



A colorful FSD Nighthawk: Tamiya's F-117 in 1/48

By John Heck

When I was a kid, my friend Troy got the first air brush I had ever seen; a Paasche H. But I digress.

The resin project I had been working on had been inching it's way to completion for over two years. It sat there, painted and decaled, waiting for me to scratch build some landing gear, but I didn't wanna. It would wink at me as I walked by as if to remind me of what a sissy I am. I would look at the floor as I passed, not wanting to make eye contact and let it know how ashamed I was, but it knew.

To redeem myself I turned to Tamiya and their super easy to build kits. The Tamiya 1:48 F-117 comes in a big box and since space is at a premium, it was a prime target for my next project.

While the F-117 is an interesting subject, it's paint scheme leaves a little to be desired. That's a whole lot of black. The

famous flag scheme seemed like a great way to keep my F-117 from looking like a big chunk of obsidian on sticks. When Cutting Edge came out with their mask and decal set for this paint scheme, I also noticed this set included panting instructions for a grey version of the same aircraft while wearing the red, white and blue belly. What better way to not have a black plane then painting it grey? I bought the decal set.

The famous flag clad F-117 is FSD-3 with production number 79-782. Ship 782 made it's first flight on December 18, 1981 and was used for acoustics and navigation system testing. Seventy-eighty-two was painted with the flag pattern for a brief fly-by for the official unveiling of the super secret F-117 to high-ranking officials, including Secretary of Defense Casper Weinberger, dur-

ing an F-117 test force change of command ceremony at Groom Lake.

With all the excitement about a grey F-117, how did my model end up black? After doing a little poking around, I was unable to find any evidence that this airframe was ever grey. In addition to no evidence, it just doesn't make sense to me that they would paint the bottom of a gray airplane with a temporary paint job,

repaint and stencil the top half black, only to go back and repaint the bottom black after one short flight. Meteor Productions states in the flag mask and decal set that they have photos proving that the plane was gray while the underside was red, white a blue. Maybe they do, but they aren't making them public. I'll believe it when I see it.

Because I like to use resin cockpits to compensate for my lack of scratch building skills, I ordered the Back Box

cockpit set. The Tamiya cockpit is ok and it might have looked good with a little dressing up, but that would have been work, and work that I am particularly bad at. For me, a really well detailed cockpit is the highlight of any airplane model and shelling out fifteen or twenty bucks to have some else all that hard work for me is a cinch. When I compared it to my references, Black Box got the details right.

The only problem with Black Box getting all that detail right is that the Black Box set represents the production cockpit with all the latest upgrades. The FSD ships had conventional analog instruments and to be completely accurate, I would need to scratch build the instrument cluster. Early on I decided not to do this because it would be really, really hard. Vindication came

Continued on page 6



How do you keep an all black aircraft from looking all black? Easy. Don't paint it black. John used several shades of dark grey to add interest to the color scheme of his 1/48 Tamiya F-117.

EDITOR'S BRIEF

Wow. This is hard. What may not be obvious to those of you in the club who read the *Styrene Sheet* is that producing it every month is a lot of work. More than you would think. The fact that this newsletter has been produced with more than just some regularity, but on time and to such a high standard, says a lot about the previous editor, Chris Bucholtz.

Chris has truly been the right man for the job. Being a reporter and editor by trade, Chris has the know-how that has taken our newsletter far beyond what one would expect for an "amateur" monthly publication. He has met every deadline for twelve years (two issues were missed under circumstances that were unavoidable) and added a level of professionalism that has made the *Styrene Sheet* the best club newsletter your new editor has seen. His commitment to the newsletter and his even greater commitment to our club and the modeling community in general, combined with his sense of humor and understanding that this hobby is supposed to be fun, has helped make SVSM the strong and vibrant club that it is.

Just because Chris has whimped out on ink slinging the newsletter does not mean he has his feet on the desk. He is still very active with SVSM and IPMS. As you know, Chris is currently the Region IX Coordinator where he is busy adding structure and cohesion to the clubs in the region by making sure that our hobby is fun and accessible to everyone. He has taken steps toward making sure that the typically unrecognized duty of judging is not only recognized for the real and completely necessary work that it is, but also rewarded.

Just to make sure he is really busy, Chris was recently elected president of SVSM. Here he will add his ideas to those who have held the position before him.

Your new editor is pleased to have inherited such a fine publication as the *Styrene Sheet*. Since the current *Styrene Sheet* has very little room for improvement his short-term goal is to maintain the status quo. However, once the training wheels are

off, he intends to add some new functionality including a color version of the *Styrene Sheet* available on the SVSM web site. Feel free to make suggestions on what you'd like to see in the newsletter because a newbie editor might just be crazy enough to try them.

Even though the *Styrene Sheet* has a new master, some things never change. The newsletter needs articles. Without

your submissions, the newsletter is just sixteen blank pages. If you are regularly bringing models for Model Talk, why not share your experiences building these models with the readers of the *Styrene Sheet*? Don't be shy. Never discount how valuable your experiences with your model might be to others. What you take for granted might be an epiphany for someone else.

Does a whole article on building a kit seem like too much work? How about writing an in box review of a new model? We all want to know the poop on a new kit, don't we? Surely some of those references on your bookshelves are worthy of a write-up. How about something from that stack of decals that never seem to actually make it on a model? Don't be stingy. Your newsletter will be better for it.

- The Editor



Our incoming president sports the new headwear that he has made mandatory for all future club meetings.

THE STYRENE SHEET
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A Better Monogram Spitfire Mk. IX: Building 'PORKY II'
By Laramie Wright

Last year, I built a Monogram 1:48 Spitfire Mk. IX for the club's "Monogram Military" contest. I did that one straight out of the box and enjoyed it. At the same time, I had a second Monogram Spit IX available and decided to see what I could do to produce a proverbial "pink panther from a cow's ear" project. Without resorting to expensive aftermarket resin and photoetch parts, could the aircraft be made to look enough like its inspiration that those seeing it would have a hard time believing it to be mine?

I began by removing the original kit. The old kit got the full treatment - a new cockpit, new panel lines and several shape corrections. I made the belts from thin Evergreen strip-stock, cutting out the adjustments, grommets and adding brackets. Further detail included the harness run through the pilot's armor plate and attachment to an instructor frame hook in the fuselage. I added the structural members on fuselage sides along with various beams, switches and controls to busy up the office. Other details included the oxygen tank and intake feed hose, compressed air tanks for the gun charging system and a complete rear frame including many detail and lightening holes. I cut out the pilot's door and had intended to replace it with the spare from the Tamiya kit, but as that was thicker than I liked, I scratch built the door from sheet styrene and stretched glue, giving a more scale like appearance. The completed cockpit was glued to the right fuselage and then the left fuselage half was joined.

Continued on page 8

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 Chris Bucholtz, Editor, P.O. Box 261014, Milpitas, CA 95036, or by E-mail at bucholtz@svs.com. Essays may be published only with written permission of the editor.
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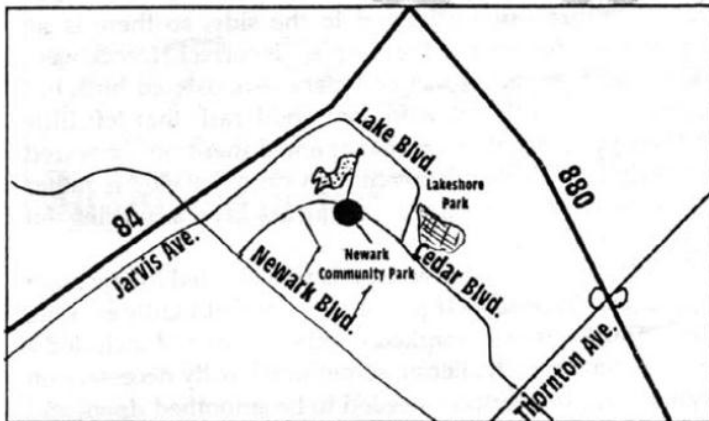
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For Vendor information, call Jim Priete weekdays between 9 a.m. and 3:30 p.m. at (925) 323-1845. Tables are \$40 until April 1, \$45 until May 21 and \$50 on the day of the event.

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

Kniaz Potemkin-Tavrisheskii: 1/700 kit comparison

By Vladimir Yakubov

One of the most famous ships in the world, the *Potemkin* lived a short but colorful life. During barely 13 years of service it had 4 names and carried at least 5 flags. Named after the great Russian statesman of the 18th century, *Kniaz Potemkin-Tavrisheskii* was laid down in 1898 in Nikolaev Admiralty. At the time the construction was started it was a thoroughly modern pre-dreadnought battleship. It displaced 12,900 tons and carried a heavy armament of four 12"/40 caliber guns, sixteen 6"/45 caliber guns and fourteen 75mm/50 caliber guns. It was armored with a 9" belt and had top speed of 16.5 knots. Unfortunately at the time, the Black Sea basin was not very industrialized and most of the construction materials had to be shipped from St. Petersburg, which coupled with design changes, led to the inevitable delays in construction. It was launched in 1900 and was transferred from Nikolaev to Sevastopol in 1902 for final fitting out. While trials began in 1903, the ship only became operational in spring 1905. By that time the era of the pre-dreadnoughts war coming to the end and it seemed that the ship was destined for a quiet service like its predecessors.

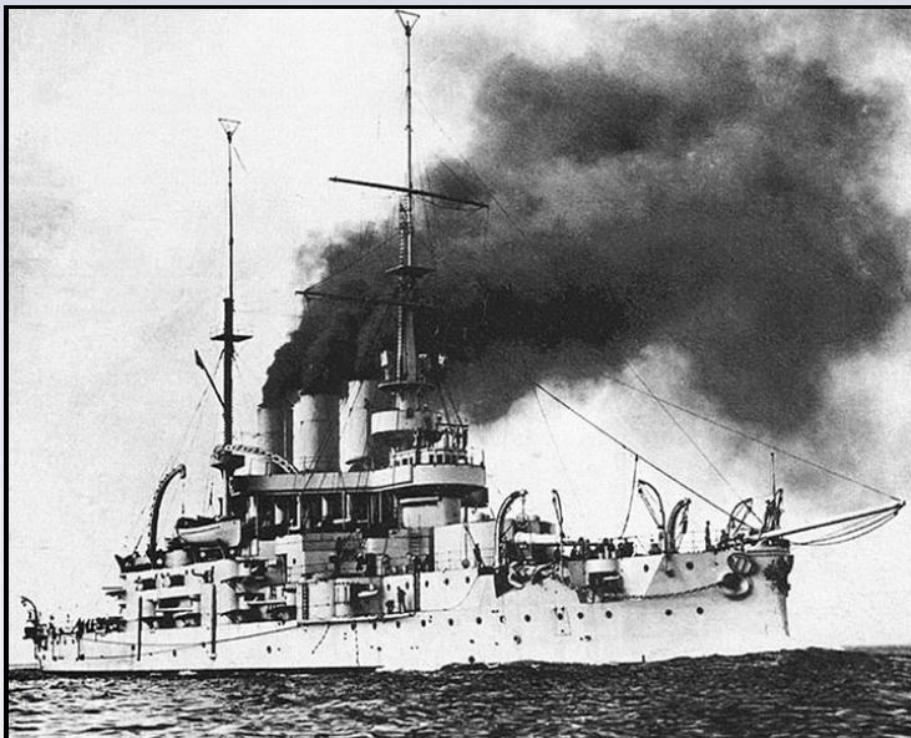
That was not to be. Barely a month after commissioning, on 14 June 1905, the ship was anchored near Tendra Gulf for gunnery practice, when the crew fed up with the rotten meat they were getting, mutinied. Thus began one of the most famous chapters in Russian maritime history. The mutiny has been well covered in the literature, so I won't go into details. It led the ship and entire Black Sea Fleet on a chase through the western part of Black Sea, to Odessa and ended in Constanza, Romania, on 25 June 1905. There the mutineers disembarked and the ship was interned by the Romanians. For several days it flew a Romanian flag and thus became the only capital ship of the Romanian navy ever. The ship was towed back to Sevastopol five days later and in October 1905 was renamed *Panteleymon*, after one of the saints of the Orthodox church to erase any reminders of the mutiny. Several quiet years followed until, in 1909, during maneuvers the ship rammed and sank the submarine *Kambala*, killing 16 men. Then in 1911 during a visit to Constanza, Romania, *Panteleymon* ran aground and was stuck for several days. In 1910-11 the ship underwent a refit during which the

large bridge above the conning tower was removed along with weapons platforms on both masts. The 12" guns were upgraded to increase the rate of fire.

A quiet life resumed until October 1914, when the German battlecruiser *Goeben* under a Turkish flag bombarded Russian coastal cities and hence caused Russia to declare a war on Turkey. The Russian Black Sea dreadnoughts were still a year away from completion, so the job of contesting the command of the Black Sea mainly fell on *Panteleymon* and her half sisters *Evstafii* and *Ioann Zlaoust*. The first action happened very soon after the war started, when on November 5, 1914 the Russian fleet returning from patrol ran into *Goeben* near Cape Sarych (about 80 miles from Sevastopol). During that engagement

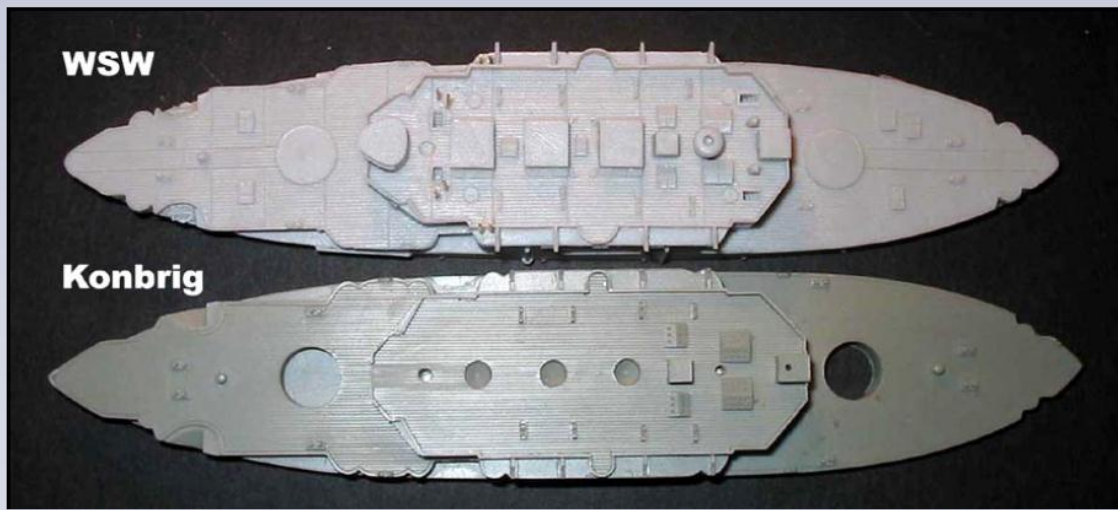
the Russian flagship *Evstafii* managed to hit *Goeben* with a first salvo causing an ammunition fire in the secondary battery, and damaging the ship severely enough to cause it to break off. *Evstafii* received four 11" hits causing 34 killed and 24 wounded. *Goeben* lost 15 people. *Panteleymon* was third in the column behind *Ioann Zlaoust*, and didn't see *Goeben* due to smoke interference.

Numerous combat sorties followed, where *Panteleymon* covered minelayers and shelled Turkish coast defenses. Soon thereafter on 27 April 1915, a second



Construction on the *Kniaz Potemkin-Tavrisheskii* began in 1898 and the ship became operational in 1905. During its life it had four names and flew five different flags. It is seen here while named *Panteleymon* in 1906.

meeting with *Goeben* followed. A Russian squadron consisting of *Evstafii*, *Ioann Zlaoust*, *Panteleymon* and *Tri Svyatitelya* encountered *Goeben* near Bosphorus. In the following engagement *Goeben* was hit two times and retired back to the protection of the coast defenses, while not achieving any hits in return. Sources differ on who achieved those hits. One credits *Panteleymon* with both, while other says that the remaining three ship achieved those hits. After the battle the ship received a paravane and two 57mm anti-aircraft guns. Combat sorties continued throughout 1915. After the first Russian Black Sea dreadnought *Imperatritsa Maria* was commissioned, the pressure on the pre-dreadnoughts lessened and they started to get assigned to secondary duties. Thus *Panteleymon* was assigned to provide gunfire support to Russian troops in the Batum-Trapezund area from January to April 1916. After *Imperatritsa Maria* was lost to the magazine explosion in October 1916, *Panteleymon* was reassigned back to the battleship squadron. In February 1917 the ship went in for



The two kit manufacturers used two different plans for the ship's hull. The Kombrig hull is longer and more shallow while the WSW hull is shorter and much taller.

counterparts from the fleet, *Dvenadtsat' Apostolov* and *Tri Svyatitelya*, were used as substitutes. The movie "*Bronenosets Potemkin*" was made in 1925 and the rest is history.

For a longest time there was only one model of *Potemkin* available in any scale. It was the ancient Heller/Ogonyok 1/400 scale model. It wasn't horrible if you wanted something that looked vaguely like *Potemkin*, and many kids in Russia had that model on their shelf. Unfortunately if you

a much needed refit.

It was during the refit that the ship met the momentous events that shaped the rest of its and whole Russia's history. On March 4th 1917, "March" revolution happened and Tzar abdicated. Soon after the ship was renamed *Potemkin-Tavricheski*, and then a month later it was changed again to *Borets Za Svobodu* (Fighter for Freedom) due to the demands of the crew. The refit lasted until June and soon after the ship was again taking part in combat operations. Its last combat sortie was on November 2-5 1917, two days before the Bolshevik revolution. Soon the army and the navy started to fall apart and indignities of once proud ship began. The ship was placed in reserve in March 1918. In April 1918 advancing German troops entered Sevastopol, and while more modern ships of the fleet tried to escape capture, old pre-dreadnoughts were abandoned to them. Thus the German flag was raised over the veteran ship. In November 1918, after the armistice, Germans withdrew and turned over all of the captured ships to the British, who raised their flags on them. The ship languished in obscurity until April 1919, when in an act of betrayal the retreating British forces blew up the machinery on all of the Russian pre-dreadnoughts. Now immobile the ship was subsequently abandoned by the Whites when they evacuated from Crimea in November 1920. A red flag of the Soviet Union was raised over the ship. By that time the condition of the ship was extremely poor and was scrapped. Scrapping began in 1923 and was finished in 1924.

It seemed that the ship would be forgotten like its sisters, but a young movie director named Sergei Mikhailovich Eisenstein decided to make the movie about an event in the youth of the ship that would make him and the ship famous. Unfortunately the ship was gone and couldn't play itself, but her still existing

wanted an accurate model of the ship a huge amount of work was required. However, recently two 1/700 scale models of the ship were released by Kombrig and WSW. They will be the subjects of this comparison. Both kits give *Potemkin* in her 1905 fit.

The best way to start a comparison of two models of the same subject is to place the hulls side by side to see how they compare. Unfortunately the hulls are somewhat different. Kombrig hull is longer and shallower, while WSW hull is shorter and significantly taller - about 2mm. The lines on the bottom of the hull are also finer in the WSW hull and to me it seems to be more consistent with a prototype. I've measured the size of the hulls and compared them with the actual dimensions of the ship that I got from Steve McLaughlin's book "*Russian & Soviet Battleships*." I tried to be as accurate as possible in measurements, but since I was using a ruler and not calipers so an error of $\pm 0.5\text{mm}$ is possible.

The two different numbers are from two different plans. The smaller number is from a copy of the original builder's drawing, published in *Gangut* volume 33, and the bigger number is from the plans published in Steve's book (and before that in *Modelist Konstruktor* around 1985). I do not know which one is more correct, since the original drawing was only a waterline drawing, and no information of the bottom part of the hull is given.

As you can see from the data, while not 100% accurate, except for the length of the Kombrig hull and height of the

Continued on page 12

	Actual Size	Actual size in 1/700	Kombrig	WSW
Waterline Length	113.2m	162mm	166mm	163mm
Waterline Width	22.25m	32mm	32.5mm	32.5mm
Freeboard (bow)	***	8mm/9mm	8mm	10mm
Freeboard (stern)	***	5mm/6mm	5mm	7mm
*** Freeboard was calculated from scaled down plans.				

Vladimir measured both manufacturer's hull and compared the measurements of the hull of the actual ship found in Steve McLaughlin's book *Russian & Soviet Battleships*.

Flag bottomed Tamiya F-117 Nighthawk

Continued from page 1

while I was reading *Nighthawk F-117: Stealth Fighter* by Alison J. Crickmore. The book made a brief mention that 782 was the first ship to get the digital cockpit. There is, I'm sure, a world of difference between 782's cockpit and the Black Box version, but at least now I didn't have to feel lazy.

This is my first modern jet model. I find that the modern ones have a lot of junk in the cockpit. The billions of little switches and knobs take hours to paint and require a lot of patience and a steady hand. No small feat when you're in detox. I slopped the thing with paint for what seemed like weeks but all that detail makes the finished cockpit look nice.

Cramping the cockpit in the F-117 was rather easy. Since the F-117 is basically a pyramid, I did not have to do a lot of grinding of sidewalls and what not. There is some cutting of the plastic required and I ended up removing too much material and the fit became a bit loose. I used strip styrene to rebuild the cockpit sills that I obliterated. To glue in the cockpit, one needs to install the FLIR first, as parts of the cockpit will prevent this from going in after the cockpit is installed. I made sure that it was masked really well and clean on the inside.

One area that I found a bit troublesome was the resin instrument console. It was hard to know how it was supposed to sit in the fuselage. I think I got it slanted up a little too much because it looks like the pilot would have to stand up to look through the HUD. Maybe they have to do that. I don't know. I'm not a pilot. Anyway, in the end the cockpit looks pretty good. Lots of texture and sparkly bits always look convincing.

Tamiya did a great job on this kit with one notable exception. I figure they must have measured airframe number 781 that is on display at the USAF Museum, Wright-Patterson AFB. This plane has had the RAM removed showing all the aircraft's panel lines that would be normally covered and smoothed over by this coating. All of these lines were cleanly and crisply reproduced on the kit. Nice work but too bad. I decided to fill these. I tired using the finger nail polish remover - green putty method. I found this somewhat effective at eliminating most of the clean up but it would have required a second application. Next I used super glue. No matter how hard I tried, the super glue left raised areas where the seam line used to be. I figured that the green putty would be easier to work with, so I just did it the old fashioned way. I smeared it on and let it dry. It seems that I did not let it dry enough for after applying a primer coat, the putty had

shrunk and left faint panel lines. Very frustrating. It was about this point I got some sage advice. Don't fill the panel lines. "But I have to fill the panel lines, they aren't accurate." Then I looked at the bottom half of the fuselage. It has five times the panel lines of the top half. Ok, I don't need to be accurate.

Something clicked at that movement. If I was not going to be accurate with the panel lines, why did I have to be accurate about anything else? What else could I do if I decided not to be accurate? I decided a little fun and add interest to the model by combining various images I had seen involving several of the FSD F-117s.

I used spray paint for the bright colors of the flag pattern on the bottom of the model. This was particularly attractive since

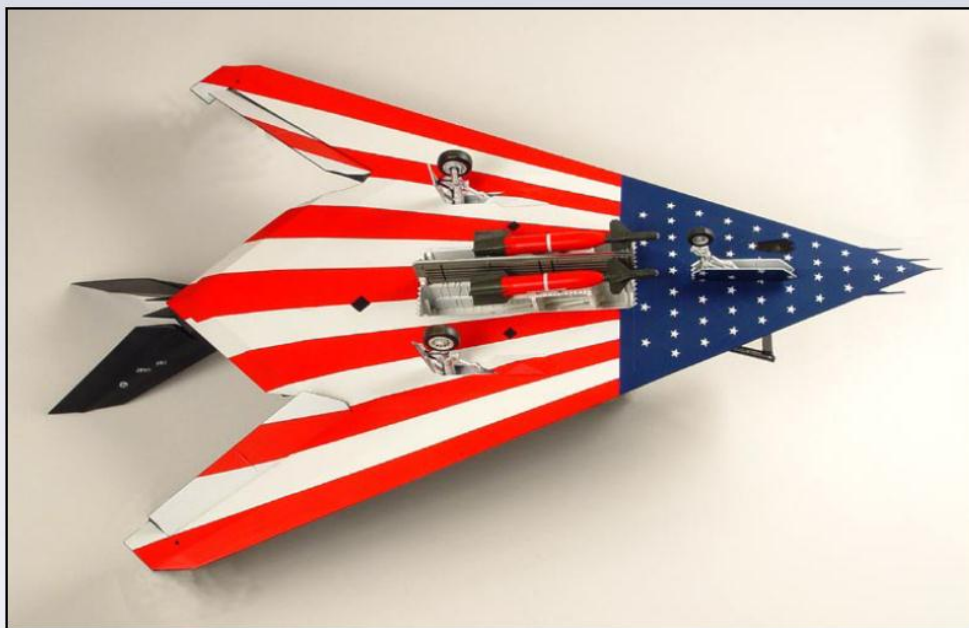
Tamiya molded most of this kit in black plastic. The thought of covering all that black with white via an airbrush was not appealing. Not many colors are harder to cover with white, than black.

I had an illegal can of Halfords white primer but to extend its life, I used Citadel figure spray paint to paint the wells, bomb bay and belly of the model white. I then used the Halfords as a topcoat. This was my first experi-

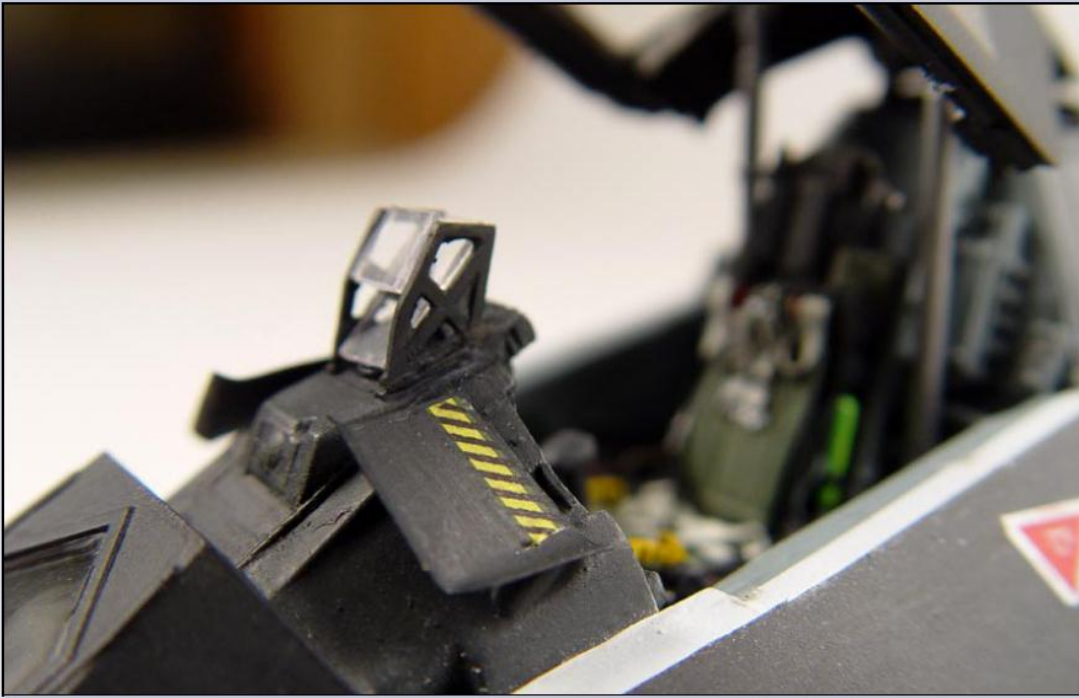
ence with primers and I learned that not all primers are created equal. The Citadel was thick and grainy and clogged a lot of the detail. On an F-117 with bogus panel lines, this is not necessarily a bad thing but some of the details did get a little clogged with the thick primer. The Halfords primer, on the other hand, was smooth and creamy and honestly didn't smell as bad as the Citadel. That's important when you paint in bed.

Once the white bits were sufficiently white, I closed up the fuselage. The wells, bays, DLIR and wing light parts had to be installed before entombing them between the fuselage halves. The design of the Tamiya kit is a little unique. They made the fuselage as upper and lower halves with the wings molded into each half. When I first opened the box and saw the large upper fuselage and wing piece, I thought, "huh, I'm already done and I don't remember starting." Additionally the seam for the two fuselage halves is about an eighth of an inch from the edge on the bottom of the aircraft. If you have to do any sanding it won't dull the nice sharp edges. With the two halves joined, the model has quickly transformed into something that looks like an F-117.

It was time to apply the Cutting Edge masks for the stripe pattern. The first problem I noticed was that the masks make no ac-



John used the Cutting Edge mask and decal set to create the flag scheme on the bottom of his F-117.



The visors on the instrument coaming were created from copper sheet. The decals were made from yellow stock with black stripes made on John's ink jet printer.

commodation for the open wheel wells and bomb bay. I applied the masks over the openings and used a knife to cut out these sections for later use on the doors. The second problem was that the masks were too short: sometimes by a quarter of an inch. I simply filled the gaps with Tamiya tape. After several gooey blasts with Tamiya red spray paint and time to dry, I masked off the stripes and painted the blue part of the flag pattern, again with Tamiya spray paint.

My reward for taking the easy way out with the spray cans was to get a fair amount of bleeding under the masks. Not a lot, but just enough to make what should have been crisp lines a little soft in some parts. It seems that spray paint gets everywhere. Good thing it's the bottom of the plane. And you can't pick it up unless you're a judge at Nationals, so hands off. Anyway, I learned my lesson about rattle cans.

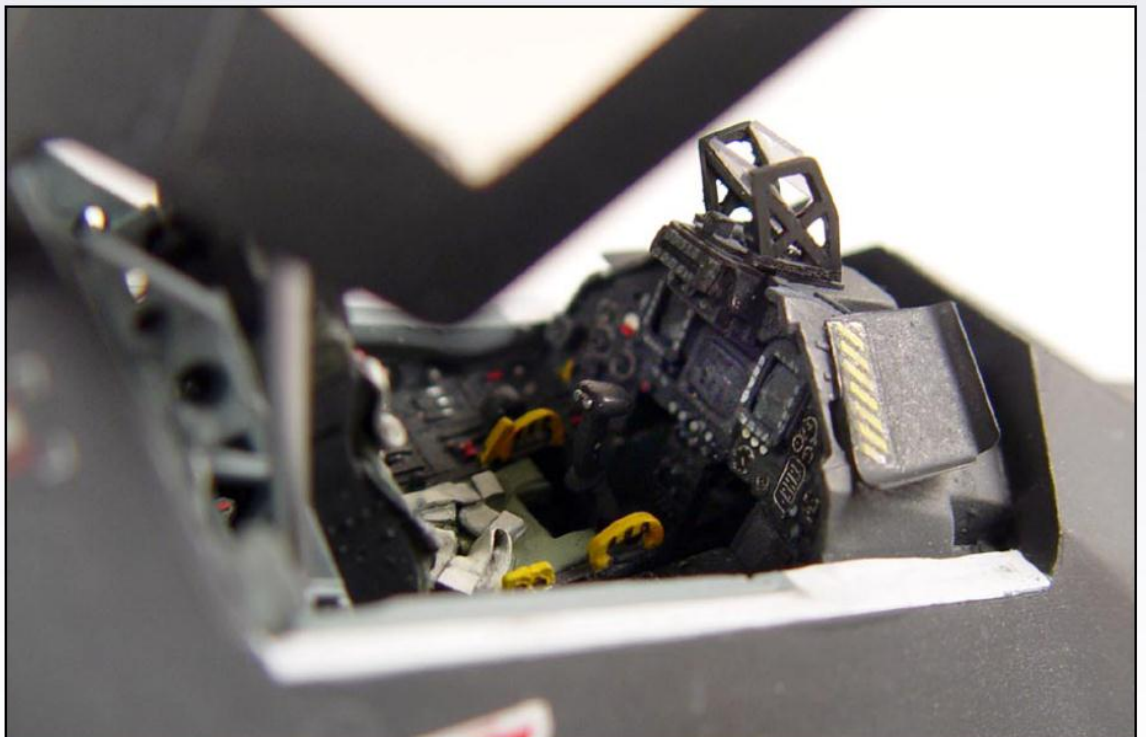
I masked the bottom of the plane and mixed up an extra special batch of F-117 Black. In general, I think black is not a good color for black. I added three or four eyedropper squirts of AeroMaster Black in to a bottle of AeroMaster RLM 66. I painted the entire uppers with my mixture and then lightened the center of the facets with erratic squiggles of highly thinned RLM 66. I tried to make the highlights run

in a streaked pattern that went across the grain of each of the panels. Next, I highlighted (or is it low lighted) the edges of the facets with a thin mixture of black.

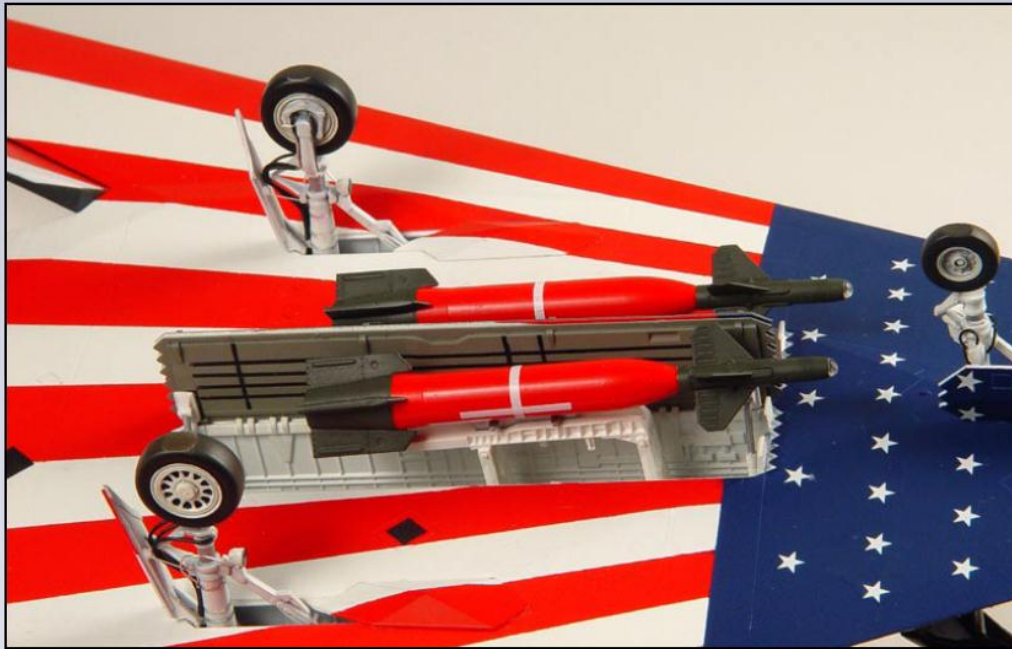
One really thoughtful feature that Tamiya included with this kit is a pitot tube protector. The four pitot tubes are molded into the upper fuselage. A "U" shaped guard is molded around them to keep you from sending the pitot tubes flying across the room, never to be seen again. This system worked perfectly until I removed the guard. Leaving it attached during painting would cause you to have to do a little touch up after you remove it, but the attachment points are very small and this should be no problem. I removed it during the painting process and suffered the

consequences almost immediately. I broke off the forward pitot tube no less than four times. The first time I reattached it, it went on pretty clean but as I kept breaking it, the join got worse and worse and required some sanding to get a clean finish. I would advise leaving the guard on until the very end.

Since accuracy was no longer an issue, and since I really didn't have any good photos of the topside of 782, I took the opportunity to add as many variations to the black paint as I could find in my references of other F-117s. There seems to be a wide variety of slightly different colored panels on most all of the F-117s. Very



The Black Box cockpit provides excellent and accurate detail for an operational F-117. Without proper references for 782, John made no modifications to the Black Box cockpit.



Although GVV-27s are too modern for the FSD birds, the Tamiya kit bombs were painted red to match photos of ordnance used during F-117 tests.

few of these variations were consistent across all of the aircraft in my references. I surmised that repainting and reapplication of RAM causes these irregularities. I chose several of the more dramatic of these and applied them all to my model.

I misted on several coats of Future to gussy up the finish for decals. I used the kit decals where necessary and the Cutting Edge decals for the 782 specific markings. All the decals went on well. The Tamiya decals were slightly thick but after the dull coat, look great.

Cutting Edge supplied fifty tiny little star masks to use on the blue field of the flag. I considered this for a picosecond and then opted for the large decal of stars that Cutting Edge also provided. While this was much, much easier than trying to position all the star masks, it was not a cakewalk either. I found such a large decal a bit like working with an overcooked lasagna noodle and for about 15 minutes all I could do was fold it and tear it. I must say all the smaller parts were easier to maneuver. I gave the decal a light coat of Micro Sol and as usual it puckered in to a wad. My heart skips a beat every time I see this because I never know if it's going to lie down correctly. Or maybe it's my PVCs. In the end the star decal bits laid flat.

Shriveled up decals are never the problem. The thing that I always screw the pooch on is getting decals straight. I always triple check the tail numbers and national insignia and every time something ends up crooked or asymmetrical. This time it was the tail numbers. I was able to soak them and coax them off the model with my X-Acto knife but I tore a couple corners in the process. I just touched them up with paint.

I had noticed that all my careful

ally simple trick and gets great results. The hardest part was figuring out when to stop.

The landing gear and wheels were given a light wash of future mixed with a little black paint. Unfortunately, in spite of everything I had heard, the future seemed to yellow a little. Oh well. I gave the gear and wheels a couple of light coats of Gunze semi gloss. I hand painted the tires and once dry, I found the ickiest part along the seam on all three wheels, and filed that part flat to add weight to the tires. I touched up the sanded area and then chucked the wheels on a toothpick to rotate them as I sprayed a light coat of dirt on the outside edge of the tires. I finished them with flat.

I used car modeling spark plug wire and aluminum foil to sim-

Continued on page 10



The platypus tail of F-117s is made of titanium. The kits parts were painted with Model Master titanium with thin coats of Tamiya red. Greys and tan were added for the exhaust.

shading on the black areas of the model had all but disappeared when I applied the gloss coat. I decided to try to recreate some of this effect with the dull coat. I also noticed that depending on what angle you view real F-117s they seem to vary in "flatness." In an attempt to replicate this effect and bring back some of the shading I had created earlier, I applied my dull coat in rough zigzag patterns and streaks on each panel. This worked pretty well as it lightened and changed the texture where it was applied. I did some touch up work with my F-117 Black and RLM 66 to bring back more of the variation in color.

I then used a folded paper towel to buff out small areas on the black paint by rubbing the paper towel in streaks across the panels. This increased the sheen in that area and further varied the texture of the finish. This is a re-

IPMS Santa Rosa's **SCALE MODEL EXPO 2004**



Saturday, May 1, 2004

An exposition featuring:

Award winning models, raffle, "Make and Take" for the kids,
Speed Model Building and "Piloting" skill contests for the adults.

Displays of military vehicles and militaria.

Vendor sales of models kits, decals, and books.

You are invited to bring all the models you want to show off,
(no entry fees for displayed models) or participate in an

IPMS model contest.

Hosted by the Santa Rosa chapter, and jointly judged with, the Bay Area chapters of the
International Plastic Modelers' Society.

9:30 AM to 4:00PM

**Sebastopol Veterans Memorial Building
282 S High St, Sebastopol, CA**

**\$2 Adult Admission -or-
\$5 First Contest Entry + \$1 each additional model**

**\$1 Junior Admission (16 and under) -or-
\$2 First Contest Entry + \$1 each additional model**

We'll have awards for First, Second, and Third in 39 categories.
Trophies for Best of Show, Best Junior Model, People's Choice,
Best Civilian Aircraft, "Sow's Ear" (best model from the worst kit).

And finally, our contest theme will be "**The Great War**", commemorating the
90th anniversary of the beginning of the First World War.
Three trophies will be awarded for the best WWI era subjects, civilian or military,
in the categories "Air", "Land" and "Sea".

For the latest information, please refer to: **www.ipmssantarosa.org**.
If you have questions, please contact: Greg Reynolds, Secretary IPMS Santa Rosa,
(707) 829-6304, email: grljj@mindspring.com

Flag bottomed Tamiya F-117 Nighthawk



John used aluminum foil and car model spark plug wire to plum the landing gear. The 782 decal on the front landing gear was printed on John's ink jet printer.

Continued from page 8

ulate the plumbing and brackets on the landing gear. I ran this to various places on the landing gear. My references couldn't agree on where each line went so I took my best guess. My grand plan of fully plumbing the wheel wells and bomb bay had long since evaporated so I only made the landing gear hydraulic lines continue up as far as the actual strut. If you look directly into the wheel wells, the plumbing just sort of ends. Remember, you aren't allowed to pick up the model.

After the landing gear was attached, I attempted to add the main gear doors and found that doo-hickies that attach the doors to the fuselage don't fit when you have the gear connected. I snipped off the connectors and just had to be a little more careful on the alignment of the doors. I then used thin plastic rod as connectors between the gear and doors.

The platypus tail of the F-117 is reddish orange titanium. I masked and painted it Metal Master Titanium. There was literally no orange tint that titanium is so famous for so I over prayed it with some very thin Tamiya clear red. I thought I had over done it a bit but waited to see what it would look like when I applied the exhaust staining. I painted the space shuttle tiles at the end of the exhaust thin white. Over the black it looked slightly grey. I added layers of black, gray and tan for

the exhaust. I thought this was over done as well, and it didn't really help hide the red I applied earlier. I used a little Windex on a Q-tip to lessen the effect of the acrylic paints and then did some buffing with a Micro Mesh and got a little better result.

A stock F-117 is essentially a black and white aircraft. As I was building and researching, I kept an eye out for little things (besides the big American flag on the bottom) to add interest to the color scheme. With this in mind, and since I was building a semi fictional aircraft by now, I decided to use the kit ordinance and paint the bombs with red bodies. There are several photos of FSD F-117s using bombs like this for tests. I have no evidence that 782 was ever used for this purpose and I am certain that it never dropped anything while painted with the

flag, not to mention that the Tamiya kit GUV-27s are too modern, but it looks cool. One minor problem here is that the lenses for the bombs are of the same smoked clear plastic as the canopy. I believe, but am not sure, that the lenses are clear, but the smoked clear plastic is not too noticeable.

The photos I have seen of the FSD aircraft dropping the red, test bombs had black stripes on the bomb bay doors used to help the developers see how the munitions were separating from the aircraft. From the grainy color photos, it appears that the door



Burnishing with a folded paper towel helped add some variation of color and sheen to the all "black" airframe.

were not white but some sort of grey green. I decided to use RLM 02 Field Grey. I painted the doors black and then used thin strips of tape to mask off the black lines and then sprayed the doors with the Field Grey. The paint bled a little but I figured that the doors were on the bottom of the model and would be obscured by the big two thousand pound bombs.

The canopy presented an interesting challenge. The FSD F-117 canopies did not have the serrations of the operational aircraft. These would have to be removed from the kit canopy. The serrations on the edge of the canopy could just be filed off but the serrations on the inside edges of the frames required that I sand the canopy smooth. With the original canopy frame lines in place, I applied Tamiya tape and cut a mask to the original window shapes. I stuck the masks to a piece of sheet styrene for safekeeping and sanded all the detail off the canopy. I used sanding sticks, toothpaste, a Micro Mesh, a cheese grater and lots of Future to polish out the canopy. I did notice that I had removed so much material that the canopy was now too narrow for the cockpit sill. Fortunately I would be modeling the cockpit open.

What I should have done, and didn't, was to have all the Black Box parts for the inside of the canopy fitted and finished before I did

any work on the canopy. As it was, I didn't address these parts at all until I had the canopy painted. This caused me to do quite a bit of rough handling of the canopy and I had to touch up a lot of nicks and dings after I had all the parts put together. It looks ok now but is not as "Future fresh" as I would like.

I put aside the canopy and added the final details to the cockpit. The Tamiya HUD is terrible so I cleaned up the Black Box HUD side pieces and cut clear plastic to go between them.

I wanted to have the visors that hang over both sides of the instrument console folded back over the coaming. It would be a shame to have all the detail on the expensive cockpit covered up. The Tamiya parts were not designed to fold back so I cut some new ones out of copper sheet. I painted them black and printed black and yellow striped decals for them on the ink jet printer. Since the yellow on the decal I printed was translucent and all but disappeared on the black paint, I found some yellow strips on a decal sheet and then printed the diagonal black lines to go across the yellow. This worked well.

One other decal that I need that was not provided by Cutting Edge was the call number that can be seen on the front landing gear strut. I didn't have a vintage photo of this number so I chose a font that matched the same number on operational F-

117s – black, sans serif. Only after I finished the model did I find a photo that showed this number on this aircraft when it was in operation – red, serifed, of course.

I built new canopy struts from plastic rod. I drilled out the bottom ends of the struts and glued in a one-inch piece of copper wire for a handle. I painted them Alclad II Silver and then buffed them out using SNJ sliver powder. After painting, I trimmed the wire handle down to about one millimeter to act as a fastening pin. Attaching the canopy was tricky, as it required gluing and aligning five different points at the same time. I glued one end of the struts to the inside of the canopy and then attached the

other ends to the inside of the cockpit. At the same time I tacked the back of the canopy to the fuselage and held the whole mess together with tape while I blew myself hypoxic drying the glue. Somehow, while doing this, I managed to get a small speck of glue on the canopy. Dang. I decided to leave it.

After attaching and reattaching the broken pitot tube, I found myself looking for things to do. Seems to me that's how all these projects end. I don't really finish, but can't find anything I haven't done. I did manage to get my greasy finger prints on the model a couple of times that required that I clean and even repaint that area but that doesn't count.

The model was finished just in time to show it in



John used zig-zagging patterns of flat clear to replicate the irregular sheen of actual F-117s. He then buffed parts of the finish with a folded paper towel.

the 2004 *Kickoff Classic*. Quite surprisingly it won first place in the *two jet engine – 1/48 and larger* category. Not as surprising is that it also won the stars and stripes special award. It might not have been the best model with stars and stripes on it, but it did have the most stars and stripes. The model also won first place at the Region 9 contest in Fresno.

While this is not Tamiya's best engineered kit, and offered a few more challenges than I was expecting (although most of those were self-inflicted), it was a lot of fun to build and I think it looks neat. It was fun trying to get an all black model to be visually interesting.

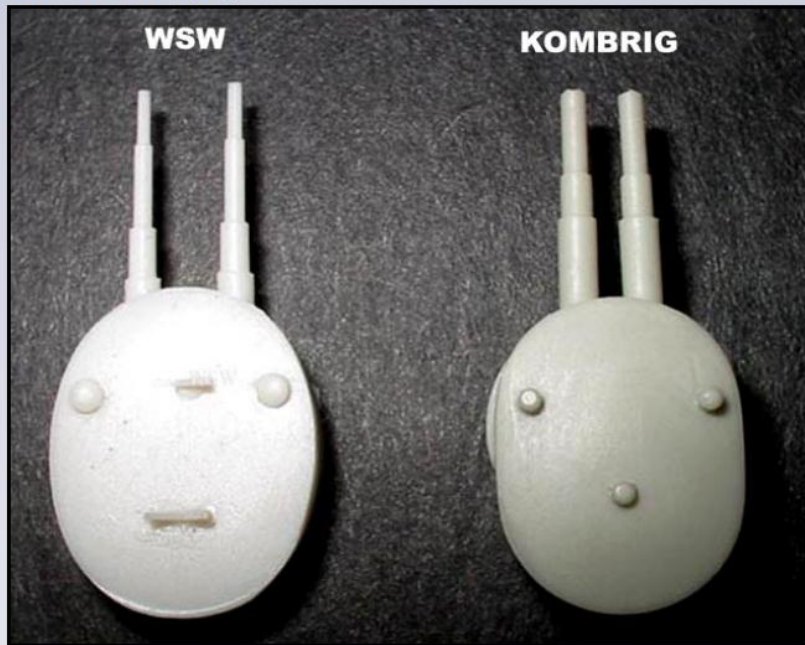
I would like to thank Chris Bucholtz, Greg Plummer and Roy Sutherland for their help (weather they were aware they were helping or not) with his project.

Funny story: The first place plaque from the *Kickoff Classic* fell on top of the F-117 in my curio cabinet and broke off both tail fins. Lip smacking irony, isn't it? I'm sure I deserved it.

John Heck has been building plastic models on and off since 1975. His interests include 1/48 scale WWII fighters, early jets and modern weird stuff. He has been a member of SVSM since 2003.

WSW vs. Kombrig Potemkin in 1/700 scale

Continued from page 5



A comparison of the WSW and Kombrig main guns shows that the Kombrig turret is the most accurate in size and shape.

WSW hull, the numbers are not that bad.

Now let's look at the hulls in detail. First let's look at the Kombrig model. Most of the publications usually give only one number for ship's length. Usually it is given as an overall length. However it is really hard to determine the scale of the ship using this number since it usually includes the underwater ram bow. A lot of people forget that. It seems that whoever drew the plans that Kombrig used, the overall length of 115.36m for the ship as a waterline length. The Kombrig kit scaled out almost perfectly if you use this figure - $115.36\text{m} / 700 = 165\text{ mm}$. In other dimensions the Kombrig kit is correct. Deck detail is somewhat more sparse than a WSW kit, but more stuff is given as separate parts. The cross deck planking is not simulated. Casting quality is very good. Everything is sharp and sides of the hull are smooth and will not require any cleanup. The casemates have detailed covers, and the placement of the casemates and the size of the central superstructure coincide very well with the Gangut plans, but not with the M-K plans. In general, looking at the plans it is obvious that Kombrig used plans either from or similar to the ones published in

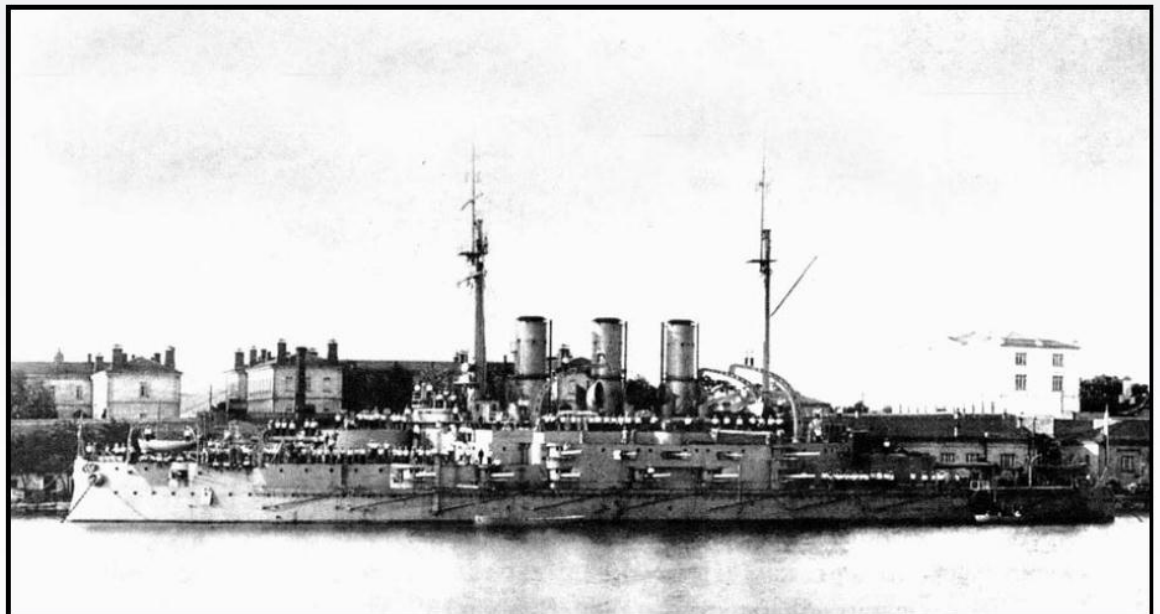
Gangut.

Now for the negatives. The biggest problems on the kit are the bow and the stern. They are both too long (bow about 2mm and stern 3mm) and are too sharp. The waterline of the ship is also wrong, with the hull sides being nearly vertical in the bow area, compared to the much finer waterline shape of the WSW kit.

Overall the hull is fixable since the problems are in the very ends, but it will require some work.

Now the WSW kit. WSW obviously used the plans published in *Modelist-Konstruktor* in 1985. Their model fits almost perfectly to those plans. The casemates and deck shape is exactly the same as what those plans show. The hull offers more details than the Kombrig kit, including a very nice touch of the stairs going down into the hull. The deck planking is simulated, as are the metal fittings that held the deck together. The deck edge also has a beautifully raised border. The splinter shielding is well simulated. The boat skids are much better cast than Kombrig's. The light hatches on the deck are also of the correct shape, with the square covers, instead of the round holes shown on the Kombrig kit.

Now on to the negatives. The hull is too high (about 2mm higher than Kombrig, which has correct height). The hull sides have a rough texture to them, which will need cleaning, and in turn will probably destroy that nice detail on the sides. The superstructure sides are also rough and will also need clean up, which is a shame considering the very fine detail. However, the biggest problem in my example of the kit was that it was warped, not the usual, easy to correct height wise (being banana shaped from the sides), but rather very hard to correct lengthwise (being banana shaped looking at it from the top). For a kit of that price, I consider it unacceptable and it reflects very poorly on the company.



While named the *Panteleymon*, the ship was refitted in 1911. As part of the refit the 12" guns were upgraded to increase the rate of fire.

It is open to the question whether or not the hull can be fixed. Leaving aside the manufacturing problem, this hull is more accurate than Kombrig's, but will probably require just as much time to clean up the sides of the hull as it would to fix the shape problems on the Kombrig kit.

Putting the two main caliber turrets next to each other is quite a shock. They are very different. WSW turret is wider, longer and more round. Comparing it to M-K's plans, it seems that Kombrig's turret is the accurate one and scales out perfectly in size and in shape. It even has the lip of the barbette that protruded from the sides of the turrets. The guns in the turret are of the correct length (once you cut off the last part of the gun beyond the last joint), but sit slightly too close. On the WSW turret, it is completely wrong, being too wide, too long, too round. The guns look anemic and sit too far apart.

On the subject of smaller guns, the *Potemkin* was armed with sixteen 6" guns (all in casemates), sixteen 75mm guns (12 in casemates, 4 on the superstructure) and six 47 mm guns. Of these, the Kombrig kit provides barrels for all sixteen 6" guns and six 47mm guns, while completely omitting the 75mm guns. The WSW kit doesn't give any 6" or 75mm barrels, but does provide four 75mm guns that were placed in the open positions. Unfortunately it only provides two 47mm guns. According to the drawings I have the ship carried 5 or 6 searchlights. Kombrig includes five, and WSW provides six.

The stacks on both kits fit their respective drawings pretty well. Both of them are about 1mm too tall, but on the Kombrig kit that comes from the bottom where they can be shortened without destroying any detail, while on the WSW it comes from the top, where any attempt to shorten them will damage the delicate funnel cap. On the other hand WSW stacks are beautifully cast to include the ventilators and superstructure tops integral, so there will be no problems with alignment and seams. Kombrig provides separate ventilators.

The superstructures on both kits are almost identical. Both probably came from the same source - M-K. The WSW bridges are somewhat more finely cast, and the forward bridge has simulated planking that the Kombrig bridge does not. Both forward bridges match each other and the plans perfectly, while aft bridge on the Kombrig kit matches the M-K plans better than the one by WSW, which also has a strange border around it. This is too low to be splinter shielding, and too tall to be a coaming. The WSW aft bridge also comes in two parts and has a strange circular cutout in the middle. Conning tower is also included separately in the Kombrig kit, while it is case integral with the hull on the WSW kit.

The masts on both kits are very well done and fit their respective drawings very well. WSW's masts include very nicely done platforms that are cast integral with masts, and would be much easier to build than Kombrig's. They also have the correct number of platforms, while Kombrig is

missing a couple. The Kombrig kit provides resin masts and yardarms, which are nice but useless, while WSW provides brass rod and instructions on how to build your own.

The ship carried 18 to 20 boats and cutters. Kombrig provides 14 of them, while WSW has all 18. Both companies provide nice boat davits and the distinctive US style boat cranes are well cast in both kits.

WSW provides a cool torpedo boat for free with their kit. It is #267 that was involved in the mutiny, of the *Izmail* class (strangely named #107 *Narva*, which served in the Baltic, though her sister ship #267 *Izmail* is the more relevant subject). This is a very nice gesture.

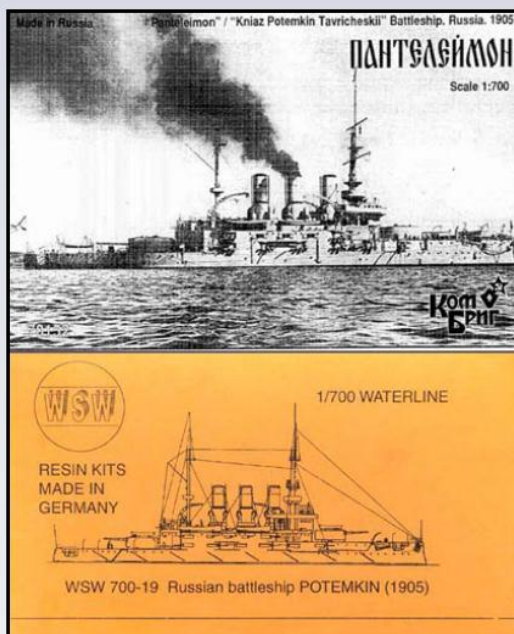
Neither kit provides very good instructions. Kombrig's instructions are their customary single page sheet with two-view plan in 1:700 scale with a history of the ship. They have painting instructions (in Russian) on one side and photos of parts and a single small construction drawing. WSW's instructions are better, consist of three pages with a two-view plan (not in 700 scale), painting instructions (in German and English), photos of parts and construction instructions. A nice touch is that the length and thicknesses of the masts are also provided.

Neither kit is without faults, but all of them are correctable (except possibly the banana shape of the WSW hull, but that is probably a one off thing). Both kits would build up into nice representations of the *Potemkin* as is, and with a little work can be made accurate. The best model to build would probably be to combine both kits (hull from WSW, turrets, guns from Kombrig, with the 75mms from WSW), stacks from either kit. This

however would get expensive since the WSW kit costs \$70-80 while the Kombrig kit goes for \$35-40. In the end it will be up to you to decide which kit has more accurate shape based on your estimation of the accuracy of the plans on which they were based. I personally pick the Kombrig kit based on the price, since I do not believe that the WSW kit offers enough improvement over the Kombrig kit to warrant two times the price.

Sources:

- Russian & Soviet Battleships by Stephen McLaughlin, Annapolis, Maryland, 2003
- Gangut volume 31/2002
- Bronenostsy Rossiyskogo Flota, K. Guber, Sankt-Petersburg, 2000
- History of Russian/Soviet Battleships, Japan, 1992
- Modelist Konstruktor, Nov. 1985



The box tops of the two *Potemkin* kits. The Kombrig on top and the WSW on the bottom.

Vladimir Yakubov has been building models since 1982. His interests include 1/700 scale Russian ships, 1/72 scale Russian armor and aircraft plus all kinds of 1/72 scale 1930's aircraft. He has been a member of SVSM since 1999.

MARCH MINUTES

At the March meeting, the club held its annual elections. Chris Bucholtz was elected president, Bill Ferrante returned for his 13th year as treasurer, John Heck became the new editor and secretary, and Mike Burton, Jim Priete and Mike Meek were elected vice presidents and contest directors in absentia (Jim was there, but he wasn't paying close enough attention). The moral: make sure you show up at the club meetings in March or else you may have to run the contest the next year.

In model talk... Bert McDowell's many years of modeling have given him the necessary knowledge to make water. He can also do really cool oceanic bases for his 1:700 ships, made from spackling compound, as his 1:700 PT boat and PBY rescue dioramas attest. Bert promises us an article for a future Styrene Sheet. Duane Fowler showed the amazing promise of technology for our hobby in the form of a chess rook done with stereo lithography; the amazing, clear little game piece had a spiral staircase inside it! Vladimir Yakubov is building yet another Czarist ship, the 12 Apostles, a turn of the century battleship that dates from an era when cruisers were the largest ships in the fleet. The ship will accompany Vladimir's Rurik, which won its category at the Kickoff Classic. Vladimir is also converting an Encore R5 into the R5T, a between-the-wars torpedo bomber, and he's using his imagination to scratchbuild the interior of a Do 22. Gabriel Lee kitbashed an air racer that looks fast, using booms and fuselage from a Heller P-38, wings from a MiG Berkut, engines off a pair of Tempest Vs and canards on the nose. Gabriel's other radical racer, the modified Shinden "Tekka Maki," was there to keep it company. Gabriel employed the Italeri kit and decals from Aztec to build the Venezuelan C-130 that Hugo Chavez (no big favorite of Gabriel's, to be sure) escaped in following his failed coup attempt in 1992. Mark Schynert was working to complete an old Frog Miles Master in time for the Fresno contest and its "Golden Oldies" award, but he fell just short. Mark used the newer Pavla Master as a template to build a new interior with Reheat and Merlin aftermarket parts. Mark is also toiling away at the Sword Sikorsky S-43, and for fun he turned a Special Hobby Focke Wulf P.2 into an "Israeli 1948" Letov S.94. Lou Orselli's 1:144 Revell Ju 88 will be finished as the Ju 88C-6 day fighter variant because Lou is so fired up to paint the phony "windows" on the nose! Lou also has his sights set on finishing a Fiat G.50V, built from an Airfix G.50 with

an Airwaves nose. Eric McClure's battle to the death with an M4 halftrack equipped with a 3-inch gun (from a Kendall Model Company conversion) is nearing its end, although he says he's lost some photoetched parts- even as he was painting the model. Brad Chun's wacky air racer started out as a 1:72 Hasegawa Ki-43, then got an Obscureco P-63F tail, a Meek Racing Enterprises bubble canopy, and a Mica blue and white paint job from the Tamiya paint line. Aiden McMackin's M20 was a winner at the Kickoff Classic; he added decals and external stowage the day of the contest. John Heck is entertaining thoughts of actually embarking on a build of Collect Aire's F2H-2/4 Banshee. Jim Priete's Toko Hansa Brandenburg W.34 will wear a coat of lozenge camouflage courtesy of the Americal decal sheet. Jim Lund amazed all comers with not one vacuformed PB2Y Coronados but two! His prototype Coronado was built from the Execuform kit, while his PB2Y-3R was built from the slightly newer Rareplanes offering. Chris Hughes applied modifications to his Sherman to depict an M4A3E4 from the first Indo-Pakistani war, adding weld beads, an Academy suspension and many other details. Ron Wergin also added weld seams to his latest armor project, a Tamiya Wirbelwind anti-aircraft vehicle. Mark McDonald has two Kaiyodo vinyl dinosaurs - their "T. Rex Type II" and the Allosaurus Amplexus - built and ready for paint. To provide a bit of stability, he filled the legs with Durham's water putty. Mark also completed the DML tracks and suspension of his Sherman Firefly IC, adding them to a set of Academy road wheels, AFV Club bogies and other parts from Tamiya. Scott McDonald said that Bandai's Justice Gundam was an easy build; the snap-together kit came pre-colored and included decals for other markings, including the eyes. Don Savage used a Modelhaus hood and a bench seat to build his burly-looking '64 Thunderbolt, which marked his first use of enamels in quite a while. Chris Bucholtz made a base for his Mosquito Mk. XVIII, using an old trophy, some railroad grass, fine dirt and spray adhesive and matt coat. Greg Plummer took an AMT Woody wagon and turned it into a custom "anti-rat rod," complete with a beautiful Testors orange pearl over copper finish and a Honda V-Tec engine. Greg also displayed his CTO pick-up conversion featured in last month's Styrene Sheet. Steve Travis showed the kids who come into his hobby shop to race Tamiya Mini 4WD cars how it's done, adding pinstrip-

Did you know our club has a web site? It's true! Go to www.svsm.org for photos from club meetings and information on upcoming contests and shows.

ing and a Tamiya mica blue finish to one and lightning bolts to another of the fast little cars. Andy Kellock's rat rod, called the "Silver Bullet," has a beer keg gas tank and other brew-related accoutrements added to its otherwise beat-up body. Andy also rehabilitated an Escort II, which he bought as a built-up at the NNLs and re-made as a mud-spattered rally car, with scratchbuilt lights, bumpers and other details. Also getting Andy's attention are a Revell BRE Datsun 1600, which dates to around 1972, an AMT Cobra, which is being turned into a convertible to match Andy's own car, and a tiny 164 rat rod from Revell that Andy detailed with ignition wires! Scott Nagle worked extra hard to replicate the Concorde's distinctive dual windshield in his 1:200 model. Kent McClure is building and detailing a 1:72 ASPB, a Vietnam riverine patrol craft, using Aeroclub weapons, model railroad grab handles and safety bars fashioned from staples. Laramie Wright has fully detailed Tamiya's M41 Walker Bulldog, complete with grab handles, tie downs, weld beads and a new mantlet. He's also at work on an old 1:48 P-38 from AMT, which he's detailed with such high-tech resources as a plastic plate, and he's about ready to seal the fuselage

of Italeri's 1:72 Spitfire V. Bill Ferrante has finished a P-36 of his own, this one in 1:72 and constructed from the old Monogram kit as a sort of tribute to one of his first models. Ben Pada was characteristically brief about his Hasegawa F6F Hellcat, which has a Jaguar interior, Obscureco cowling and articulated control surfaces, and he was equally reticent about his checkertailed 1:48 Tamiya P-51D, which also sported a Jaguar interior and an Alclad/Model Master natural metal paint scheme. Ken Miller is building a Revell 707 from a kit issued in 1958, and he's using the original decals, which he's trying to sun bleach back from their previous brown condition. He's also battling his second Aloha Airways 737; at this rate, he says, his collection will be finished around 2011! Cliff Kranz has added simple markings to his converted XC-97, which has B-29 wings and tail and a Stratocruiser fuselage. And the model of the month goes to... Don Savage and his Porsche 916 GT3, which he built out of the out of the box with Studio 27 decals to depict a rally car that ran in Germany in 2000. Despite his difficulties with the decals, this yellow Porsche is a real beauty!

CONTEST CALENDAR

April 17: **IPMS/Seattle** hosts **Spring Show 2004** at the Renton Community Center, 1715 Maple Valley Highway in Renton, Washington. For more information, call Jon Fincher at (206) 354-9682 or e-mail him at jfincher@hotmail.com.

Saturday-Sunday, April 17-18: **Tamiya/USA** hosts their **TamiyaCon** at the U.S. headquarters in Aliso Viejo. More information will appear at the Tamiya/USA website.

Saturday, May 1: **IPMS/Santa Rosa** will be hosting their annual **Model Expo**. Sebastopol Veterans Memorial Building, 282 S High St, Sebastopol, CA. For more information contact Greg Reynolds at (707) 829-6304 or email him at grljj@mindspring.com

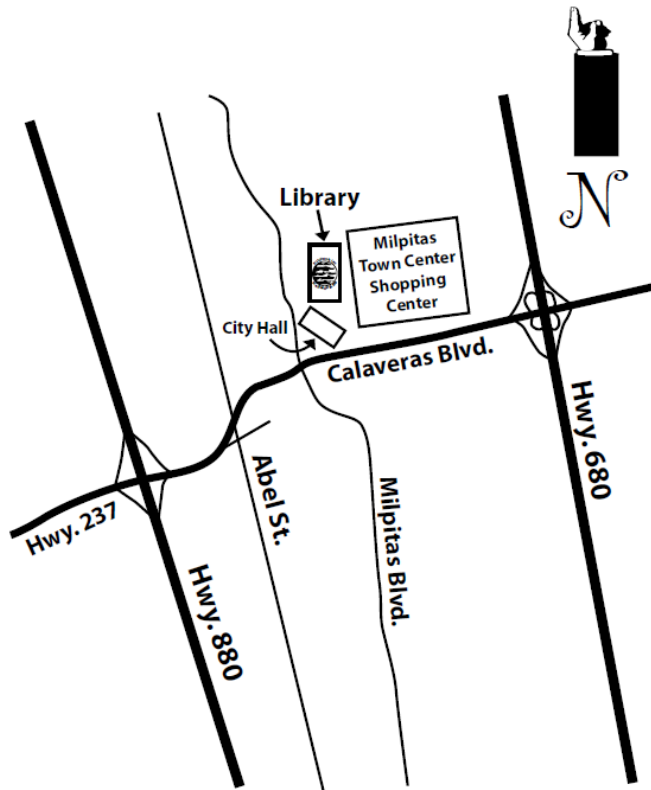
May 14-15, 2004: **IPMS/Las Vegas** hosts **The Best of the West IX** at the Imperial Palace Hotel, 3535 Las Vegas Blvd. South, Las Vegas, Nevada. For more information,

call Warren Pratt at (702) 871-6797.

Saturday, May 22: **IPMS/Fremont Hornets** will be debuting their **Tri-City Spring Classic** at the Newark Community Center, 33501 Cedar Blvd. in Newark, CA. For more information, contact Mark Schynert at mass22@earthlink.net with the words, "Tri-City Contest" in the subject line.

June 12, 2004: **IPMS/Lt. Alexander Pearson Modeleers** present the **Region 7 Regional Contest** at the Pearson Air Museum, 1115 E. 5th, in Vancouver, Washington. For more information, call Larry Gaye at (503) 249-7276 or e-mail him at light.man@verizon.net

October 16, 2004: The **IPMS/Redding Dambusters** host their **model contest**. The theme is "Testing, Timing and Records." More information will be posted as it becomes available.



Next meeting:
**7:00 p.m.,
Friday,
April 16**
at the
Milpitas Public Library
40 N. Milpitas Blvd.
For more information, call the
editor at (408) 307-0672

email: john@twoX.com



John Heck, Editor
Silicon Valley Scale Modelers
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Milpitas, CA 95036

DAN BUNTON
910 NIDO DRIVE
CAMPBELL CA 12345

If your renewal date is in red, it's time to pay your dues!