor modeling this is a good choice, providing interesting features like the trunks and spare track/wood plank armor.

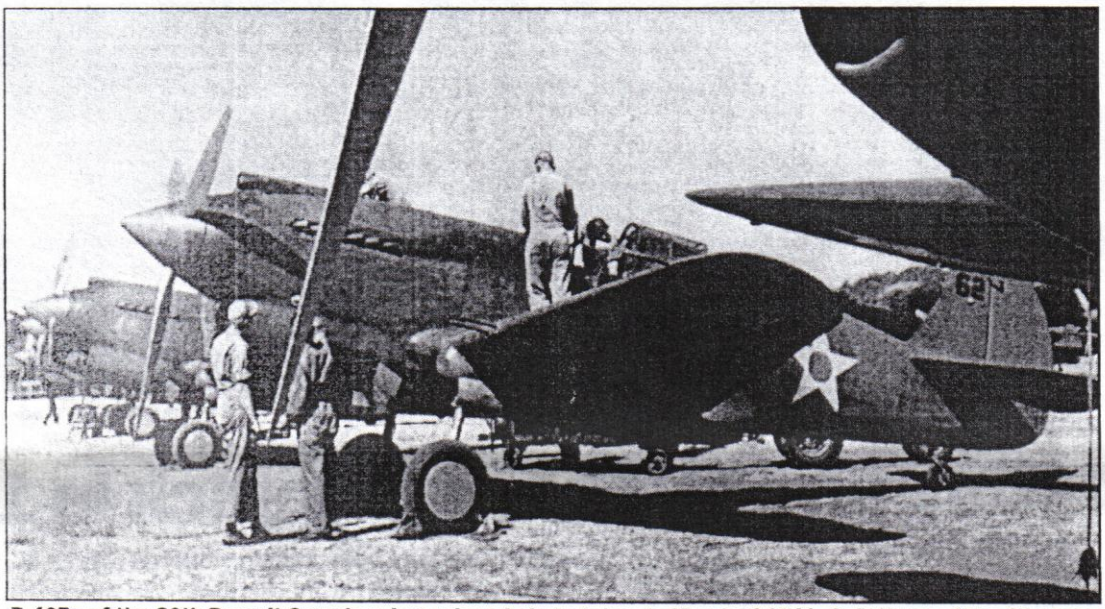
A P-40 first: *Pavla's* early *Tomahawk* is mostly right

By Mark Schynert

The Curtiss P-40 formed the backbone of the USAAF pursuit forces in the early years of World War II, and was widely exported, even though it had relatively poor high-altitude performance and maneuverability in comparison with the best Japanese, British and German fighters of the time. Its virtues included decent speed, good load-carrying capacity, excellence as a gun platform, ability to sustain battle damage and most of all, availability in quantity. Even after later types evolved past it, it still had a place as a fighter bomber into 1944.

The later versions of the P-40, typed by Curtiss as the H87 series and by the RAF as the *Kittyhawk*, have been the subject of good injection-molded kits in 1:72; *Hasegawa* has done a *Kittyhawk* Mk. 1, a P-40E, and a P-40N.

The earliest marks, referred to by Curtiss as the H81, or roughly the P-40 through P-40C, were also known by the RAF as the *Tomahawk*, and have not fared as well in 1:72.



P-40Bs of the 20th Pursuit Squadron in a relaxed photo taken in March of 1941. Only three of the 31 planes in the unit would escape destruction by the Japanese some months later.

Until recently, the only injection kits in this scale were the *Frog* offering, now very old, and a more recent but simplistic *Academy* kit. Both have shape problems; the *Academy* in particular has an assortment of defects: the fuselage is too short by about 18 scale inches, the quarterlight glazing is too short, the nose radiator bath has the wrong curvature and length, the top front of nose has the wrong slope, and the cockpit cut-out on the fuselage halves is both too long and too deep. The problems with this kit are so severe that surgery to correct them is impractical.

Fortunately, getting an accurate early P-40 has suddenly become a lot easier. *Pavla* has introduced a short-run injection kit which corrects most of these problems, though it has a few of its own.

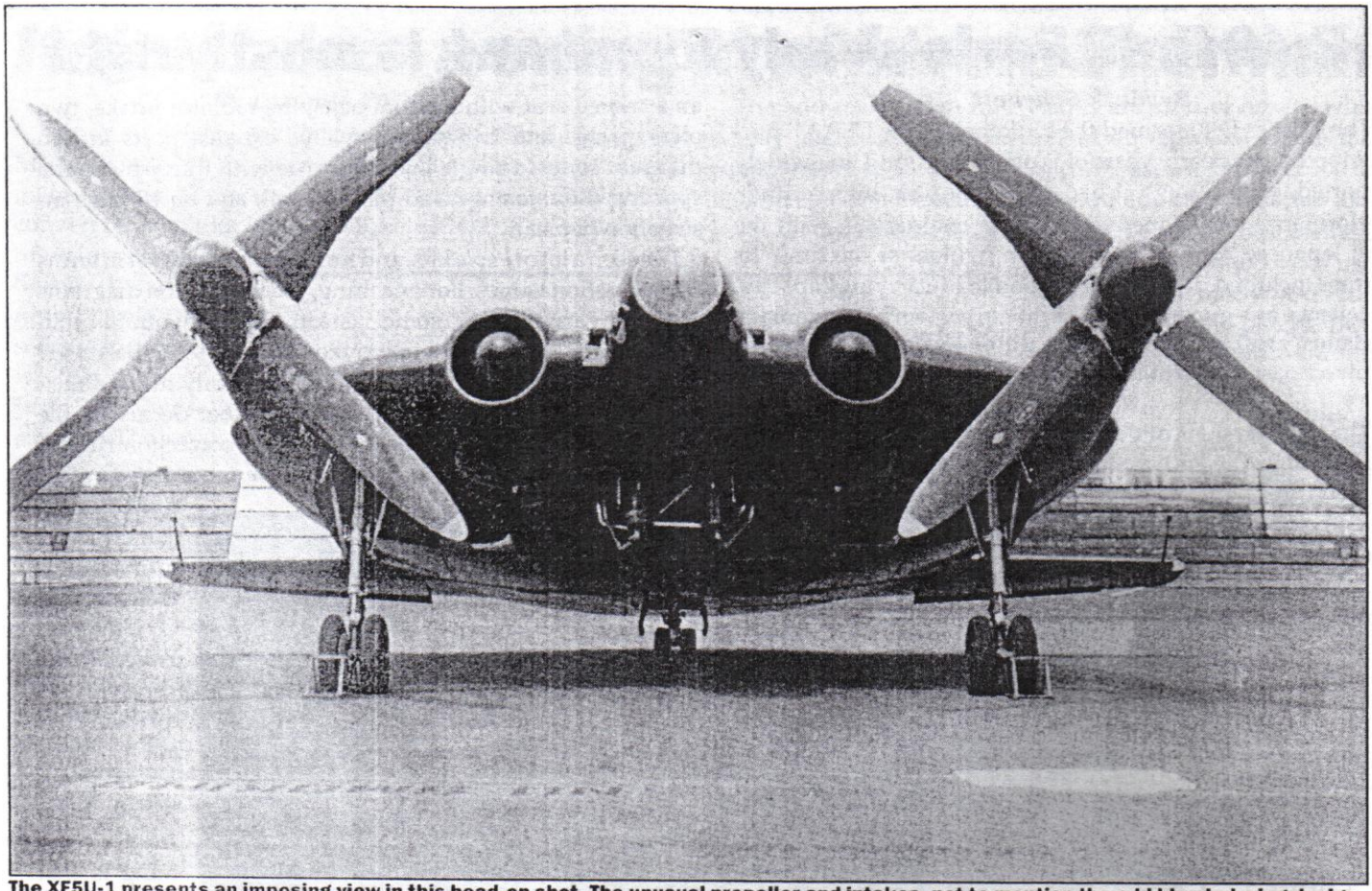
Do not throw away the *Academy* kit if you have it; there are some parts which could be a big help here. Surveying what you get in the *Pavla* box reveals a decal sheet with markings for a USAAF P-40-CU, an RAF *Tomahawk* IIB, a Chinese H81A-2 [the classic Flying Tiger marking scheme] and a VVS *Tomahawk* IIB; a single vacuformed cockpit canopy and a small piece of flat clear acetate; resin pieces (two cockpit sidewalls, three propeller blades, four wing machine guns, an armored seat with integral belts, the radiator intake, two oleo springs and two sets of twelve exhaust ports in two different styles; a single injected sprue with thirty-five parts sporting delicate engraved panel detail; and an 18-page instruction booklet.

I've seen a lot of *Pavla* kits, and this is the best one yet in terms of production values. For one thing, the instruction diagrams are much clearer than in some past kits (I defy anyone to build the landing gear for the Borovkov-Florov I-207 based on *Pavla*'s instructions in that kit). *Pavla* evidently made a mistake with the chord of the red-and-white bar decals for the rudder of the U.S. machine; they include correction rudder decals. *Pavla* continues its penchant for requiring scratch-building of some pieces, but unlike their kit of the Grumman *Widgeon*, the scratch requirements are very simple shapes here. Another nice thing is that the amount of flash in the injected parts is drastically reduced.

Still, all is not well. The leading edge of the fin is at the wrong angle relative to the top of the fuselage; *Academy*'s kit is actually much better. This should be easy to fix, although I doubt transplanting the *Academy* fin and rudder is necessary; it will be easier to cut it down, fill and sand to shape. The *Academy* landing gear might look better than the kit pieces. The main wheels are both horrible; substitute the *Academy* ones. And, while the *Pavla* kit gets right almost all the shape problems noted with the *Academy*, it's still about six scale inches short. I think I can live with that. I also wonder about the propeller blade length.

On the plus side, *Pavla* includes almost everything you need, apart from the requirement that you scratch-build two nose guns, two interior mounts for the exhaust stacks, six parts of the undercarriage and eight parts of the belly tank mounting (the last fourteen being wire). The quarterlights are to be cut from the extra piece of clear plastic, with templates provided. Alternative radiator gills and pitots are also provided, and where there are variations in construction, these are clearly linked to the four examples supported by the decal sheet.

In short, this still isn't *Hasegawa*-like quality, but it's the first early P-40 kit in this scale that's really worth the effort.



The XF5U-1 presents an imposing view in this head-on shot. The unusual propeller and intakes, not to mention the odd blended-wing design, provide a unique set of modeling challenges.

Fabricating an F5U Flying Flapjack in 1:72

By Mike Burton

When the subject of radical solutions to recurring problems in military aircraft is broached, people usually think of John K. Northrop' and Larry Bell's firms (XF-65 *Black Bullet* and YFM-1 *Airacuda* spring to mind). But have you ever stopped and considered the name of Charles Zimmerman for this collection of aviation renegades? How about Chance Vought Aircraft?

The company that turned out so many *Corsairs* had Zimmerman, a man determined to see his vision realized in the face of skepticism as withering as any that Northrop or Bell ran into. A 1930 electrical engineering graduate, Zimmerman gained employment at Langley Field with NACA. Demonstrating skill and a superior vision even then, Zimmerman solved the problem of a free-spinning wind tunnel, then developed a free flight wind tunnel. In 1933 Zimmerman won a NACA competition with a civil lightplane design considered to be sound in engineering and aerodynamically excellent. This concept, a circular winged craft that was to fly at high speed and also hover like a helicopter, was rejected for further development as "too advanced!"

Zimmerman, undaunted, continued his quest to prove the efficiency of low-aspect ratio wings. By1936, his pursuit had borne enough fruit to gain him an offer from United Aircraft Corporation, and in 1937 he left NACA to join its Chance Vought Aircraft division. Only a year later, his three new designs (V-170, V-171 and V-172) using this circular low-aspect ratio wing concept were offered to both the Army and the Civil Aviation Authority, but were rejected by both.

Not to be deterrred, Zimmerman managed to intrigue the U.S. Navy with his concept. With the Navy funding the first manned flying model, his radical plane was finally into its serious engineering phases by 1939 in the form of Model V-173. This proof-of-concept wooden craft generated serious research to guide the design of the much heavier and complex twin-engine F5U which was to follow. Sadly, the bright yellow and silver-doped V-173 testbed was fated to be the only one of the three "Flying Flapjacks" ever to see flight outside of a wind tunnel.

In mid-1943, a mockup of the XF5U-1 fighter, painted blue and white and outfitted with three-blade props and six .50-caliber machine gun ports, was presented to the Navy. June 1945 saw the first real plane rolled out, now in the standard glossy sea blue scheme. This XF5U-1 was unarmed and fitted with temporary F4U *Corsair*-type four-bladed props (one set was reversed so that the rotation would be correct). Zimmerman envisioned this fighter being capable of a range of performance from 40 to 425 mph, and able to virtually stand on its tail in flight, hovering while maneuvering for combat operations.

As he put it, to accomplish this required a "desperate weekend" in which he worked out the design of the "flapping propellers" such that two pairs of blades on each engine were offset like a helicopter rotor and formed a single four-blade

prop. By the time all of the initial complications had been ironed out and taxiing tests were finally carried out, it was 1947. The decidedly futuristic-looking "Flying Pancake" couldn't escape the fact that it was still a propeller-driven fighter in a world now committed to a future of turbojets. The only XF5U-1 built for flight tests never even got the chance to crash from any of its many potential failure points (complicated gearboxes, new engines, those "teetering blades"), a series of taxi tests the only time the XF5U-1 moved under its own power with the Pancake never leaving the ground.

It was a tough bird to the end though. Precision measurements were required to determine how to properly dismantle 33958, because initially the wrecking ball just bounced right off her! Made from Vought's "Metalite" aluminum and balsa sandwich as skinning and, of course, designed to operate from aircraft carriers, the durable F5U was finally broken when hit between her main beams and spars, and blowtorches finished the job.

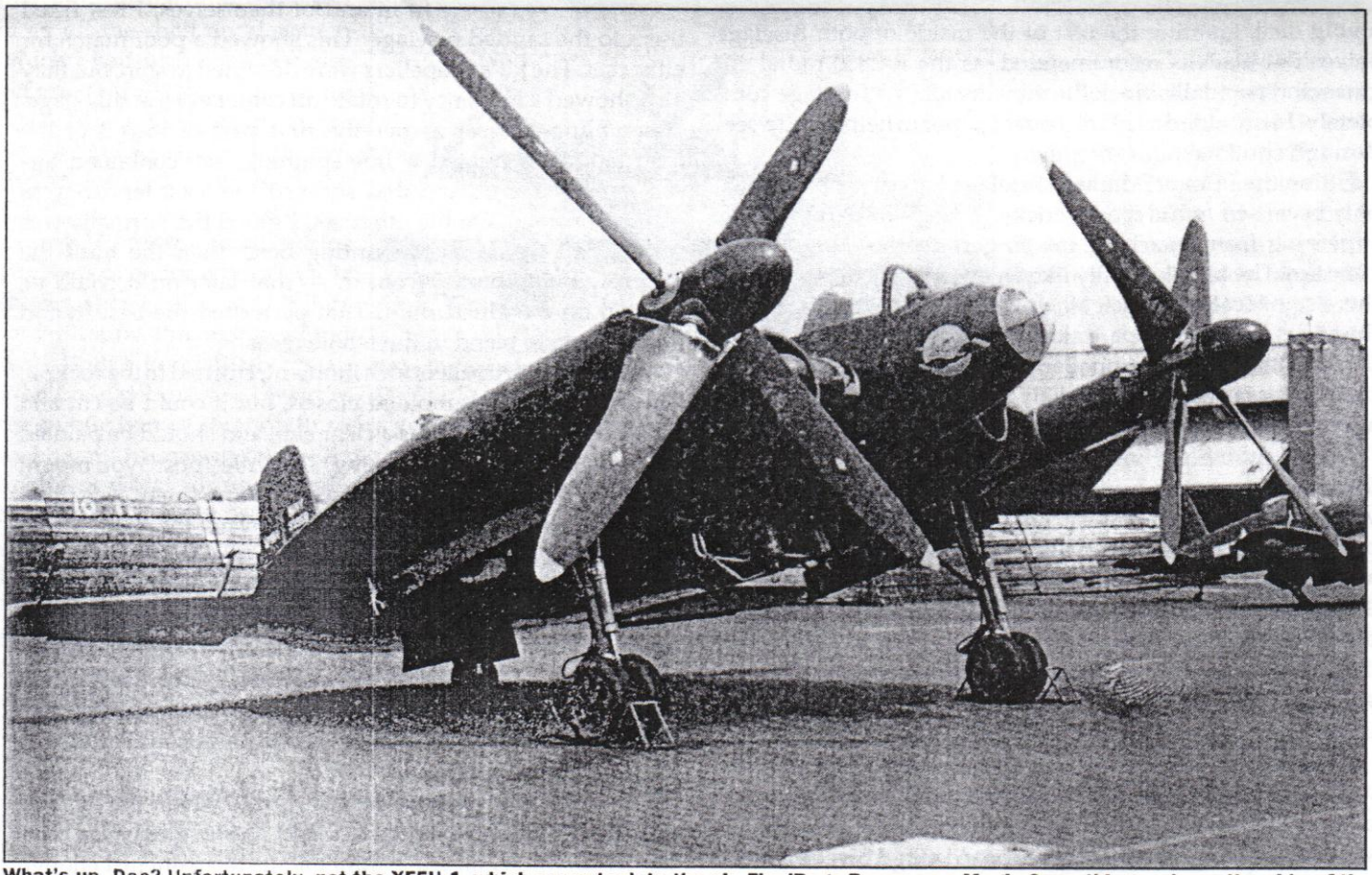
Extremely eye catching, the fantastic-looking Pancake makes for engaging speculation whether Charles Zimmerman's visions were still "too advanced" for their times or not. Like Northrop's flying wings, which had to await the maturity of computers and advanced fiber composites to achieve the promise of their design, the Flying Pancake's complex mechanics may have been too much at once. When you get a look at the operation of the arresting hook, you are more likely to ask yourself, "what were they thinking?..." But what a model it makes! After all, this one is not a comic book hypothetical—it just looks like one!

A fan of "unlikely pursuits," this has been one of my favorites for a long while. *Airmodel* produced one in the 1970s as a simple vacuform, which taught me that, even though it's a simple-looking shape, that doesn't mean it's easy to construct. Thanks to Ginter's Naval Fighters Vol #21, I see I missed the *Pegasus* edition of this fine fighter in 1:72. The model reviewer in the book somehow missed the existence of the *Combat Models* 1:48 Flying Pancake vacuform, one of their better kits.

The *Hasegawa* 1:72 scale edition is the subject of my build, but is not originally their work. The name *Hobby Spot* that remains on the sprues is the only evidence of who really designed this mold. Although *Hasegawa*'s kit is quite pricey, it's doubtful that *Hobby Spot* could have released it any cheaper and thay certainly wouldn't have had the same distribution opportunities. So thanks go to *Hasegawa* for becoming another kind of International House of Pancakes!

The quality of the molding is extremely fine. The engraved panel line detail is appropriate in scale, since all the photos of the prototype show a very clean machine. While the reviewer in Ginter's book advises that the seat provided in the kit is incorrect, I really didn't see much difference, especially when the canopy was closed, so I went with the kit parts.

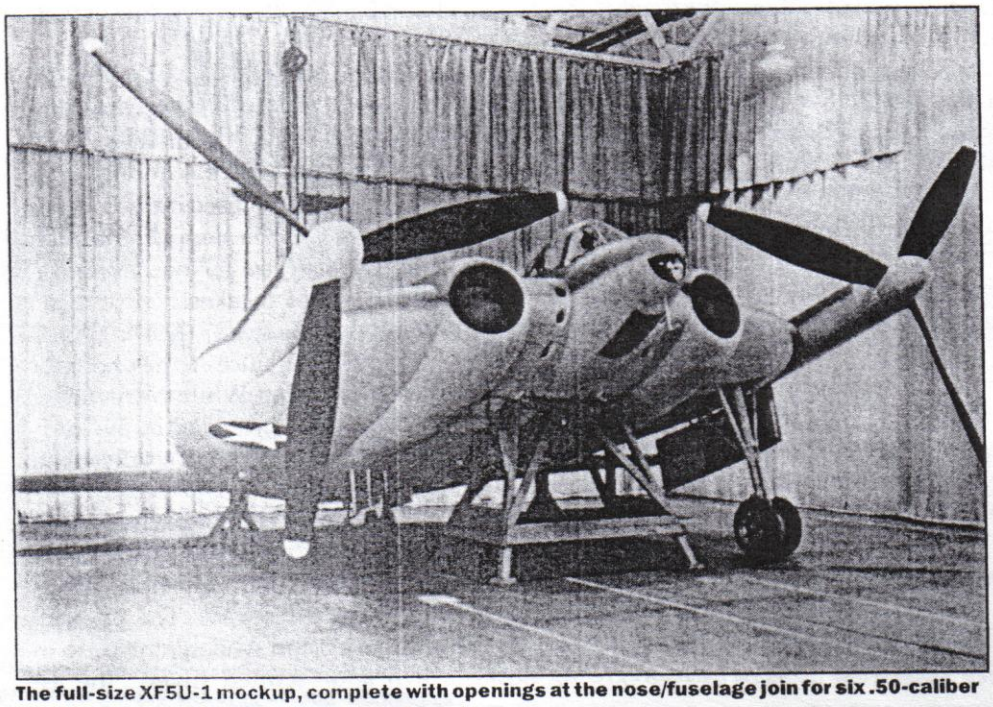
The cockpit is a treat! The ejection seat is four parts, the tiny floor is detailed, and the instrument panel has raised detail with the option of decal instruments. A delicate joystick drops right in, and all this is enclosed by three walls. The sidewall detail matches with the references, and when painted up in interior green, black, brown and "scuffed silver," the as-



What's up, Doc? Unfortunately, not the XF5U-1, which never took to the air. The 'Bugs Bunny on a Magic Carpet' logo adorns the side of the XF5U-1's rather abbreviated nose.

sembled cockpit really looks good.

While the instructions show this tub assembly being placed in the lower half of fuselage on a post, dry fitting indicated that gluing this into the upper fuselage was a better bet. This gets the sidewalls and instrument panel edges to cleanly meet where they ought to. As the floor is "open," you have to paint the interior green on the lower half of the fuselage, but that's



The full-size XF5U-1 mockup, complete with openings at the nose/fuselage join for six .50-caliber machine guns, which were never fitted.

no big deal. Painting the rest of the inside of both fuselage halves flat black is recommended, as the R-2800 radial engines don't actually block the view inside the fuselage completely. I also added a "blank" out of paper to help avoid a see-through situation.

Fitting the upper and lower fuselage halves problematical only because I found it a bit tricky to keep the excess excess superglue from attaching my fingers to the edges of the pancake! The kit is basically like an injected vacuform here—there's no locating pins at all; you simply line it up and hold the edges of the entire pancake to get it aligned. This includes the rear half of the propeller shafts, which really are the problem areas you're most likely to run into. Once the halves are together, it seems like you're almost done!

Next, I added the intake fronts, which should first have their interiors painted, and then should be examined to see if yours has the same dysfunctional fit mine had. Facing the plane, the port front fit nearly perfectly at the circular spots and was just a touch oversized where it came in contact with the pancake areas. The starboard intake was just about spot on at the pancake area on the right and severely undersized on the left and at the circular areas. Careful sanding and blending with generous amounts of superglue was needed to rectify this.

Examining the perimeter of the fuselage, I found little divots here and there, and at the rear end there was a small mismatch of the edges, with the upper side being slightly shorter than the lower on the starboard side. I carefully filled and sanded these imperfections, wary of endangering the panel detail or the outline. Next came fitting in the thin, one-piece vertical stabilizers atop the fuselage. The fit was pretty good, with only a small amount of sanding needed to blend in the stabilzers to the fuselage mounting point. The elevons weren't quite the same story. These are one-piece moldings and, while well done, they require a fair amount of blending to make the transition into the pancake. The one area I would call a molding fault on this kit is this area. Again, the starboard side had the worse mismatch. Heavy sanding and some filling blended in the elevons.

The propeller shaft assemblies came next. The instructions direct you to construct the entire set, including the distinctive "teeter props," and then glue them on the shafts. As references clearly show, the propeller shaft housings are pretty seamless right up to the airscrew boss, which if you assemble per instructions means you either prepaint everything and ignore the big seam when you glue it on, or you can attempt to blend the shaft into the fuselage stubs without breaking off any prop blades, and continue to handle the model with extreme care through the painting process. Instead, after taping both sets of prop hubs together to get an idea how well they fit in and of themselves, I test fitted them to the sanded fuselage. This showed a poor match for either set. The kit's propellers were designed to spin, but they also showed a tendency to rotate off center even at this stage. Assembling one set as per the first part of step 3 of the instructions, I created a free-spinning, self-contained airscrew boss using parts that showed the least tendency to rotate cockeyed. On the other set, I glued the normally free inner shaft inside the mounting boss, then the built the airscrew bits separate from it, so that later on it could be slipped on the glued shaft. That permitted the best fit and allowed me to blend in the whole mess.

Leaving the propellers for a moment, I turned to the cockpit. The canopy glass is molded closed, but it could be cut and posed open. The nose has a clear cap, and should be painted interior green on the rear facing. The little "post" you mount in here is the gun camera; although no armament was fitted the camera post was! Neither the canopy nor the nose glazing provided any trouble.

Just after masking the cockpit, the four elevon mass balances were installed, as my confidence in not breaking these off during the final assembly was especially high. I suggest leaving these off until the absolute end, since three of my balances broke off over time and only one was retrieved. Fabricating two new ones from wire and scrap styrene took as long as decalling the entire model!

I mounted my Pancake on toothpicks where the landing gear would go and painted it *Model Master* glossy sea blue. The *Model Master* airbrush thinner cuts the paint just enough to give it a gloss sheen and makes the spraying quite smooth.

The landing gear is a multi-part affair, and even the tail wheel is a delicate two-part assembly, with separate tires that mount to crisp gear legs, which are enclosed by very thin gear doors. The main gear legs have all manner of struts and pistons molded into them. While the instructions say to paint all this silver, pictures show the proper finish to be dark sea blue except for the oleo piston and the damper cylinder on the front of the legs. The oleo, of course, is bright silver and the cylinder can be green, gray or silver. I went with silver. The gear doors are very thin but are molded in one piece in the closed position, so careful cutting is required to use them in the open position.

With the gear installed and painted, all that was left was the installation of the propellers and the decals. Real simple stuff, right? No. XF5U-1 propellers had varnished mahogany blades. After trying out various "wood" decals and paper transfer options to duplicate this, I was resigned to idea that I would have to paint the wood grain as best I could. Set aside for number of months, my Flying Pancake was doing a great scale imitation of the real one, sitting around not doing much of anything after all the effort involved up to that point. In that time, I invested in an off-the-shelf decal system which I had seen someone else get great results from. Not being ready to face the learning curve for the ALPS printer decal process, the *SuperCal* Water Slide Decal System, though not cheap exactly ($25 for starter kit, $25 for 10 sheets of either white or clear sheet paper refills, $14 dollars for refill spray finish coat) would work with any relatively cheap modern inkjet printer. I went to the public library to unearth some good quality pictures of mahogany to scan in for working material (volumes on th hobby of wood furniture and cabinetry were very helpful here). After a fairly long day, I used Corel PhotoPaint 8 to cobble up a fairly representative JPEG of my chosen mahogany cross-section. Once printed on white paper, this looked pretty good once shrunk down to look at least something like 1:72 scale wood. Part of the day was spent learning how small my sample wood scans turned out. The originals were all glossy paper shots of 3 x 4 inch size, and working on a 17-inch monitor, even the cropped portions seemed to be easily around 2 or 3 inches. I found out it was more like 2 or 3 tenths of inches. But cutting and pasting and shrinking the results further provided a strip of wood grain and as advertised, the clear *SuperCal* paper took the printout on first try thru my Lexmark Z11 inkjet in full color. The printed decal paper was sprayed with the extremely foul-smelling finishing agent/fixative and left to dry for three hours outside the house.

XF5U-1 References

Naval Fighters No. 21 *Chance Vought V-173 and XF5U-1 Flying Pancakes* , copyright 1992 by Art Schoeni, Tommy Thomason, et al.

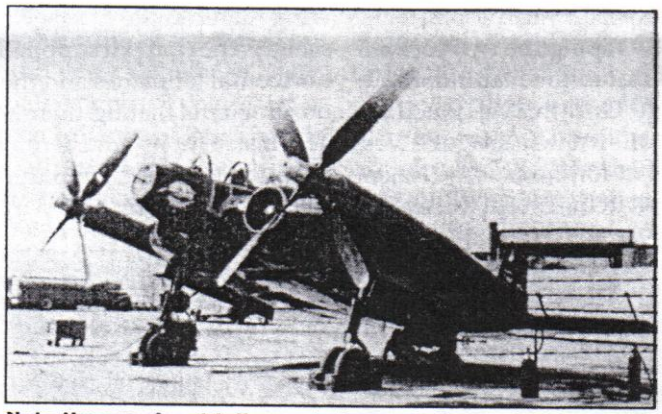
Air Enthusiast Vol. 4 No. 6, June 1973. "The Untossed Pancake, story of the ill fated XF5U-1."

Eagles Talon kit ET126 instructions—history for the V-173, excellent treatise on Zimmerman and his pancakes.

Airpower Vol. 17 No. 3, May 1987. "The First Flying Saucer," by Francis J. Allen.

The clear decal paper misled me, as did my test prints on plain paper. The 600 dpi colour mahogany was extremely pale when applied to the bare plastic prop blade. Instead of tossing it and going to print on the white decal paper, I tried painting one blade with FS30219 Dark Tan, as suggested by Mike Meek. Well, now I am a big fan of the *SuperCal* system! The tan underlay worked to bring out the "woodiness" of my decals, and they were thin enough that I doubled up on some blades, which created truly wood-like effects. Solvaset worked with the material with no ill effects. While it took a while to finish all eight blades (I broke off two of them in the process), the end result was quite satisfying.

Decalling the XF5U-1 wasn't quite as much fun. The kit decals include stars-and-bars that are incorrect from what I can see in all the pictures and they fly in face of the specs used at the time the plane flew. I found proper sized all-white star-and-bars on a *Hellcat* sheet. The *Hasegawa* stars include the blue roundel, while Dark Sea Blue USN craft normally left this out. Tougher, though, was the discovery the kit decals were so thin they cracked apart, something I first realized while applying the unique "Bugs Bunny on a Magic Carpet" logos which go on both sides of the nose. Struggles with small paint brushes and the slow application of *SolvaSet* got things into place, but it was touch and go for every decal I applied.



Note the prominent tail-mounted mass balances in this shot.

The marking of the "teeter props" is unusual, which the kit doesn't tell you about. One prop gets all the decals, including the Hamilton Standard ovals; the other only gets the stencils and diamonds. So I will bet anyone who judges this multi-engine 1:72 prop entry will think I must have missed the ovals if they can't find anything else to knock it out of the running. But I'll know it's right!.

Charming, weird, wild looking, and definitely different. Chance Vought's XF5U-1 as rendered by *Hobby Spot* and released by *Hasegawa* is a 1:72 American beauty of the tragic variety. The idea of U.S. navy 1950s carrier decks hosting air wings of Douglas A2D *Skyshark* attack squadrons defended by Barrier CAPs of Vought F5U "Barbary Pancakes" seems more comic book than conceivable, but they were both born with best of intentions. I think they deserve to be built and shown now and again. At least now you can get a pretty fine injection molded chance at one of them!

Using *Falcon*'s conversion to build a Bf 190G-12

Continued from page 1

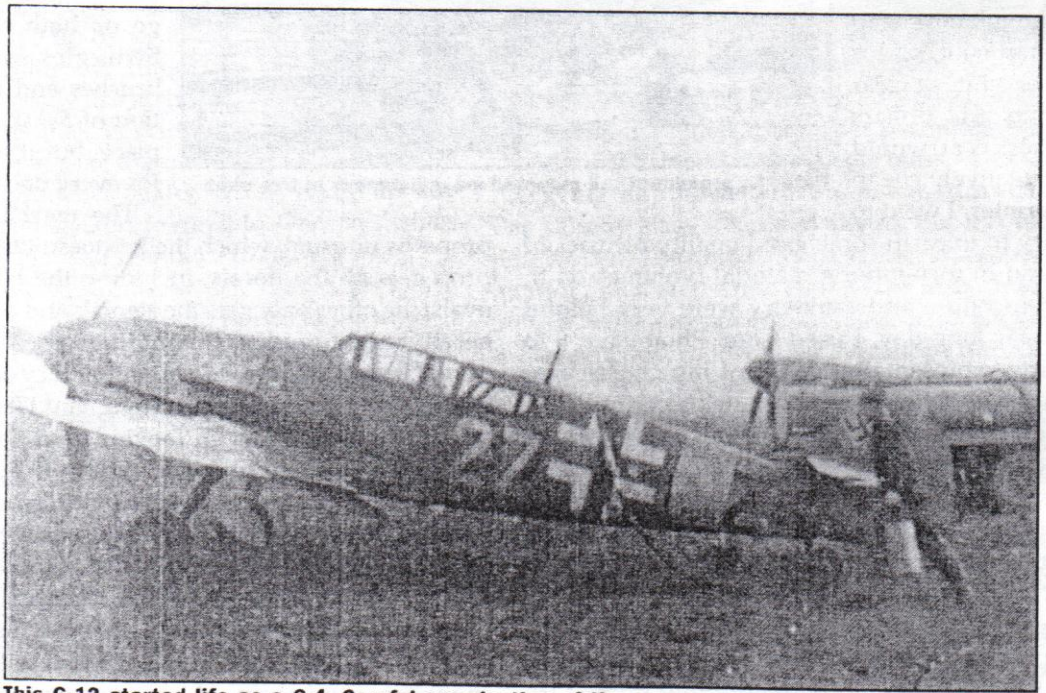
The vacuform fuselage halves, rear cockpit components (floor, instrument panel and cover, rear bulkhead), two seats and the propeller spinner were all removed from the carrier sheet and sanded out. The canopy was trimmed to roughly its final size. This critical item has to mate to the fuselage, so using it as template reduces the chances of undersanding or oversanding several parts while it is still possible to correct them.

This Bf109G-12 was converted from a G-6. The canopy frame is still in natural metal, a common condition for G-12 conversions.

The exhaust pipes and nose oil cooler intake divider from the *Otaki* kit were added to the vacuformed fuselage halves. The forward cockpit floor and bulkhead from *Otaki* kit match up to the *Falcon* floor, the only nettlesome part being the rear fuselage bulkhead. By taping the two cockpit floors in place, it became easier to install the rear bulkhead into one half of the vacuform fuselage. Once this was glued in, only a little sanding was needed to allow the fuselage halves to close up; the width was a perfect fit for the canopy. I then added all the remaining *Otaki* cockpit items except the seat to the front cockpit, and I made a new control column for the rear from a discarded gear leg. Once this was done, the vacuform seats were installed. Because there is a lot of glass to see through, if you build with any idea of competition, make sure you put in all the requisite sidewall details for the two cockpits. I did not on and it stands out much more than it would have in single-seat, closed-hood Bf 109. Seat belts were the extent of my details.

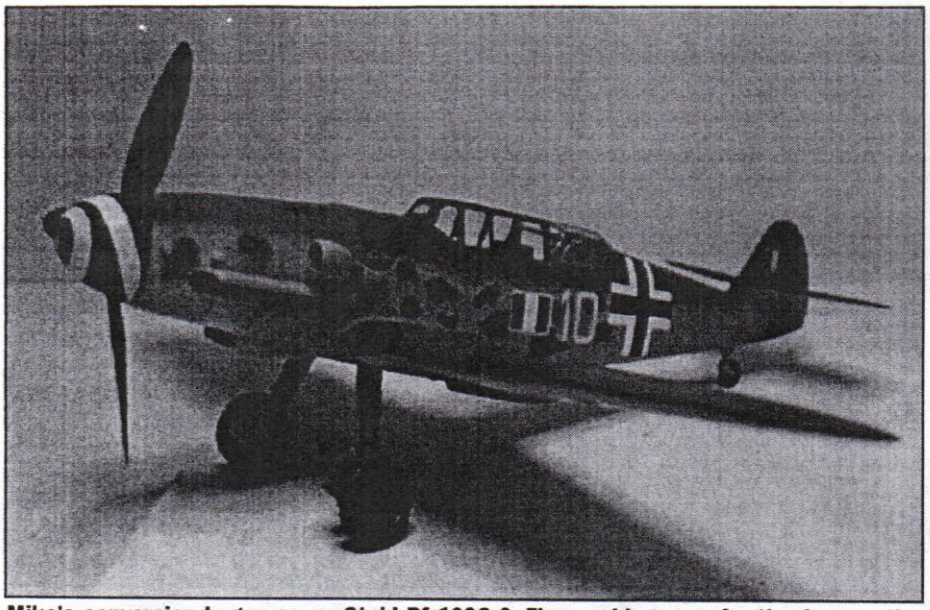
With the cockpit detailed and painted, I glued the fuselage halves together. *Falcon*'s notes for the *Otaki* kit recommend specific little modifications, including trimming back the wing roots, although I didn't find any need to do so with my model. There is a small gap between the fuselage and lower wing at the rear which is also noted. This is easily filled using superglue and some plastic scraps.

Probably due to my vigorous cutting and sanding earlier, a small shim was needed at the lower leading edge where the wing mates to the fuselage (just behind the oil cooler intake scoop). The *Otaki* kit supplied the supercharger intake and the horizontal tailplanes and the fixed tail wheel. Again, I found no problems mating them to the *Falcon* vacuform fuselage. The instructions advise replacing the propeller spinner cap from the *Otaki* kit, although I could not discern a reason for this after comparing the part with the vacuform spinner. The injection part that actually mates to the vacuformed fuselage (the backing plate) is the same in either case. I took up the challenge of making the new vacuformed spinner fit and look as nice as the original with the *Otaki* parts, and it turned out quite well.



This G-12 started life as a G-4. Careful examination of the rear canopy reveals the oddly-shaped instructor's cockpit canopy, which opened just like the standard canopy despite its shape.

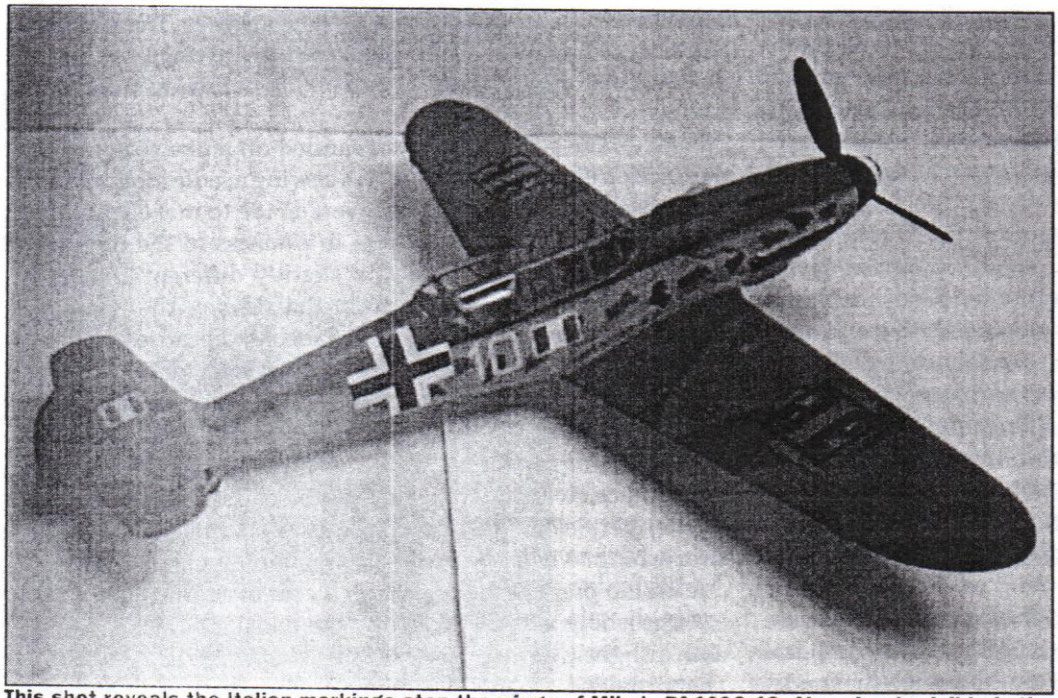
Fitting the canopy to the nearly finished airframe meant trimming the clear parts in small increments and lots of test fitting. In short order, I was ready to attach the canopy. That was the most daunting task of the whole conversion, but watch crystal cement, lots of patience and very tiny amounts of superglue applied with toothpicks got this weird-looking hood on in one piece. The rear edge framing proved to be the hardest; the oval curves of the Bf 109 meet the rear canopy frame, which rapidly transitions into straight angles. This area is visually and physically jarring to work with, and even after a coat of paint to prime, seal and reveal any flaws, I couldn't say that this area was perfect, although I thought it was close enough.



Mike's conversion began as an Otaki Bf 109G-6. The markings are for the Aeronautica Nazionale Republicana, the Italian air force loyal to the Germans following Italy's capitulation.

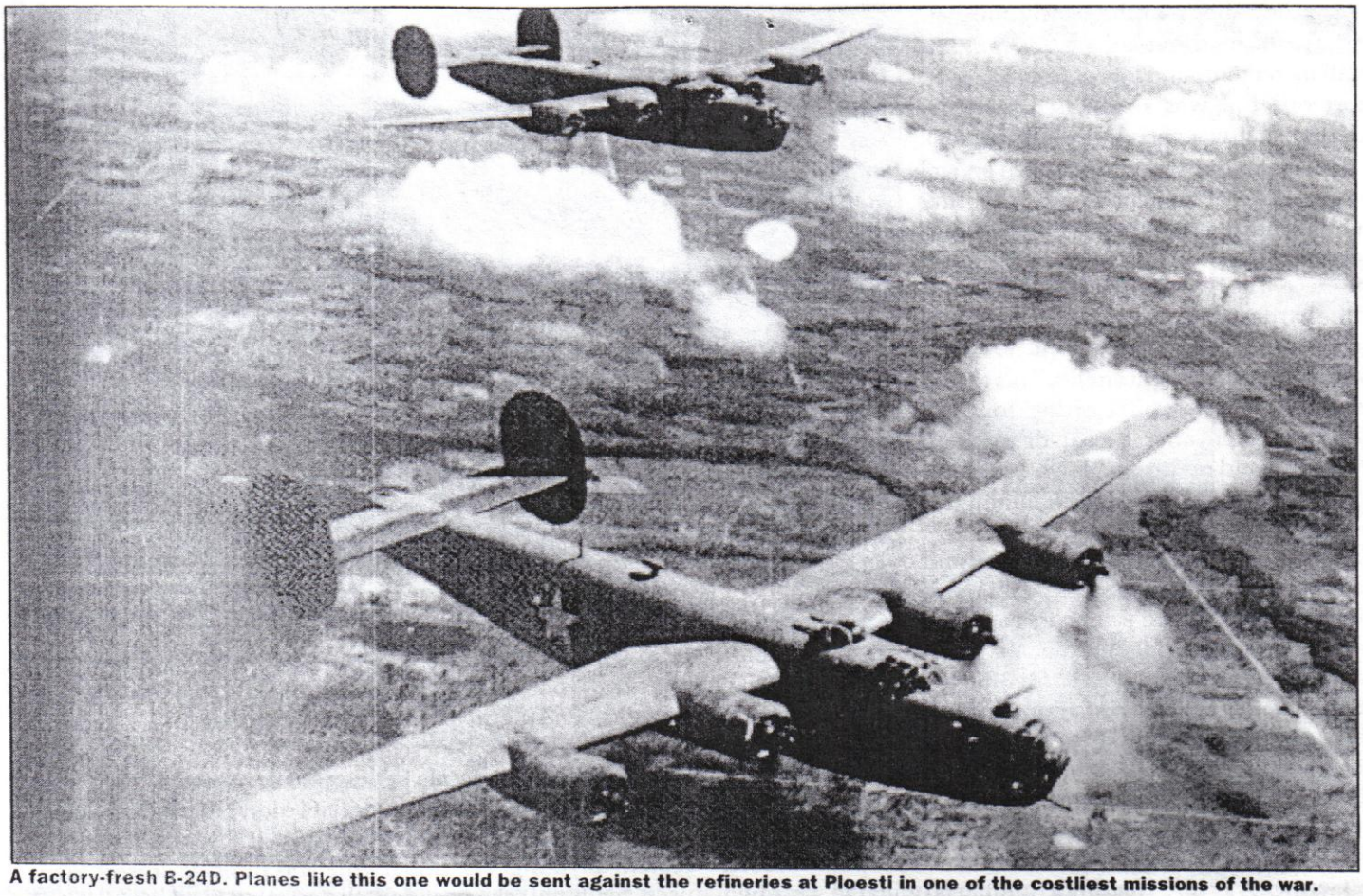
After I got the main gear legs on and masked canopy, it was time to puzzle over the paint scheme. The *Falcon* instructions show a black and white profile of a Bf 109G-12 described as based at Neubiberg, May 1945 (definitely a late war scheme), with notes that this particular aircraft lacked the wheel covers. Apparently, they didn't tell the artist, who left them on in the drawing. This aircraft is in an RLM 74/75/76 scheme with a black spinner that has a white "spiral schnauze," is numbered "60" and has Defence of Reich bands of unspecified colors. On the *Hobbycraft* 1:72 G-12 box there is a planed based in "Germany, 1945," wearing a number 60 with the same two greys and blue. This subject's drawing differs very distinctly in the mottling (*Falcon*'s fuselage and vertical tail have a few very large mottles), with many small patches of color, and it also has a single color medium green Defence of Reich band. The *Hobbycraft* kit also has a very attractive RSI (Italy) 1945 scheme which has a lot in common camouflage-wise with the *Falcon* pattern, and lastly a simple Yugoslav Air Force scheme from 1950 in RLM 71 green uppers with RLM 65 grey undersides and a black spinner. However, finding no ready access to Yugoslav Air Force insignias in other than 1:72, I decided to go with the 74/75/76 scheme.

By applying the decals in the right sequence, I could start out doing the Italian scheme, and if I didn't like how that was progressing, I could remove most of it without having to repaint anything. The underwing and fuselage crosses were used for both schemes, and the tricolor fuselage and tail badges were easy to apply. My only dilemma was when the upper wing insignia commitment came. Thinking myself clever, to allow a chance to back out later and make the painting easier, I used the old *Otaki* upper wing cross decals as "carriers." I airbrushed "dirty gray" (lightened RLM 75) over the decals, which formed the painted-out German crosses over which the RSI Italian fasces insignia would be applied. That was the theory. In practice, my painted old decals peeled back up in short order, and applications of Solvaset just made it happen faster. So I carefully painted these crosses, and applied the Italian insignia.



This shot reveals the Italian markings atop the wings of Mike's Bf 109G-12. Also clearly visible is the odd canopy for the instructor, a position that was not ideal for landings and take-offs.

I am happy to report that again *Falcon* provides the intrepid adventurer a fairly inexpensive, quite buildable conversion of a popular subject. In the right hands, I would say it's a winner. There is a resin conversion available now, as well as a full kit in resin for the Bf 109G-12, however both of these aren't easy to locate and are more expensive. The *Falcon* conversion can be found, and it's a great way to ease into building vacuforms while you take a break from the usual German 1:48 subjects.



A factory-fresh B-24D. Planes like this one would be sent against the refineries at Ploesti in one of the costliest missions of the war.

Building (and fixing) *Academy*'s 1:72 B-24D

By Frank Babbitt

"Grumpy" was among a small group of B-24Ds in the 343rd Bomber Squadron, 98th Bomb Group, 9th Air Force named after Snow White and some of her entourage of dwarf minions/servants. Each plane had G-rated Disney nose art depicting one of these cartoon characters. "Grumpy" was destined to become the lead aircraft in the famous Ploesti raid in Rumania on August 1, 1943. The operation was executed by 178 *Liberators*, of which 54 did not return. This raid, known as "Operation Tidal Wave," targeted oil refineries in the town of Ploesti, the most heavily defended Axis target in Europe at the time.

This aircraft, number 111825, was renamed "Hail Columbia" and was the aircraft flown by Col. John R. "Killer" Kanè, who lead the Ploesti raid. Kane received the Medal of Honor for this mission. "Snow White" was renamed "Prince Charming" for the raid. Unfortunately, "Prince Charming" did not survive the raid.

The model I chose to build my "Grumpy" was the 1:72 *Academy* kit. The overall kit is good, but has a few areas requiring special attention. The first is to insure alignment of the nose section, which has a seam near the cockpit instrument panel combing. This seam allows *Academy* to provide multiple B-24 variants without tooling new molds for the entire fuselage. The sanding and rescribing of panel lines are minor tasks to finish this seam. The second area is the dihedral of the wing, which I corrected only after I though the model project was completed.

There was no room in the nose for weight because it would look strange if the bombardier's compartment was full of lead pellets. An area was boxed off with sheet styrene at a location behind the nose wheel and under the cockpit. Lead pellets were glued into that area to shift the center of gravity for balancing the model on its tricycle landing gear. The canopy edges were sanded to blend them into the fuselage and then polished before I applied Future floor polish on the clear plastic.

Some of the panel lines were sanded off at the seams and then added back by scribing with a sewing needle mounted in a pin vise. Several light passes were made to make sure the restored panel lines were equal in fineness to the molded lines. Each pass was made at a slightly different angle of incidence which could help form the sides of the lines. A scribing tool would give a cleaner panel line because it carves out a V-groove, but I had a good comfort level for the needle technique. Dymotape was used to keep the lines straight. Light sanding and 0000 fine steel wool was then used and cleaned up the panel line edges created by the needle scriber. The surfaces were later cleaned with soap water and a soft toothbrush. *Polly S* plastic prep was used sparingly just before airbrushing to help clean out any remaining panel line residue and to prepare the plastic for a coat of acrylic paint.

Airbrushing was done beyond the panel interface regions with a slightly lighter shade of *AeroMaster* acrylic ANA 616. This provided a panel discoloration for weathering effects. Clear gloss was applied before weathering with an oil based

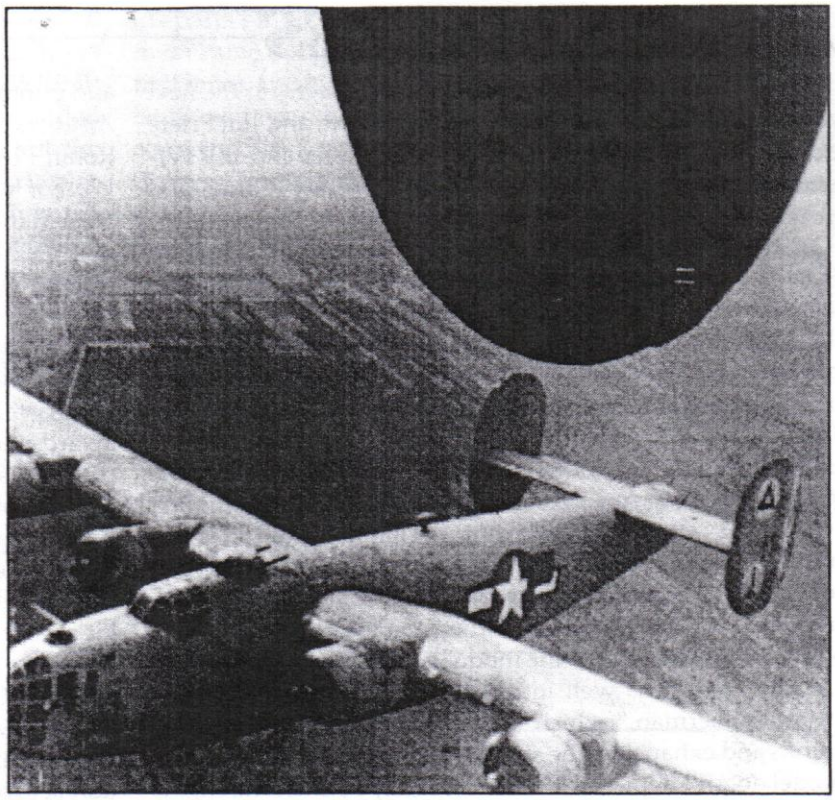
wash of burnt umber. This allowed subtle accents to the panel lines on the surfaces painted with ANA 616. Retouching some panel lines with a fine sable brush was needed. Capillary action helped pull the wash through the panel lines. Burnt umber was used because of the compatibility with the earth tone base color ANA 616. The wash color could be different for other conditions. For example, dark gray on light gray. Airbrush and pastels were used for exhaust residue. Streaks were added to the control surfaces to emulate soiling patterns. Decal material was airbrushed and cut in slices to be used as the canopy framing.

A small styrene block was added, including a fine screen mesh, to depict the box located at the end of the engine nacelle on the underside of the wing. These boxes were observed on museum photos. Also, the kit incorrectly boxes off the nacelle at this area, which should be open. Curved sheet styrene was added to make the correction.

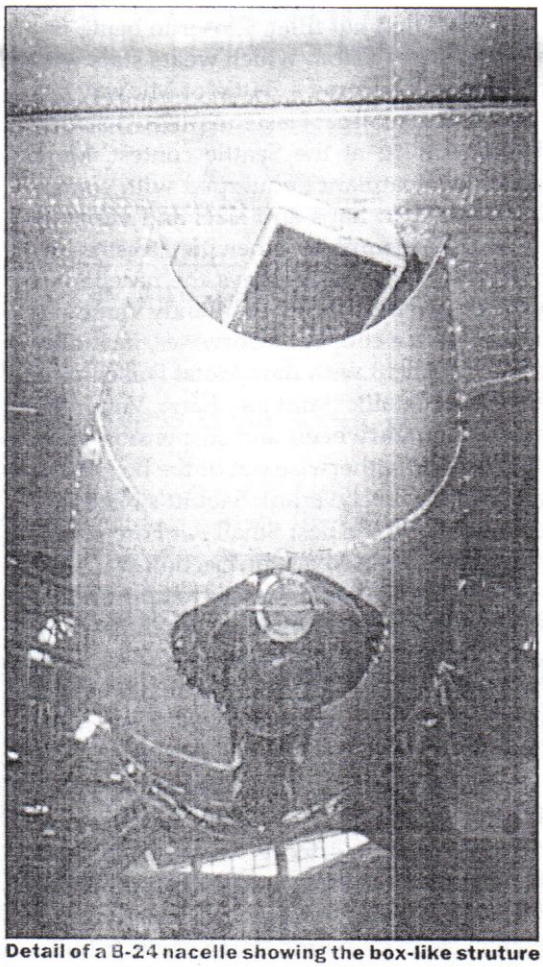
The wheels are the *True Details* resin set. One thing true about them is that they appear truly too flat, even for low pressure tires. I was able to reduce the flatness effect by sanding the side bulges slightly and reworking some of the tire area with high viscosity super glue at the bottom flat spot.

Fine diameter hollow brass tubing was used to represent the .50-caliber guns at all the stations on the aircraft. Flash suppressors were added with larger diameter tube at certain gun positions. "Grumpy" had a single .50-caliber "tunnel gun" in the lower hatch instead of a ball turret.

The antenna post was made from a brass rod which was filed to shape. This kept the post from breaking or bending as a result of either the rigging process or my clumsy fingers.



A waist gunner's view of another B-24D, which wears the sand camouflage scheme worn on the raid to Ploesti.



Detail of a B-24 nacelle showing the box-like struture at the nacelle's open rear end.

Model Master dullcoat was airbrushed as a final coat.

After supposedly completing the project, I found out that the kit has an inherent defect which was confirmed after rechecking the reference drawings. There was no positive dihedral of the outer wing panels which resulted in a mild but noticeable case of "droopy wings." This might be caused by a problem with the injection mold design, because the inner wing panels at the engine nacelles and wing root appeared okay for dihedral.

Here are the down and dirty details of how the dihedral was corrected. A cut was made front to back through the thickness of the bottom wing at approximately two centimeters beyond the outer engine nacelle. A Dremel rotary disk was used for this cut with a low RPM. The top wing was not cut.

An *Evergreen* styrene strip was shaved to have a triangular cross-section wedge shape of about 30 degrees. This strip was then wedged into the open channel. This wedge strip was pushed into the channel gap at small increments of depth, forcing the outer wings up and causing the dihedral to become more positive at each increment. I stopped pushing the wedge when the correct dihedral was verified using a straight edge as a template.

The wedge was then glued into position. I sanded off the protruding wedge material and rescribed the panel lines in the wedge area. The area was finally retouched with an airbrush and the weathering was reapplied for the wedge location. The wedge isn't visible now that the model has been touched up, plus the antenna rigging was not broken during this operation.

(Editor's note: Frank's B-24 and his "quick fix" for the wing shows that it's never too late to change things about your model if you're unhappy with it. Kudos to Frank for keeping at it!)

MARCH MINUTES

At the March meeting, we selected our officers for the next year. Greg Plummer was chosen as president, and Jim Priete was picked for vice-president. Chris Bucholtz and Bill Ferrante will continue in their roles as secretary/editor and treasurer for yet another year.

In model talk... Sami Arim's young son did a fine job on *Heller*'s 4:1 horned beetle. Not only was the final product larger than life (literally!), the youngster did all the work on the model that day! Brad Chun is taking a cue from our new president and is working on a Porsche 911 GT2, building it out of the box but as a street car, in hopes of finishing in time for TamiyaCon. Ron Wergin has been turning into an Anglophile, crafting a pair of *Spitfires* —one in 1:72 from the *Hasegawa* kit, sporting American markings, and the other an *Airfix* 1:48 Mk.22—and a *Smer Hurricane*. Thanks to Jim Lewis, a new M3 Stuart is on its way to store shelves. Jim caused this to happen by extensively reworking the *Tamiya* M3, scratchbuilding an interior and rebuilding the interior. He says he added over 400 pieces to the model, not counting extra rivets. Laramie Wright is well into the construction of his *Italeri* "Marine Sherman," which is really an M4A3 with wading trunks and exhaust. As he says in his review in this issue, the model doesn't depict an M4A2 accurately because the engine deck and rear plate are incorrect for this variant. The kit may have had some work done to enhance the weld detail and to improve the loader's hatch. Laramie is also detailing a *Tamiya* 37mm German antitank gun, adding, among other things, lots of rivets! Greg Plummer built his Cord Wagon Rod specifically for the *Car Modeling* magazine custom classic contest; as is evident in the two-page spread in the magazine devoted to Greg's creation, it took first! Mike Burton used decals from the otherwise awful *Hi-Tech* P-63 *Kingcobra* to mark his *Eduard* P-63 as a Soviet machine. Mike's also using an *Airfix* kit to build an English Electric *Lightning* F.3 as a 23 Squadron machine, and his D.558-1 *Skystreak* looks better than its origins as a *Meikraft* kit would suggest! Vladimir Yakubov had two Czarist Russian torpedo boats in 1:700 on the same base, but he decided they'd look better as two separate models and sawed the base in two! Vladimir is also working on a resin model of the Soviet WWII destroyer *Tashkent*, and he's also building a diorama of a Russian battleship after the end of the Russo-Japanese war. Jim Lund actually built an injection-molded kit for once, and he says the experience was "less than satisfying" compared to the feeling of building a vacuform kit! His project was an *Esci* 1:72 T-22 Blinder; to get his mind of this unfortunate experience, he built a Fokker F.32 from a Mike Hairrell kit. Roy Sutherland's Imperial Walker is assembled and painted; this is the second of two models that Roy has made from his own masters, cleaned up and incorporating details from the actual shooting models. Roy says the Walker's feet have been drilled and pinned, partly because the model is very nose-heavy. Roy is also getting close to finishing a 1:72 Fw 190A-7 Rammjager converted from a *Hasegawa* A-8, and is working an Fw 190A-6. As part of these projects, he's making a new *Cooper Details* set for accurate Fw 190 landing gear. Lou Orselli says the Pacific Front Hobbies Fiat G.50 is a great value, offering the *Sector* kit along with a *Sky Models* decal sheet and some resin and photoetched parts for just $38. Vince Hutson is using an *Airwaves* conversion to convert a 1:48 Spitfire V into a *Seafire*. Robin Powell is dressing up his 1:48 *Dynavector* Westland *Wyvern* with parts from *Compass Rose*, mastered by Roy Sutherland. Robin's favorite bits so far are the camera and rack visible inside the fuselage. Postoria Aguirre is turning a rather toylike replica of the BMW KWLT motorcycle into a real model, adding new exhausts, fastener detail and other details and cleaning up the seams. Hubert Chan is in the last stages of weathering his *Accurate Armor* BT-7, using washes and pastels to beat up his model. Joe Fleming brought in his award-winning diorama, "Behind the Split Rail Fence" depicting a skirmish during the U.S. Civil War. Joe's also hard at work on a 120mm British grenadier, which has been primed and has all its flash and seam lines removed. As for the wheeled and tracked subjects, Joe has kept his hand in by building the *Zvesda* White scout car which he says is a good kit except for the many ejection pin marks. Joe dressed the model up with brass details from *Eduard*. Joe's also working on a *DML* StuG III, and he's lavishing attention on a 1:48 *Tamiya* Fairey *Swordfish* floatplane, which he plans to superdetail. Chris Bucholtz sprung for the *Misterkit* correction set for *Hasegawa*'s 1:72 Macchi C.202, not because the correction is so badly needed, but because the set includes detail parts for the cockpit and wheel wells. Chris has *Pegasus'* Curtiss F9C-2 *Sparrowhawk*'s lower wings glued on, and he's working on turning a *Hasegawa* 1:72 P-47D into a D-30 version with the extended tail fillet. Closer to being finished is his *Hasegawa* F4F-4 *Wildcat*, which wears stars with red centers but which will become a Battle of Midway aircraft. His F6F-3 *Hellcat*, the subject of last month's over story, is finished and took a third at the Seattle contest. Mark Schynert's collection of floatplanes equipped with contra-rotating propellers, full-span flaps and slats and variable-incidence wings will be complete when he finishes his *Maintrack* Supermarine *Seagull*. Mark says the nacelle is a little bit off, but everything else in the kit fits. Randy Vandraiss made a sporty return with a couple of Corvettes, including one that got the full treatment with Bare Metal Foil chrome details and a nifty blue metallic paint job. Barry Vandraiss put a little extra work into the wheels and suspension of his Mako Shark, which he built otherwise out of the box; Barry says the car now rolls very nicely! Frank Babbitt's Nigerian-marked BAe *Jaguar* captured the Best Small Air Forces Subject at the Kickoff Classic. He used a resin ejection seat, a *PP Aeroparts* heads-up display and other details to improve the cockpit, but he said the trickiest part was aligning the landing gear. Peter Nardo's *Hasegawa* MiG-29 and *Italeri* Su-27 were built out of the box and provided him with his first opportunity to work on scribing and washing panel lines. Mike Meek's stable of racers is growing, with an *Eduard* P-39 getting close to completion and his extensive conversion of the *Tamiya* P-51D into the RB-51 "Red Baron" getting very close to the painting stage. Mike's decals were made for him on the ALPS printer using a 1:72 sheet as a guide. Barry Bauer says the *Italeri* F-100D has good fit except for the gun tray, which has caused him some problems. Barry wants to build a *Super Sabre* like the ones he loved hearing as a kid at

Laughlin AFB, Texas. Barry also has an *Airfix Hudson* well along, having swiped some propellers from another kit to get the engine areas looking right. Brian Sakai likes the *Heller* Bf 109B kit, which he says is very well researched. Brian added *True Details* wheels and a *Cooper Details* interior, but the dropped flaps and slats were all Brian's own work. He also did similar work on *Hasegawa*'s Macchi C.202, adding the *True Details* cockpit and canopy transparencies and a home-made gear bay. Bill Ferrante pulled a couple of models out of his parts bin to try out his new Iwata airbrush, and both of them came out great. His Bf 109 was built around 1981 (the first time), and his 1:48 *Esci* HS 129 was built around 1987; the latter won an award at the Kickoff Classic in its second coming. Cliff Kranz saw and ad for the *Trumpeter* WL5512 Chinese Amphibious Vehicle, and he decided to build it out of the box because he thought it looked goofy. Cliff plans to motorize the model and paint it according to the instructions.

SVSM Club Roster Survey Sheet

We asked nicely in January; now we're asking not-so-nicely, but still in a pleasant way. Really, it's just a shade more assertive, but not really in your face. Not yet, at least. If you don't want to share your phone number or e-mail, it's no problem, but remember that this roster will only be distributed among other club members. Please fill this in, send it to the editor, or e-mail the information to the e-mai address on the back of the issue. Thanks!

1. Name _____

2. Address _____

3. Phone Number _____

4. E-mail _____

4. Other Chapter Affiliations: _____

5. Modeling Interests: _____

_____

_____

6. Favorite Modeling Tip: _____

_____

7: Useless trivia about you: _____

_____

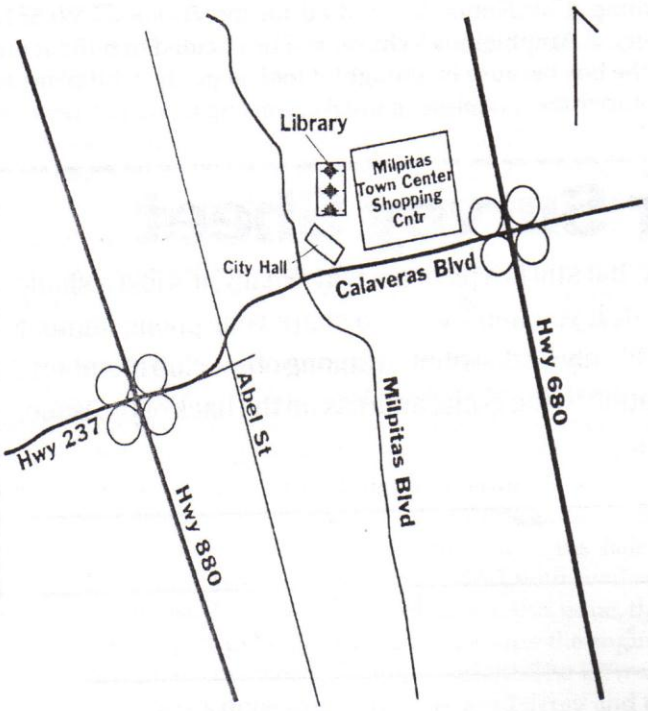
To submit stories, letters, requests for help, or wants and disposals to the

STYRENE SHEET

Write to:

Silicon Valley Scale Modelers, P.O. Box 361644 Milpitas, CA 95036 or, by E-mail, to bucholtzc@aol.com

Milpitas, until further notice!



Next meeting:

7:00 p.m., Friday, April 19

at the Milpitas Public Library

40 N. Milpitas Blvd.

For more information, call the editor at (408) 723-3995

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