



Soviet submarine success: K-class subs

By Vladimir Vakubov

The K-class submarines were the best Soviet submarines of World War II and their characteristics were comparable to large submarines built abroad.

The design of these submarines started in 1934, when the Soviet navy issued a specification for a cruiser-type submarine that would be able to work with the fleet. The initial "K" came from the word *kreiser*, or cruiser, and some sources say the type was originally intended to be fitted with a floatplane in the manner of larger Japanese submarines. Although the SPL floatplane was built and tested, none of the K-class submarines was ever outfitted to carry it.

The initial design was confirmed in April 1935 and the project was given number 41 or Series XIV. Design was complete by the end of next year, and the first three submarines were laid down in December 1936. A grand total of 62 submarines of this class were planned, but as with many other ships in the Soviet naval program of the time that number was wildly optimistic and it was later cut to 20. In the end only 12 were laid down between 1936 and 1938, of which 11 were completed.

Six submarines (K-1, K-2, K-3, built at the Marti yards, and K-21, K-22, K-23, built at Ordzhonikidze) were completed before the war and were transferred to the Northern fleet. Two more (K-51 and K-52) were completed with emergency measures in September-November 1941, and were given to the fleet without even acceptance trials. The last four were being slowly completed during the war at the Marti yard in

now-blockaded Leningrad. Three (K-53, K-55 and K-56) were completed in 1942-44, while K-54 was never completed. The boats completed during the war remained in the Baltic sea throughout the war.

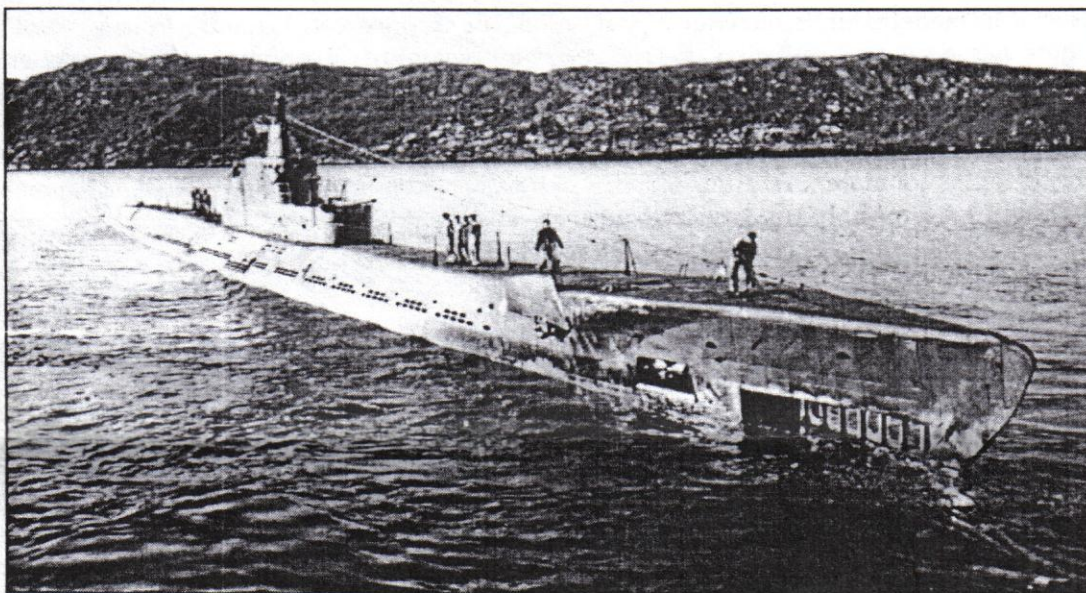
These large boats had only limited success during the war since the nature of the war forced them to operate in a manner

they were not designed for—in the coastal areas of the north and in the relatively small Baltic Sea, where their large size and relatively slow dive times put them at a disadvantage. During the war, K boats were confirmed to have sunk five transports

and two warships while damaging several more. In addition, several other transports were claimed to have been sunk, but none have been confirmed. Soviet sources credit them with 11 transports and three warships sunk. The exact number of the ships sunk by Soviet submarines is still a mystery since there are no comprehensive, mistake-free sources that allow the numbers to be confirmed.

The most famous (and infamous) attack by these boats was made by K-21 on July 5, 1942 against the German battleship *Tirpitz*. For the next 40 years, Soviet literature claimed that K-21 hit it and forced the German battleship to retire back to the harbor. Unfortunately, German sources do not confirm that; according to the *Tirpitz'* logbook, its crew didn't even notice that they were attacked! What most likely happened is that K-21 did indeed attack *Tirpitz*, but missed and the explosions that were heard by K-21's crew were the sound of the propellers of the German ships maneuvering.

Continued on page 12



Although the Soviet K-class submarines were designed for ocean service, much of their careers were spent in settings like this, close to shore.

EDITOR'S BRIEF

Not much to say this issue (or room to say it) besides contribute! We had a tough time scraping together this issue, and we know there's a lot of building going on out there. Let us get the newsletter done early so we can build models once

in a while! Thanks to Vladimir, Bert, Mark, Kent, Laramie and Mike, without whom there would literally be no issue this month!

—The Editor

LETTERS TO SVSM

On behalf of the Jimmy Doolittle Air and Space Museum and Educational Foundations and the Doolittle Tokyo Raiders, we wish to thank you for your role in making the 61st Reunion of the Doolittle Raiders a resounding success.

We wish to recognize your volunteers' scores of hours in applying their craftsmans' skills to the construction of 16 B-25 aircraft, a U.S.S. Hornet carrier, and a flotilla of Task Force 16 to commemorate the Doolittle Raid assets and manpower after the Japanese attack on Pearl Harbor. Thanks to their willingness to construct scale model exhibits, our educational outreach program now has a new presentation that will enable thousands of museum visitors to visually reconstruct events that changed history. The presence of these two exhibits is already generating increased interest in our museum. We wish to applaud the following individuals: Bill Abbott,

Barry Bauer, Chris Bucholtz, Mike Burton, John Carr, Bradley Chun, Braulio Escoto, William Ferrante, Greg Lamb, Ron LaRonge, Kent McClure, Mike Meek, Greg Plummer, Randy Ray, Laramie Wright, Larry Roberts, Ron Wergin, Peter Wong and Vladimir Yakubov.

We are deeply grateful to the Raiders for allowing this event to be the kickoff for the fund-raising drive to build a new aviation museum. This museum, honored with General Jimmy Doolittle's name, will display the history of American aviation. The sacrifice, courage and heroism shown by the Raider group exemplifies a long line of historic American patriots. Thank you for participating in this wonderful American event.

David A. Fleming, President

Jimmy Doolittle Air & Space Museum Education Foundation

CONTEST CALENDAR

August 16, 2003: the event planned by **IPMS/Mt Diablo** has been cancelled.

Sept. 6, 2003: **IPMS/Reno High Rollers** hosts its **annual contest** at the Desert Heights Elementary School, 13948 Mt. Bismark in Stead, Nevada. For more information, call Doug Summers at (775) 747-5931.

Sept. 13, 2003: **IPMS Portland Oregon** and the Evergreen Aviation Museum Present the **2003 Model Show and Contest** at the Evergreen Aviation Museum, 3685 Cumulus Ave., McMinville, Oregon. This year's theme is "Record Breakers." For more information, call Brian Yee at (503) 309-6137 or e-mail him at BYee1959@msn.com.

Oct. 11, 2002: The event planned by the **IPMS/Redding Dambusters** has been cancelled.

Oct. 19, 2003: **IPMS/Orange County** hosts **OrangeCon 2003**, the Region 8 Regional and Convention, at the Sequoia Conference Center, 7530 Orangethorpe Ave. in Buena Park, California. For more information, call Nat Richards at (949) 631-7142 or e-mail him at ocipms@aol.com.

Nov. 1: The **Antelope Valley Group** hosts **Desert Classic VII** at Antelope Valley College, 3041 West Ave. K in Lancaster, California. For more information, call Michael Warman at (661) 256-7069 or e-mail him at michael.warman@imco.com.

Nov. 15: **IPMS/Silver Wings** hosts their **annual contest** in Sacramento, Calif. More details to follow. For more information, e-mail Scott Bell at SnJmodprods@aol.com.

Feb. 22, 2004: **Silicon Valley Scale Modelers** host the eleventh annual **Kickoff Classic** at Napredak Hall, 770 Montague Expressway, San Jose. The theme is "Stars and Stripes." For more information, call Chris Bucholtz at (408) 723-3995.

March 27, 2004: **IPMS/Fresno Scale Modelers** host the **Region 9 Convention and Contest**, to be held at the Fresno Air National Guard station or, in the event of national defense conflicts, at an alternate site. More details to be announced.

May 1, 2004: **IPMS/Santa Rosa** hosts **Model Expo 2004**. More details to be announced.

Another take on *Italeri's* B-25 as a Doolittle raider

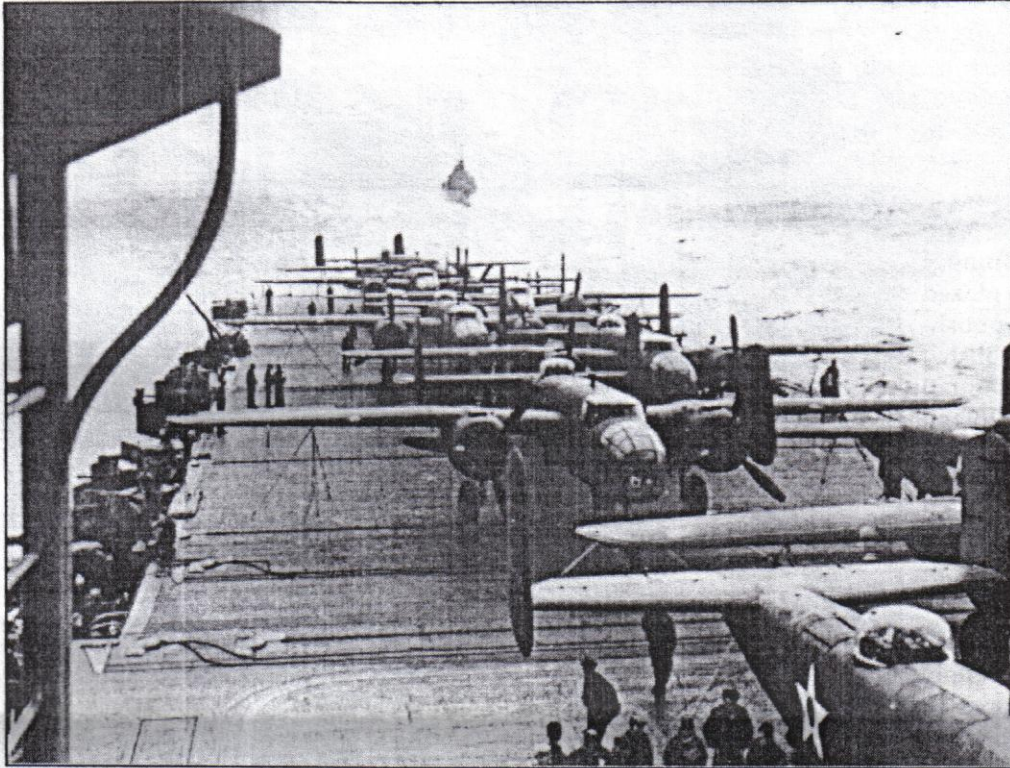
By Laramie Wright

I was happy to be able to participate in the club build of the 16 Doolittle Raider B-25s earlier this year and for my aircraft drew #15, "TNT." Previous articles have reported on the *Italeri* B-25 kits so I won't add too much to that area except to say there were some challenging parts in construction.

The wing and engine nacelle fit was curious, each side having different fit problems that required styrene shims and filler to overcome. I also decided to install the main gear struts after assembly and painting rather than before as the instructions specified. I did that by cutting the bottom of the rectangular mounting socket on the inboard side of each nacelle. That allowed me to fit the outboard peg in its socket and swing the inboard peg up into its slot. "Click-clack!" and a drop of superglue secured them nicely.

The other hassle involved fitting the wings into the fuselage recesses. When offered up to the opening, there was a scale six inch gap all the way around the wing root that needed filling and smoothing. I used stretched sprue and superglue, a combination that quickly remedied the situation.

Due to mold damage on the upper starboard wing, there was some clean up and filling needed which destroyed the raised panel lines there. I decided to re-scribe the upper wings to have the panels match but one thing led to another. As the wings were improved the rest of the model looked worse. I wound up re-scribing the entire aircraft using a *Bare Metal Foil* scribing tool and a



Doolittle Raiders embarked aboard *Hornet* in April, 1942. The B-18, B-23 and B-26 were considered for the raid, but only the *Mitchell* had the speed, range and short takeoff ability required.

needle in a pin vise for the scribing and superglue to remedy slips and overruns. It added considerable time to the build but the effect was certainly worth it.

I superglued the windows into their respective openings and then reinforced them with an extra bead around the perimeter. After the superglue had set I used sanding sticks to blend the windows into the sides of the aircraft, making for a nice smooth appearance. After polishing with superfine sanding sticks and plastic polish, they looked great, nice and clear. I masked over the inner sides of the windows and shot zinc chromate green throughout the fuselage. I then peeled off the masks leaving clear windows that look

like they were factory installed.

I added consoles and details to the cockpit then shot it zinc chromate green and detail painted the added console bits. I measured and cut out a new bulkhead to close off the cockpit from the navigator/bombardier nose compartment. I added details and painted it up.

The bomb bay was assembled and installed even though the doors remained closed. It added rigidity to the fuselage and served as a bulkhead to support weight that was added just before closing the fuselage. For the weight I added three Speer 158-grain, .357 magnum hollow point bullets, one behind the cockpit and one each in the nacelles behind the engines. I did not want to risk a tail sitter.

When I got ready to button up the fuselage, I drilled a hole through the top of the nose wheel strut, then cut it free. I installed the

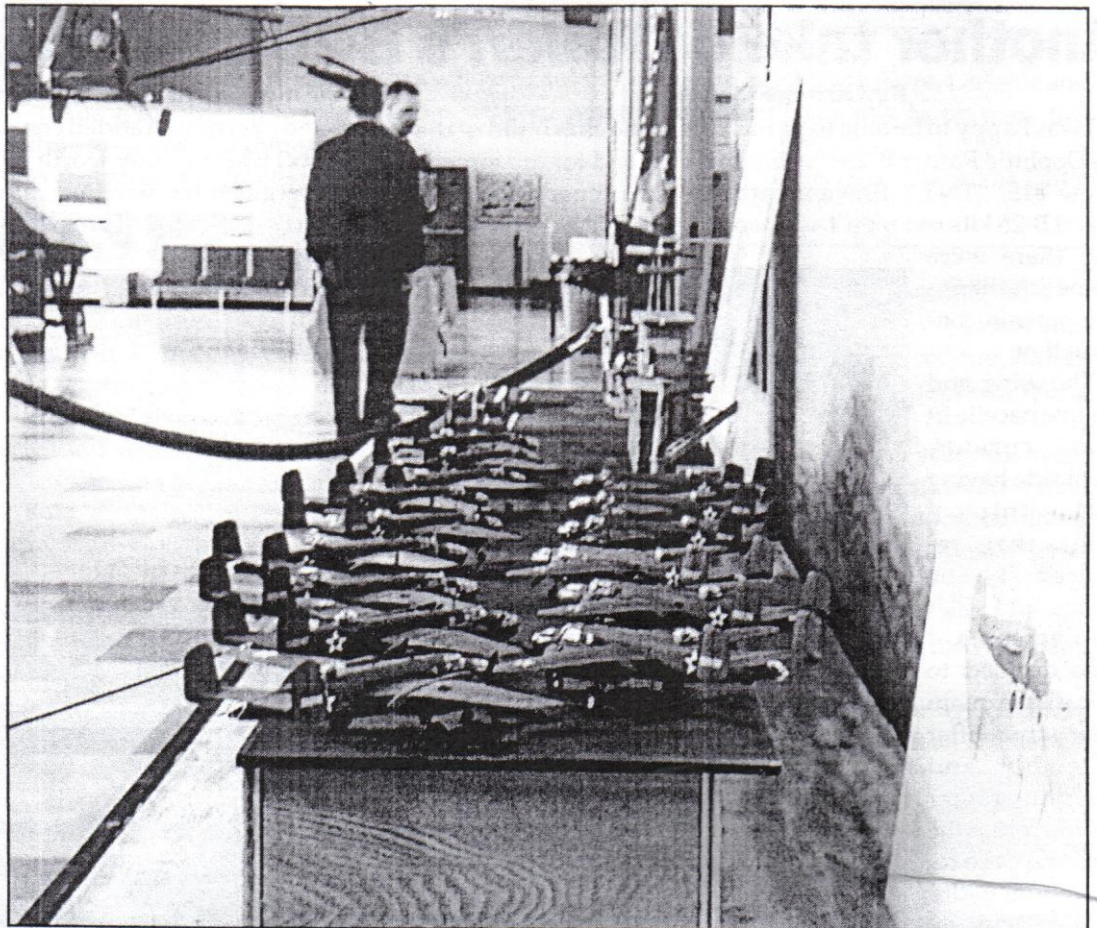


The crew of aircraft #15: LT Howard A Sessler, navigator bombardier; LT Donald G. Smith, pilot; LT Dr. Thomas R. White, gunner; LT Griffith P. Williams, co-pilot; SGT. Edward J. Saylor (engineer).

top part in the wheel well opening and could then safely install the nose strut later after sanding and painting. I added a steel pin to the strut that would fit into the previously drilled hole in the strut bracket and add strength.

The nose compartment floor was given a few added details and painted, then installed in the clear nose section. I superglued the nose to the fuselage and blended it into the rest of the aircraft to duplicate the seamless appearance of the real thing. I restored clarity to the glazed areas using superfine polishing sticks and plastic polish. I drilled two holes in the tail cone blister to later install black painted rods simulating the broomsticks installed on the original B-25s. The tail cone was installed and blended in to the fuselage and tail empennage.

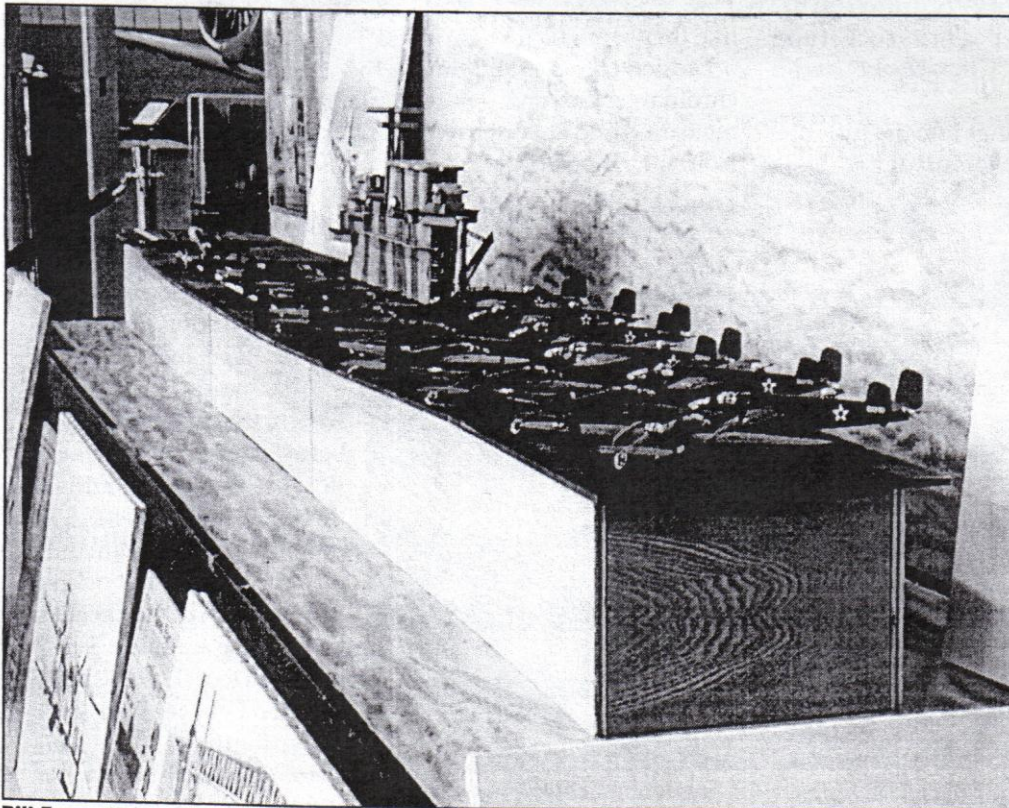
I cleaned up and painted the engines and propellers and installed the engines in their cowlings, then masked the engine fronts for painting. The props were set aside until completion and I went to work



The club display at the former Travis Air Force Base Museum. Laramie's Mitchell is at the aft of the flight deck on the right side.

on the dorsal turret. I adjusted the sit of the twin .50s and added ammo feed chutes to the guns. The guns were painted flat black and rubbed with graphite and the chutes were painted medium gray. The turret interior was painted zinc chromate green. I polished the turret transparency, then masked it and painted the frames olive drab.

Once all seams were finished, I started painting by masking the clear areas and pre-shading panel lines with flat black. The bottom surfaces were shot with *Model Master* Neutral Gray and the uppers were painted *Model Master* Olive Drab. In both instances, I started in the middle of the panels and worked outward to the edges. I then shot a light coat of each color over its respective area, a technique that left a pleasingly uneven effect that prevented a monotone finish and looked like weathered, faded paint. There were a number of little corrections made to tighten up the demarcation between camouflage colors. I masked all the de-icing boots and shot them with flat black.

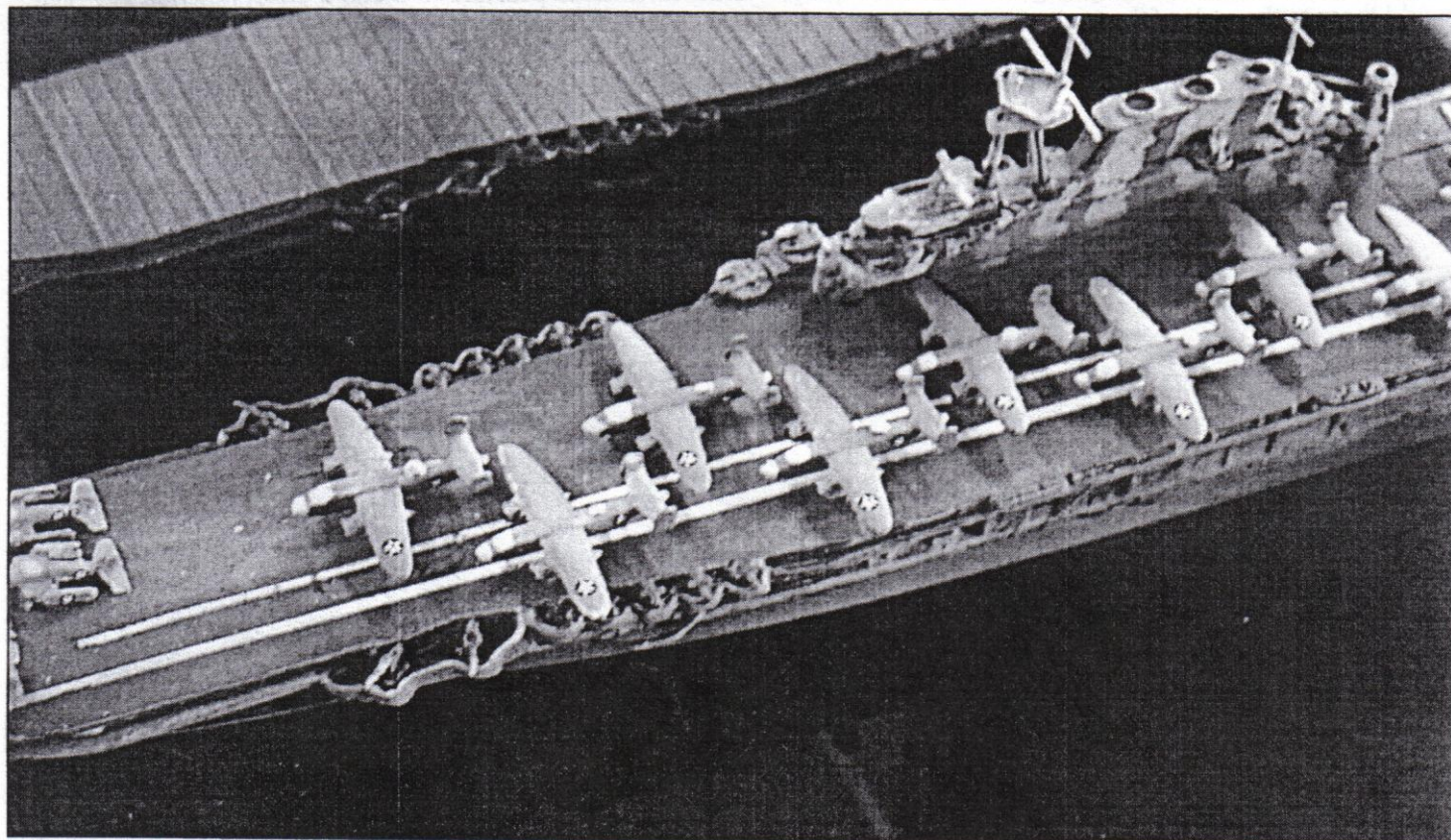
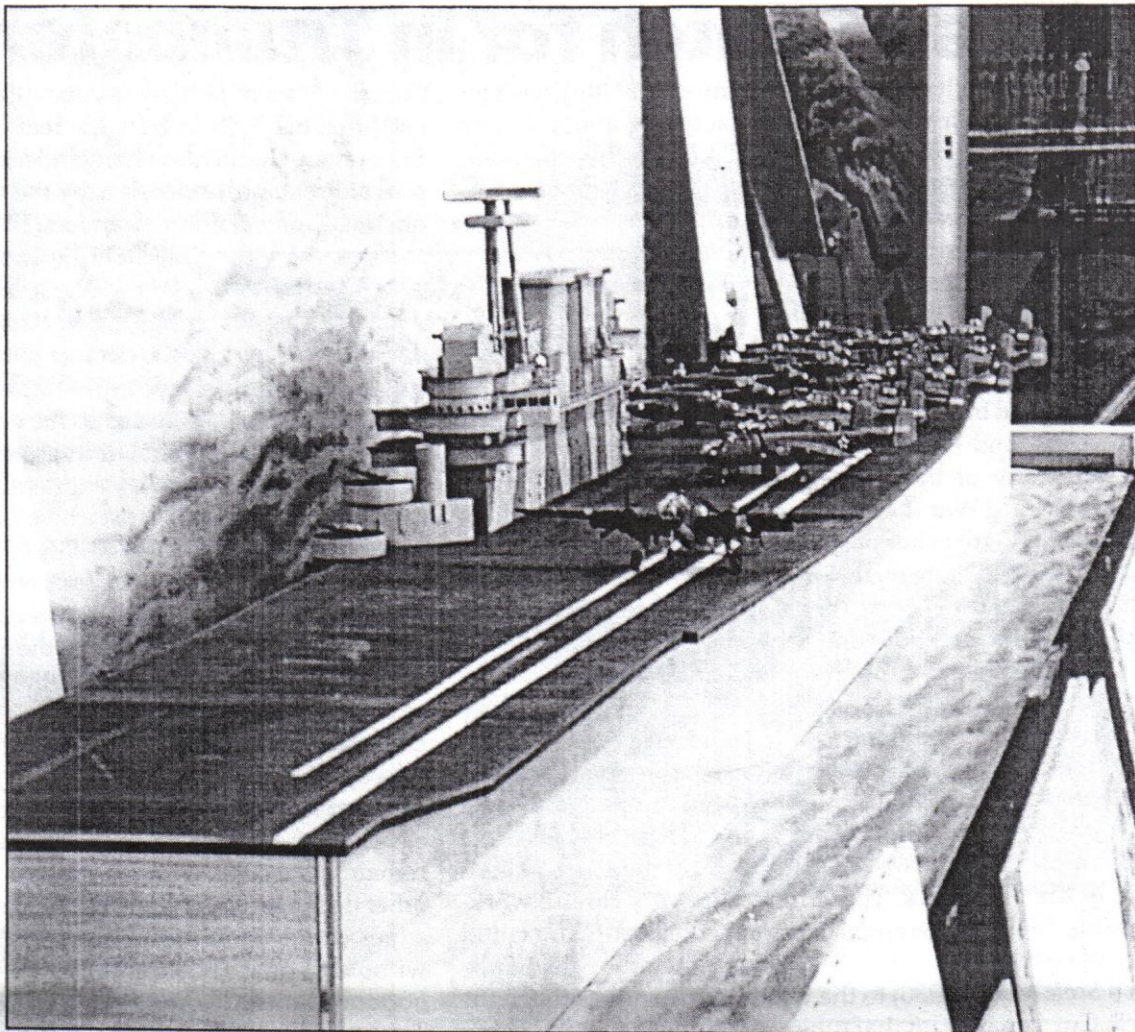


Bill Ferrante made the 1:72 *Hornet* deck and island. He used real wood to plank the deck!

Once the masks were removed and final touch-ups completed I gave the model a glossy finish with two light coats of Future. I applied Bill's custom decals as prescribed and they worked well if I used plenty of setting solution and pressed down on the decals with a clean, soft cloth. After they had dried, I washed off the glue residue and then sealed the decals with *Floquil* acrylic clear flat. I added exhaust stains and some paint chips, then added the upper turret and previously painted cockpit transparency with white glue.

The final additions were the propellers, landing gear and doors. The gear struts were painted steel and the wheel hubs aluminum, while the tires were shot in flat black.

I really enjoyed building the model and am pleased it was for a good cause.



At top, aircraft No. 1, built by Mike Meek, lifts off from the model *Hornet* flight deck. Below is another *Hornet* and Doolittle Raiders model, the 1:1250 scale metal model built as part of the attack fleet display. The *Mitchells* were added by Bill Ferrante.

Things to watch for in *Trumpeter's Essex*

Does a perfect kit exist for the ship modeler? Not yet. You will usually find a variety of manufacturing and accuracy errors to choose from in almost all kits of this category, regardless of scale.

Fortunately, *Trumpeter's* new kit of the *Essex* (CV-9) has only a few such errors. On the positive side, there are things to make this kit very utilitarian. By that I mean the inclusion of a few extra parts opens the kit to be built as any early version on this class. You get a good basic kit of the name ship of the class, and with a little work you can build any of the first eight ships active in World War II. Out of the box both the *Essex* and the *Lexington* (CV-16) in her post-1943 guise may be built simply by omitting the hangar deck catapult extensions (parts A9 and A10, F4 and F9) as neither ship had them. Minor radar changes would just about finish the job. To do the others (CV-10, -11, -12, -17 and -18) only a few small changes will be necessary.

Unfortunately, there are a few basic kit corrections required. First, in my kit, the ramp (or turndown) at each end of the flight deck have inexplicably been omitted, although they are included in the box art! If you can be very accurate with a block sander, you can just round off the edges of both ends of the flight deck. This will require very careful workmanship to keep the ramps even and consistent. You could also make the ramps by cutting a 5/16-inch tube (like *Evergreen Scale Models* #230) to the width of the ends of the flight deck. Cut a quarter off that tubing lengthwise for each ramp, and add these to the ends of the flight deck and close off the ends of the tubing with sheet plastic.

If you're doing any of the early pre-1945 versions other

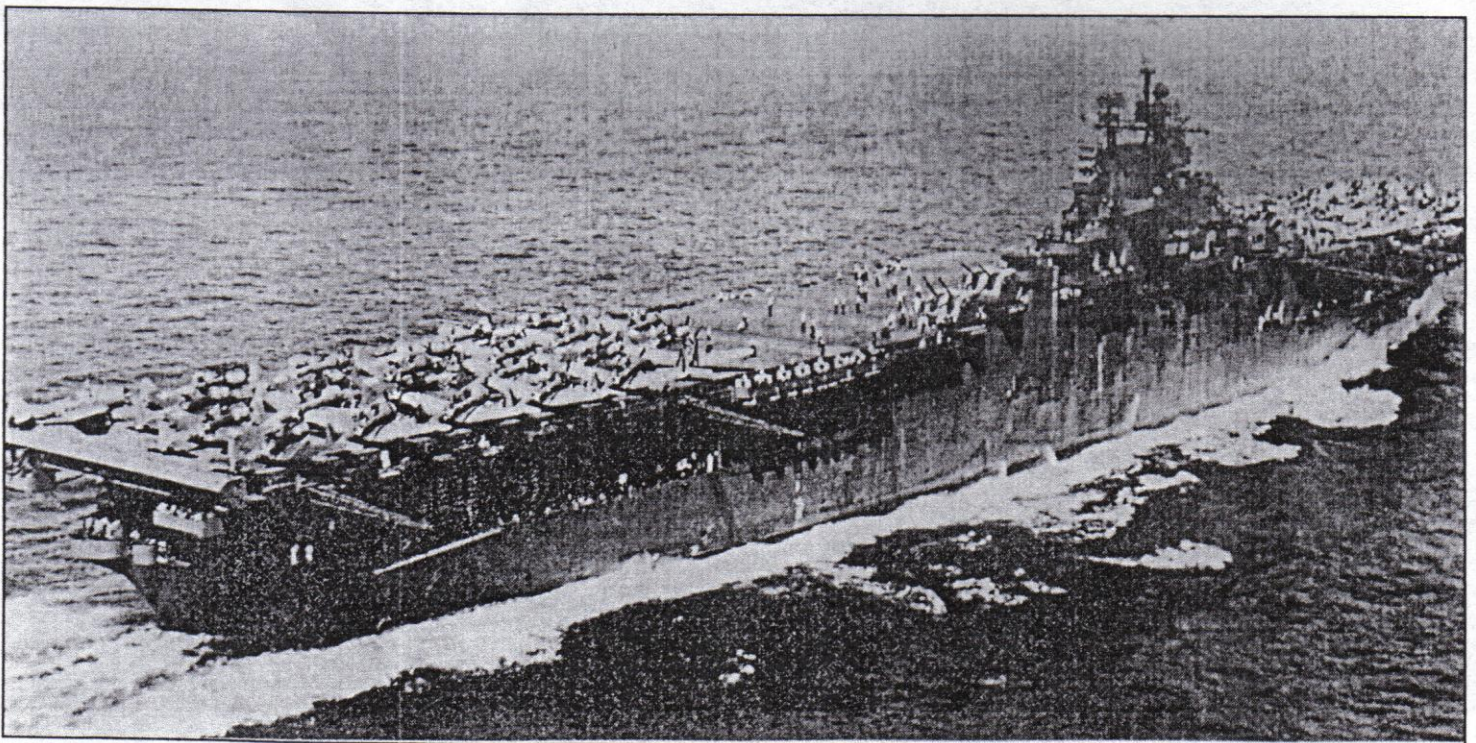
than the *Essex* or *Lexington*, you will omit the 20mm tubs (Part G41) that hang down from the rear of the flight deck and add the previously-mentioned hangar deck catapult extensions. The port side catapult extension, by the way, is shown incorrectly on the sponson (part numbers F11 and F12) in assembly

section 13; it should be placed on the edge of the sponson as if it was hinged for rigging horizontally. Fill in the slot on the deck of that particular sponson. The second catapult extension should be added to the opposite side of the hull as shown in assembly section 15. Also, all other short hulls used the 20mm tubs

(parts B23 and B27) on the starboard quarter of the flight deck. Locations varied slightly, so check photos for your project.

Let's get back to the flight deck with another small problem. All three parts have locating tabs on the joining ends of each section. They are there to line up the surfaces, but instead cause problems with unwanted gaps. Some mold flash needs to be removed on the vertical ends of each section and the tabs could use some sanding on their tops and sides to give a bit of leeway. An easier way has been suggested in which the modeler removes the tabs from one section at each joint for easier clean-up. Pick the tab that needs the most clean-up. The remaining section with the tab would certainly support the other deck piece, and the alignment could be monitored at the edges of the decks. Sand the vertical edge of the deck part without the tabs, taking an extra scrape or two along the bottom of the edge until the two parts meet without a gap. Take as little as possible to make a clean junction between sections without losing any length.

While talking about the flight deck, five deck edge radio lattice masts (Part G31 or a brass part, if you prefer) were used

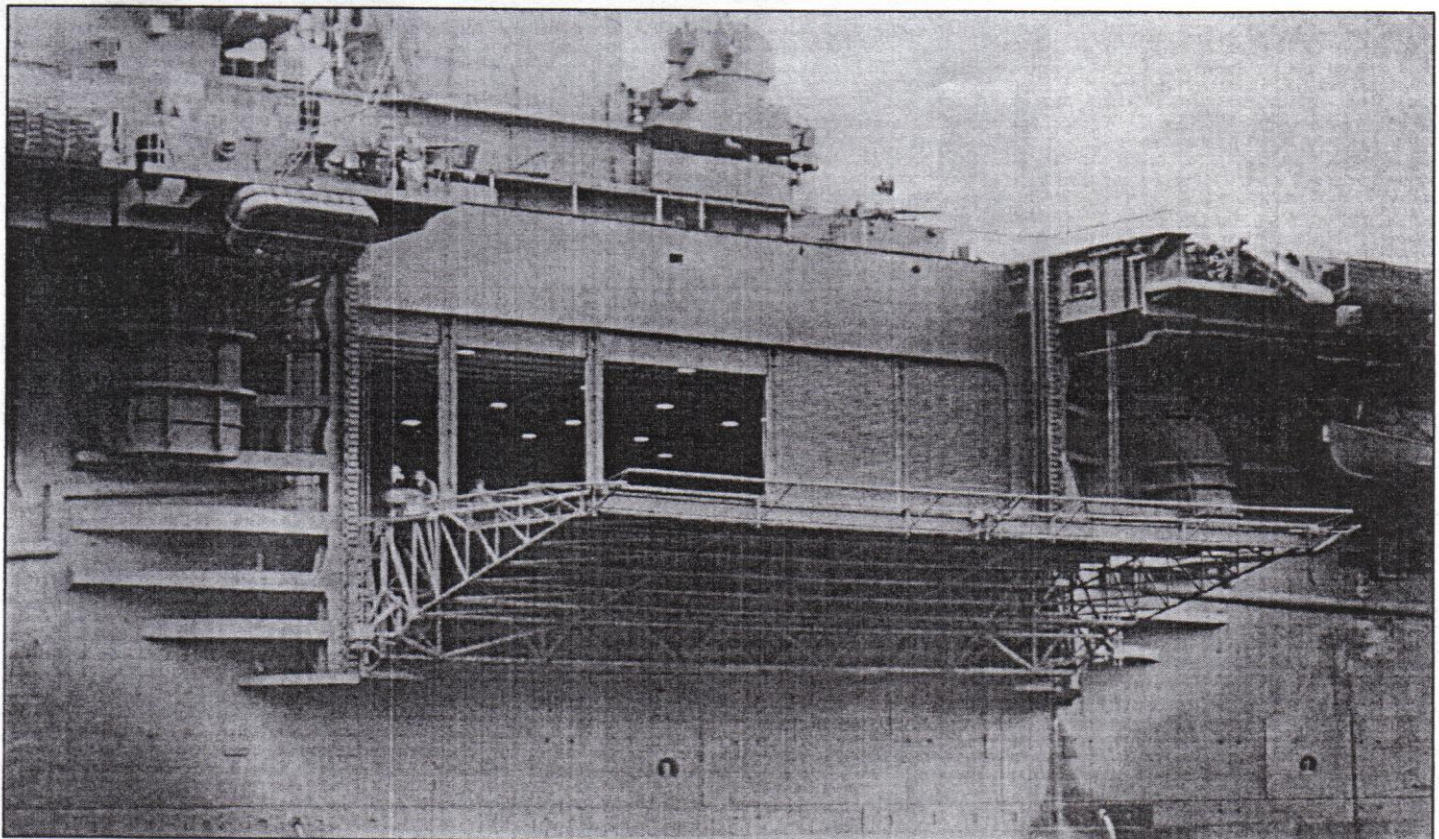
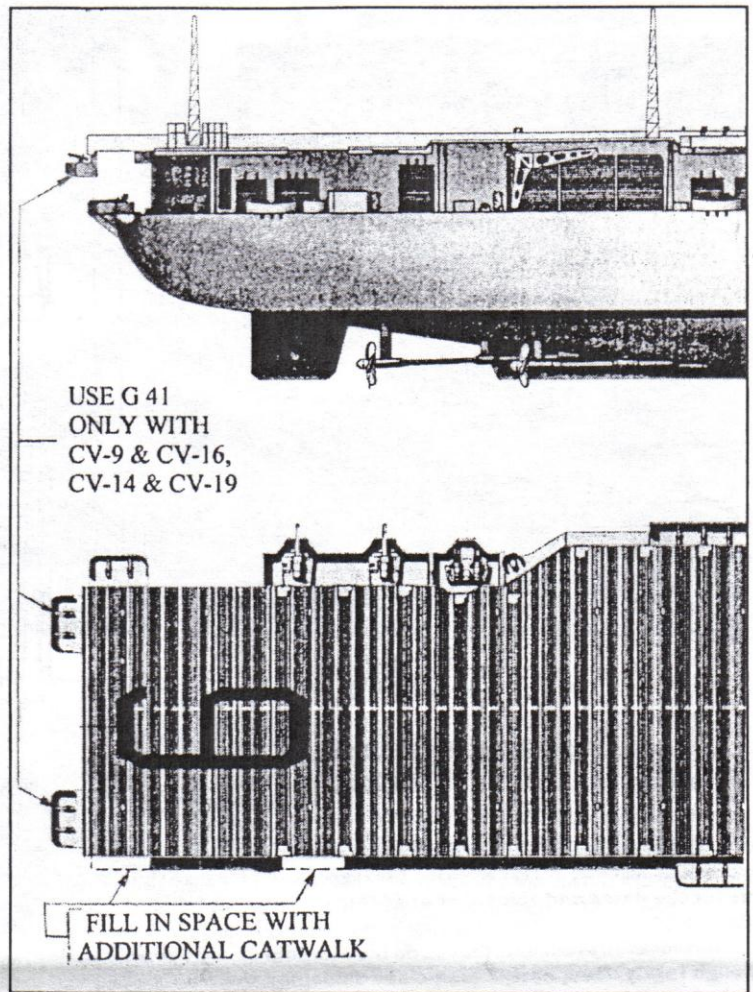


U.S.S. *Lexington* (CV-16) underway in 1943 wearing an overall navy blue scheme. Not the position of the stern gun tubs below the ramp.

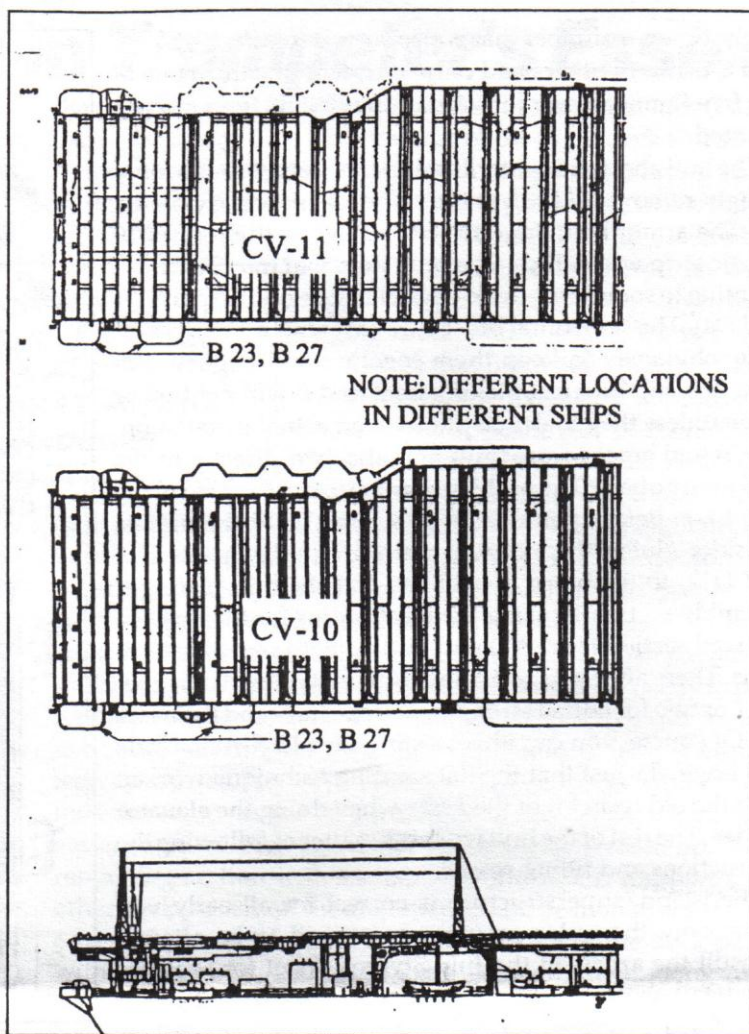
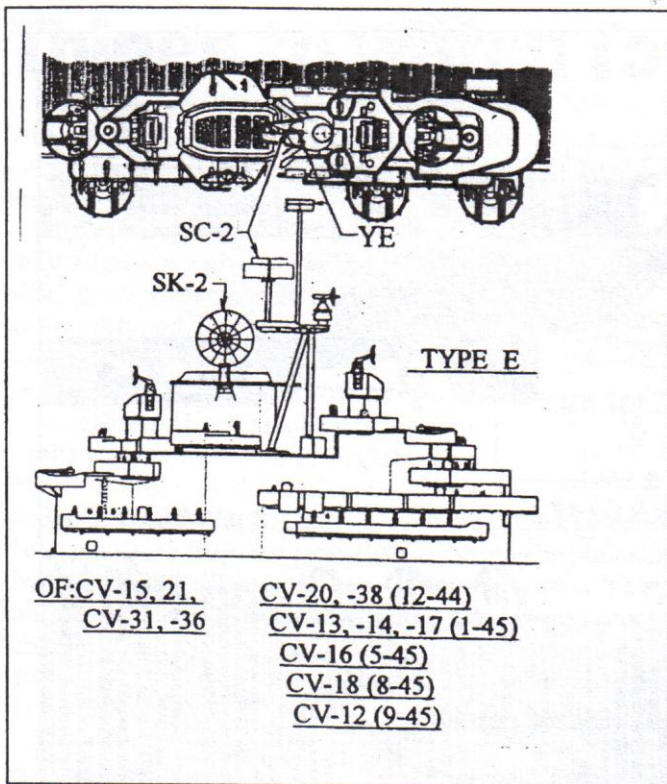
on the Essex, a number that is also correct for CV-10, CV-16 and CV-17. All others had only four, with the third one of the five (immediately forward of the first 5" twin mount) omitted.

The hull above the waterline appears clean enough; only a slight removal of flash at the stern was necessary on my kit. The armor belt was omitted but the addition of a .010 plastic strip will suffice. The only item that may be disappointing to some is the deck-edge elevator guides (parts D1 and D4). The horizontal braces are cast with a .020 vertical base, obviously to keep them together and aligned. I'm sure this will be a n-it picking item and it will not bother some unless they look at a photo of an actual installation. The actual braces were built and attached directly to the hull with no base. The problem is of course getting rid of the .020 base. Before you decide to scratch build the braces, consider gluing the elevator platform guides (parts D11 and D12) to the brace assemblies. Put them in place per assembly section 10 using the locator pins for the holes in the wall section (part A1) and outline both parts for locations. Then, after you add a small-diameter "vertical pipeline" or two for added strength, you can flat-sand the bases off. Of course, you can always sling the old X-Acto blade and hope; it's just that the flat sanding technique worked with the old resin kit of the *Essex* when doing the elevator guides. The rest of the hull work is a matter of following the instructions and filling seams.

The island/superstructure is correct for all early versions; only the radar arrangements need to be altered. Consult the article in the July Styrene Sheet for sketches and detail photos. The question of what period your model



The drawing at the upper right shows the position of the ramp gun tubs as they appeared on the early Essex-class carriers. Above is a shot of the deck elevator on U.S.S. *Leyte* showing the external braces and add-on pipelines.



Above, diagram E, showing the later radar fitting. (Ed. note: this diagram was left out of last month's Styrene Sheet; refer to that issue for the dates and ships that used this arrangement. Right: CV-10 and CV-11 lacked the ramp gun tubs, but they had stern gun platforms located in unusual places on the starboard side. Below: although rarely used, early Essex-class ships had the ability to launch aircraft from the hangar deck through the aid of outriggers.

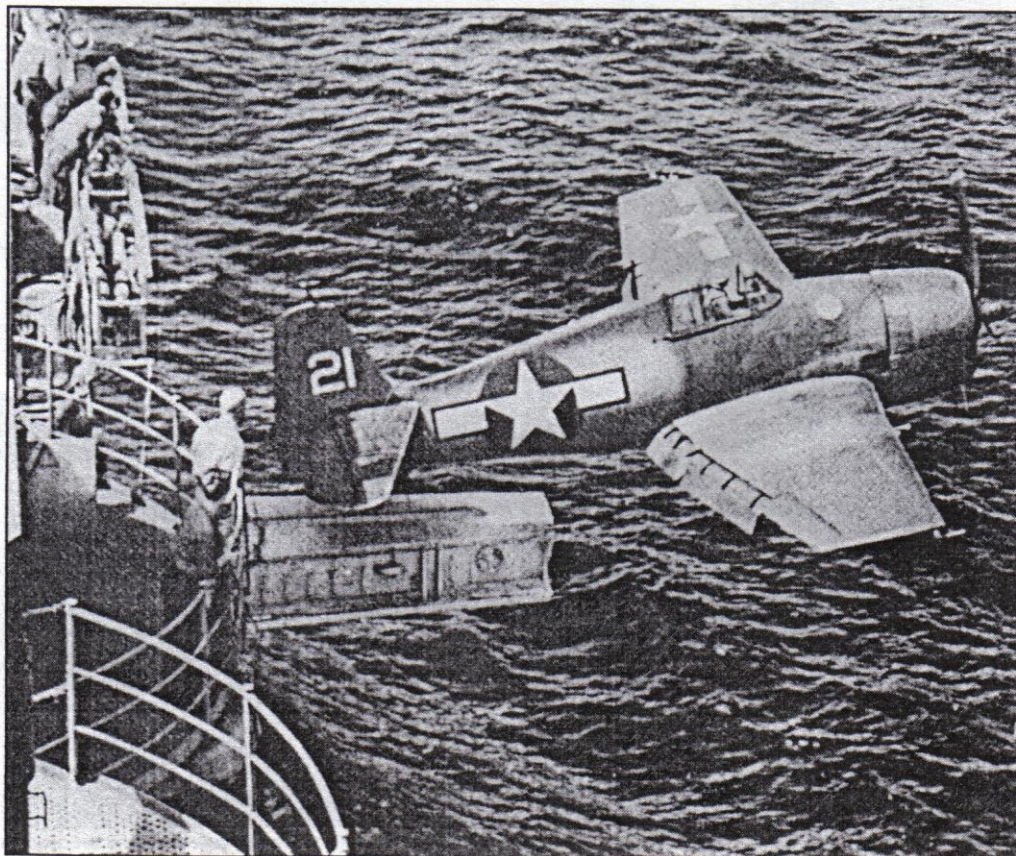
Essex-Class references

Warship Perspectives/Essex Class CVs, by Glenn Arnold

On Deck-U.S.S. Lexington/ CV-16, by Squadron Signal

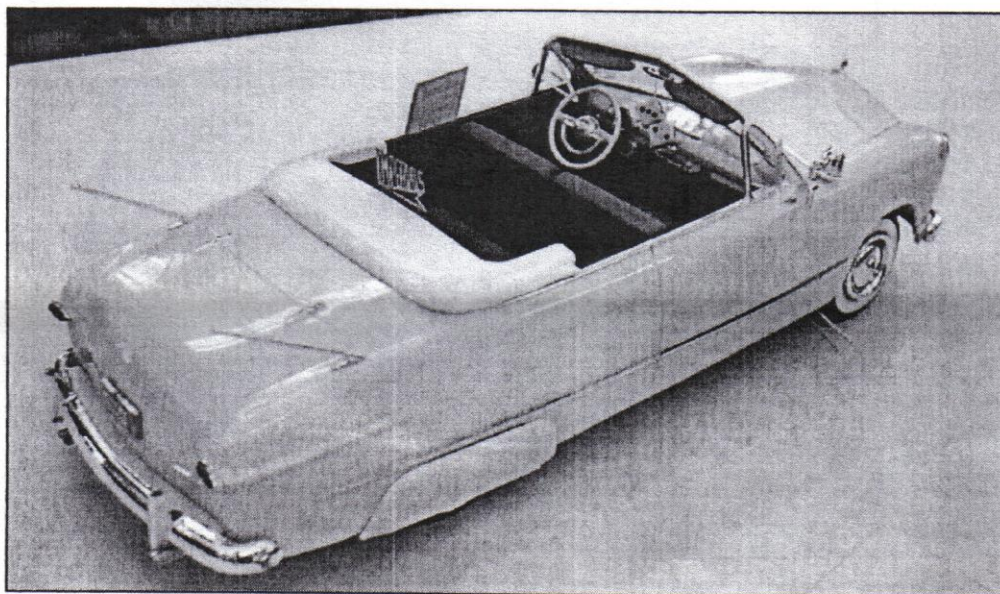
Essex Class CVs, by Alan Raven

Various Floating Drydock publications (Camouflage part I or II, Data book series on CV-10 and CV-11, etc.)



One Day in the Valley

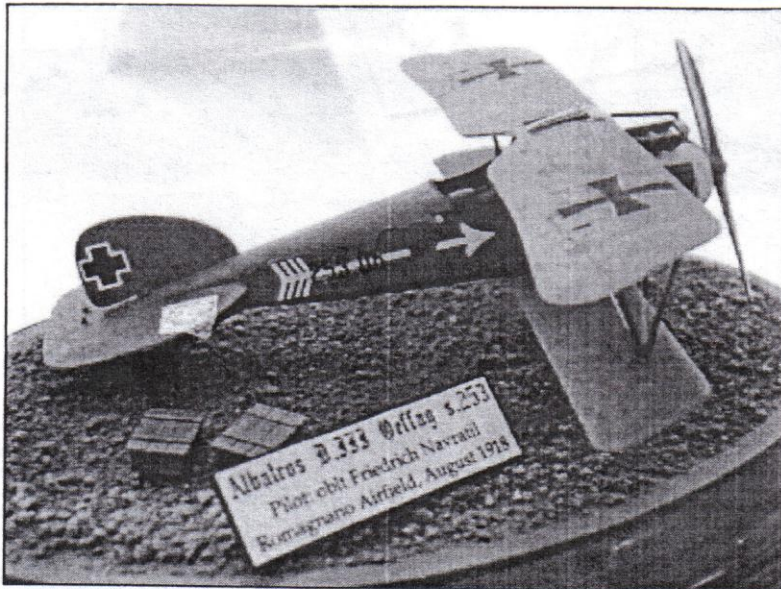
Photos by Mike Burton



On the next three pages, we present a sampling of the models on display at last weekend's contest in Fresno, California. Above: a Soviet BT-7 Tank, finished in a very animated manner with some beautifully kit-bashed and painted figures. At left, one of the many beautiful custom cars present of the tables.

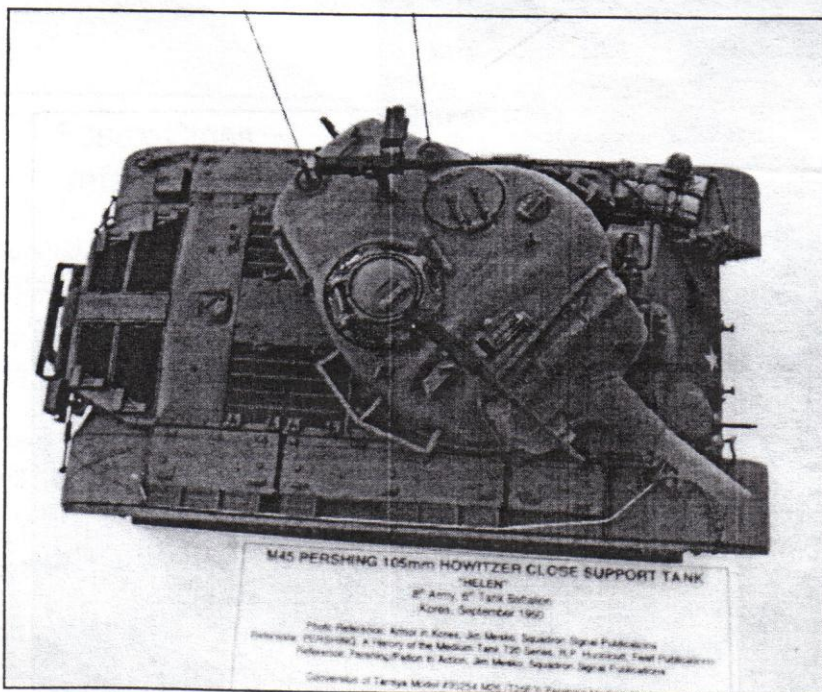
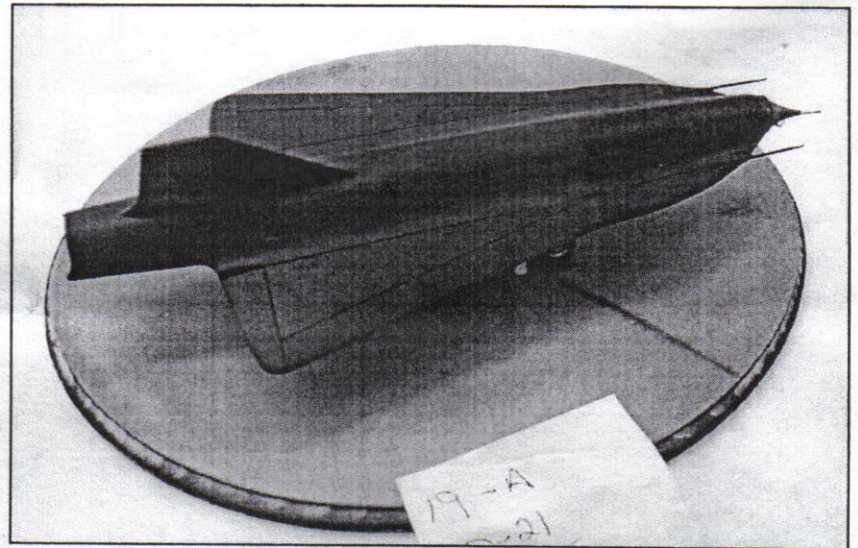
A quick builder turned Tamiya's new P-47D into this well-weathered Jug.



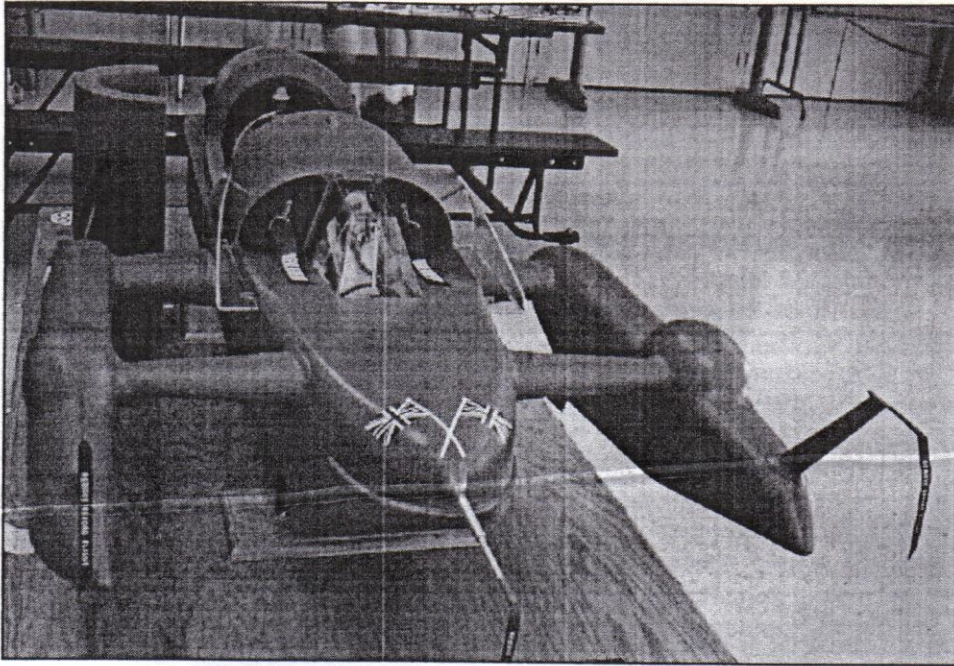


An Albatros D.III, built from the Roden kit and rigged with .005 steel wire. This photo does little to indicate that the model is 1:72!

Modelers who notice the subtleties in paint jobs wouldn't stop droning on and on about this D-21. Even in this shot, you can see how the builder used a mixture of tones to break up an otherwise monochromatic black finish.



Jim Lewis' M45 won Best Armor and Best of Show. It started life as a DML M26 Pershing kit and was heavily modified to the M45 standard.



This massive 1:6 K-7 Bluebird World Speed Record boat took up a large part of the room. The model is an RC boat, complete with its own turbine engine.

An impeccable job of weathering pulls out all the panel detail in this Italeri H-19.



Complete with a helmet for the driver, this 1:25 Frog-eye Sprite looks ready to go racing.

K-Class from *Kombrig*, *HP*: Soviet subs in 1:700

Continued from page 1

During the war, five of the subs were lost to the Germans (K-1—lost to causes unknown in the Kara Sea, Sept. 1943; K-2—lost in a minefield off the Norwegian coast in October 1942, K-3—sunk by German submarine hunters off Batsfjord in March 1943, K-22—lost to causes unknown in February 1943, K-23—lost to German submarine hunters or aircraft off Oksafjord in May 1942). After the war, these subs were the longest-ranging subs in the Soviet inventory for several years until new post-war designs were built, and they were left in service until the end of the 1950s. K-21 decommissioned in 1959 and became a training aid, and later was partially restored and today can be seen in Severomorsk near Murmansk.

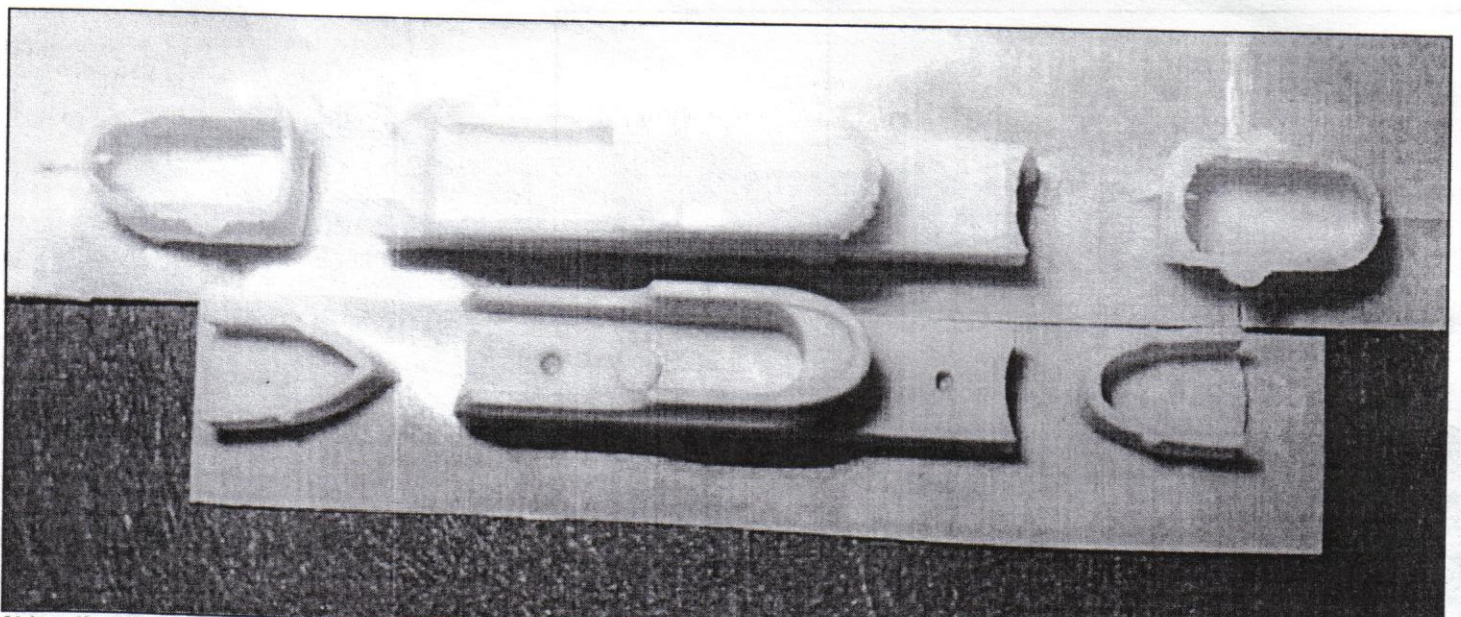
For a long time *HP Models'* K-21 was the only game in town if you wanted a K-21 in any scale. Fortunately, recently *Kombrig* came out with their own version of K-21. Looking at the *HP* hull, the first thing you notice is that it is completely smooth with no flood holes. That is unfortunate since K-class subs had a large number of flood holes in their hulls. The *Kombrig* hull has those in abundance. Putting the hulls side by side reveals other discrepancies. The *HP* hull is

2mm longer than the *Kombrig* hull. After measuring them, *Kombrig* hull is spot on (overall length is 13.9mm while the real boat's 97.7 meters divided by 700 comes out to 13.95mm). It seems that *HP* used the boat's overall length as its waterline length, since the *HP* hull is 13.9mm along its waterline. The second thing that is immediately seen is the difference in the bow between those two models. The *Kombrig* hull has the characteristic triangle shape and a slight hump seen on the early K-boats, while it is absent on the *HP* hull. As a warning, several of the later submarines (probably K-51 and up) were completed with a much larger hump on the bow to improve sea keeping, so refer to references if you are planning to build any boat other than K-21.

K-Class submarines Data

Displacement: 1500/2117 tons
Dimensions: 97.7 m oa x 7.4 m x 4.04 m
Reserve Buoyancy: 41.4%
Machinery: two 9DKR diesel engines, 8400bhp = 22 knots; one 38K8 diesel generator, 800bhp; two PG-II electric motors, 2400 shp = 10.3 knots
Bunkerage: 46 tons oil normal, 240 tons oil full; surfaced, 2400nm at 22 knots, 16,500nm at 9 knots; submerged, 10.4nm at 10.3 knots, 175nm at 2.9 knots
Endurance: 30 days normal, 50 days max
Diving Depth: 80 meters normal, 100 meters full
Dive Time: 50 seconds surfaced to periscope depth, 30 seconds decks awash to periscope depth
Max Underwater Time: 72 hours
Guns: two 100mm/51 B-24-PL (400 rounds total), two 45mm/46 21-K AA (1100 rounds total), two 7.62mm mgs.
Torpedo Tubes: 533mm, six bow + two stern + two external aft; twenty-four torpedoes
Mines: 20 EhP-36 mines
Sonars: from 1939 Mars-12 hydrophones, from 1942 on Lend-Lease Drakon-129
Complement: 62-65

There are several other differences between the hulls. *HP's* deck is wider and the walkway around the superstructure is longer and more square, while *Kombrig's* is a lot more proportionate and seems to better fit the photo evidence. Overall, the *Kombrig* hull beats *HP's* hands down. In addition to the waterline hull, the *Kombrig* kit (like their other submarine



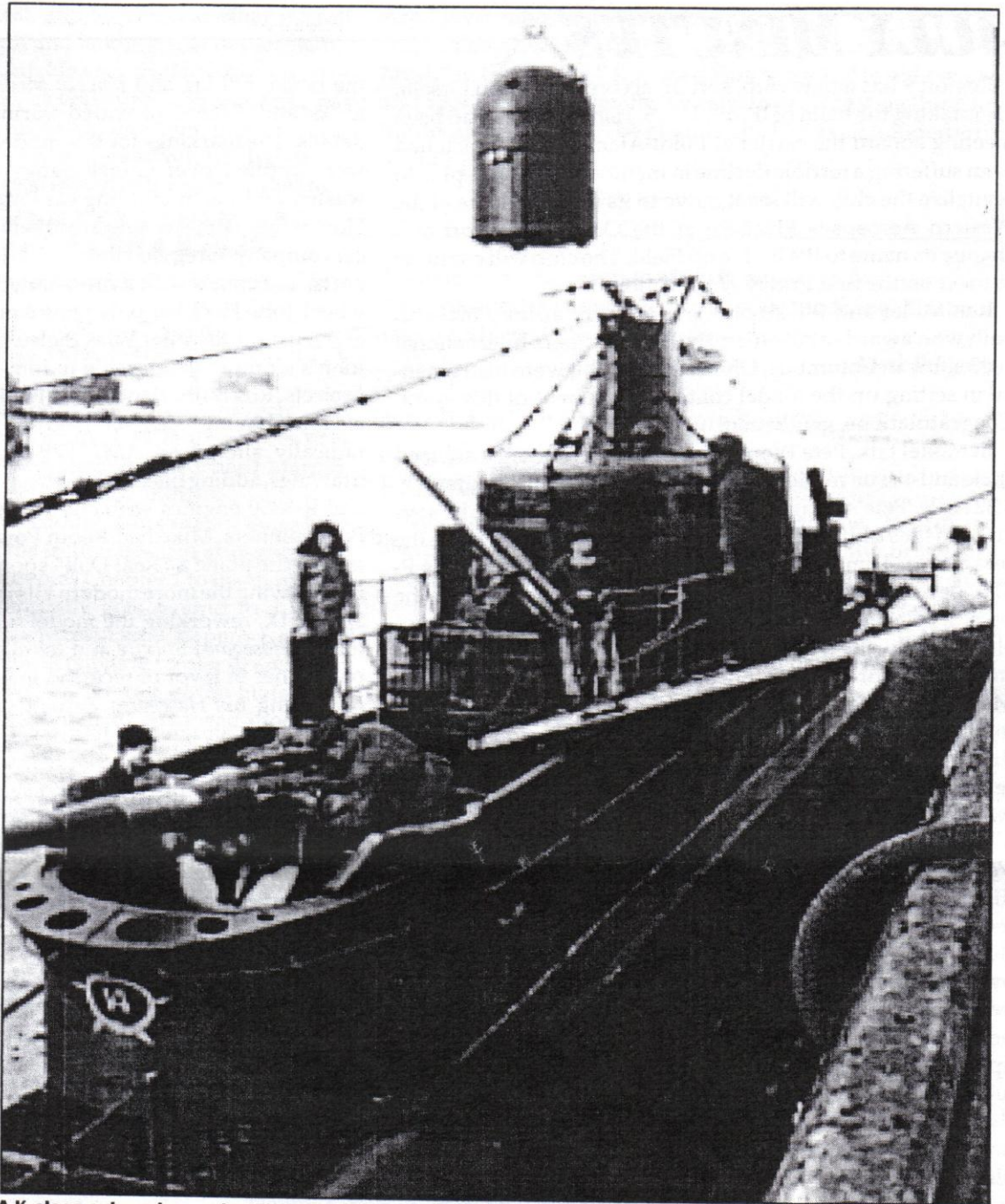
At top, the *HP* superstructure; below it is the *Kombrig* superstructure. Vladimir says the *Kombrig* kit gets the nod in the detail department.

kits) offers a choice of a full hull or waterline version. It is a beautifully done and recreated the complex shape of the K boat's hull.

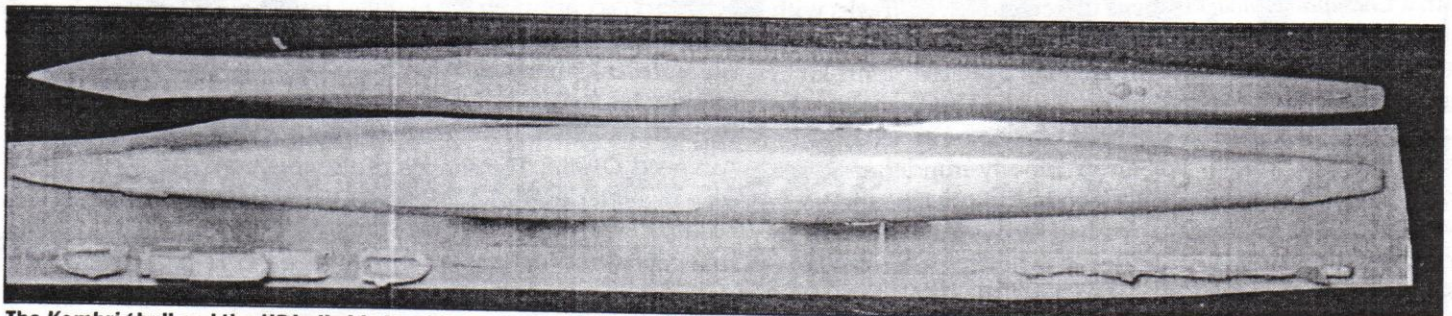
When you examine the details, the difference between the kits becomes even more pronounced. The *HP* kit has only nine parts which are rather poorly cast, while *Kombrig* has 24 excellently cast parts. All of the rudders and other things that are necessary to build a full-hull version of the sub are included in the *Kombrig's* kit. the deck artillery is also excellently cast, while *HP's* guns are nearly unusable. *HP's* superstructure is good 2mm longer than *Kombrig's*, and looking at the photos, it would seem that *Kombrig* is more accurate. Also, the gun turrets are identical in the *HP* kit while *Kombrig* includes the more streamlined aft turret, which is more accurate. The only problem that I saw with the *Kombrig's* superstructure is the absence of the rounded extensions where the aft 45mm gun would be, but it is a very minor detail. Overall, *Kombrig* once again wins without a question.

Since both kits are rather basic, the instructions are also very basic and easy to read. *Kombrig's* instructions, as customary for them, includes a two-view drawing and history of the K-21 along with painting instructions and technical characteristics of the ship in Russian.

Kombrig's kit is an excellent representation of this large Soviet submarine and is a lot better than *HP* kit. Since the price of the kits is about the same, about \$11, there is no justification for getting an *HP* kit if *Kombrig's* kit is available.



A K-class submarine replenishes. Note the very large deck guns, a vestige of pre-war thinking about the use of submarines.



The *Kombrig* hull and the *HP* hull side by side. This shot illustrates how much sleeker the *Kombrig* kit is and shows the plethora of drain holes.

JULY MINUTES

Region 9 has a new club, sort of, according to Lou Orselli. He is taking the helm of IPMS/U.S.S. *Hornet*, which had been meeting aboard the carrier at Point Alameda but which had been suffering a terrible decline in membership. Lou's plan to revitalize the club will see it move to its original home at the Western Aerospace Museum at the Oakland Airport and change its name to IPMS/North Field. The club will continue to meet on the first Friday of each month.

Ken Miller and Bill Abbott, our resident airliner mavens, both won awards at the recently-held Airliners International 2003 show in Columbus, Ohio. Ken and Bill were instrumental in setting up the model contest component of this event. Congratulations, gentlemen!

In model talk, Pete Wong brought in a remarkable stylized stick-and-tissue model of the Wright Flyer in approximately 1:32 scale. Pete's daughter built the model for school; he says "it even flies a little," if conditions are just right (much like the real thing). Tom Trankle is taking his time with *Tamiya's* P-51B, perhaps more so than he would like to because of the poor fit of Jaguar's resin interior. Gabriel Lee built his Venezuelan Air Force F-47D *Thunderbolt*—last issue's cover story—from the recent *Revell* kit. Bill Bauer used the conversion from *M&S Hobbies* to turn a normally-unassuming *Revell* Acura into a street machine ala "The Fast and the Furious," with a different front clip, hood, sides and seats. Barry Bauer (no relation) is back to his somewhat unhealthy *Spitfire* obsession, working on a succession of Supermarine machines, including a *Fujimi* 1:72 *Spitfire* XVI with a *Cooper Details* interior and a *Ventura* FR.18, which Barry says has beautiful lines and dimensions but which requires a lot of work to get right, including some work to reshape the rocker covers. Chris Bucholtz is fist-fighting a 1:72 P-47D *Thunderbolt* to the death over the addition of a scratchbuilt tail fillet, which has been vexing him for more than a year. If the P-47 wins, the club needs to start looking for a new editor. Kent McClure is apparently the reincarnation of a French aircraft designer, judging by his long-range racer conversion. Kent is grafting the long wings of the "Spirit of St. Louis" to the outer wings on a PZL P.23 to create a truly unattractive aircraft. Kent has also built an *RPM* 1:72 Ford TFC as used by the Polish army in the 1920s; he says the kit's instructions are backwards! From the "only Kent would do this department," we have his Victorian Steam Punk, a killer steamroller he converted from a tape dispenser, an electrostatic discharge weapon made from a toy Kent found at a garage sale, and an armored heavy tricycle, converted from a piece of a deodorant dispenser. Eric McClure (relation) is going to town on a Sherman, starting with a *Chesapeake Model Designs* turret and *RHPS* tracks with duckbills and adding an interior, sandbags and parts swiped from a *Tamiya* kit. Ron Wergin put his 1:32 *Revell* *Seafire* kit in the attic in 1970 and needed to buy a second kit to replace the missing parts when he finished it recently! Ron mixed his own paints for this model. For sheer bloody-mindedness, see Ron's 1:700 *Aoshima* destroyer *Shiranui*; Ron says the kit is awful and he had to replace much of the kit from the deck up to get something worthwhile. Ron also finished off a *Revell* Fw 190A, using *Vallejo* acrylics, and an *Italeri* Macchi C.205, using *Tamiya* paints. Frank Babbitt's Angolan MiG-17 came from

the *Hobbycraft* kit, and *Kendall Model Company*, *Tom's Modelworks* and *Eduard* provided various interior and exterior details. The markings for this model came from *Hi-Decal* and were applied over Gunze Sangyo paints. Greg Plummer wasted no time in building his *Polar Lights* 1994 Homer, the Homer Simpson-designed car that ruined Homer's brother's car company. Greg said the model has great chrome and clear parts, and comes with a pre-painted Homer to go behind the wheel. John Heck has only photos of his F-86F; the model was given to real-life pilot Vilas Bielenfeld, something that made John's jet more memorable to him than any of his previous projects. Roy Sutherland's 1:72 Fw 190A-7 won at the nationals after having been skunked the year before. Mike Meek radically altered an *AMT* F7F *Tigercat* based on a set of drawings, adding fillets behind the wings, a low-profile canopy and R-3350 engines with cut-down C-130 propellers on *Sea Fury* spinners. Mike had Robin Powell make up some decals to give the plane a "Real Doll" sponsorship. Laramie Wright is eschewing the more modern kits in favor of a *Monogram* 1:48 *Spitfire* IX, reworking the model with leftover interior parts form a *Hasegawa* *Spitfire* and taking off the rivets and raised panel lines in favor of recessed line scribing. Laramie is also reworking his *Hasegawa* Zero 32 and plumbing the Sakae engine with an ignition harness. Greg Lamb demonstrated how model instructions should be taken with a grain of salt; his 1:48 Bf 109E finished using *EagleCals* decals and painting instructions resulted in an RLM 74/75/76 aircraft with RLM 02 mottling, while the decals in his *Hasegawa* 1:72 model of the very same plane called for 81/83 camouflage with a yellow band and yellow rudder. Matt Mackin has spent a lot of though building a base for a diorama that will depict an Afrika Korps patrol, using grout cement over a foam base. Judging from the sand dune-like shape of the base, the diorama ought to be striking. Matt is also building a Bishop self-propelled gun from the *Scala* kit, which he picked up at a club auction. Matt is adding many scratchbuilt details to the interior of this gun. Through his connections, Pete Long got his mitts on a *Tamiya* P-47D bubbletop, and his preliminary fitting shows it assembles as nicely as *Tamiya's* razorback. Ben Pada played a bit of "Luftwaffe 1946" with his *Tamiya* 1:48 Do 335, topping his out-of-the-box build with a fictitious operational scheme. Ben also added *Cooper Details* cockpit and rudder parts to *Tamiya's* 1:48 Fw 190D-9 and topped it off with *Gunze Sangyo* paints. Scott Nagle is building a 1:49 OV-10 *Bronco*, inspired by the book *Flying Black Ponies* about Navy squadron HAL-10. Scott had the interior, by *Paragon*, painted and ready for the rest airplane to be built around it. Mark Schynert is continuing his Hawker hunting; his latest project in this vein is a *Tempest* I, built using the *Ventura* conversion, some *Heller* kit parts and the *Obscureco* *Tempest* interior. Next up may be *Pavla's* 1:72 *Typhoon* IB, the "car door" Tiffie, or perhaps the new kit that had Mark the most excited, *Pavla's* Airspeed *Oxford*. The shapes of these models are good and they fit better than *Pavla* kits of Old, Mark says. Mark also brought in the *Sword* Sikorsky S-43; he predicts he will swipe some decals from the 1:144 *Airfix* Boeing 317 Clipper to do a civilian Sikorsky. Mike Burton is building a pair of *Monogram* *Mustangs*, a -B model and a -D model, for the upcoming

"Monogram Mastery" contest, and he's built another aircraft that was easier in the cockpit and landing gear departments: a JB-2 *Loon* from the MPM kit. He says the *Loon* had some fit problems and wasn't as easy as you might assume. Mike has also completed another in his *Sabre* collection, this one an F-86L from the *Rarebits* conversion, decked out in Thai decals from the *Hi-Decal* line. And the model of the month goes to...

SYSM BOOKSHELF

How to Build and Modify Resin Model Aircraft Kits

By Richard Marmo

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Specialty Press is best known for its "WarbirdTech" and "AirlinerTech" series of monographs. Here it explores new ground, publishing a modeling manual by Richard Marmo, one of the founding members of IPMS/USA.

The title of the work is misleading; there is a lot more here than simply a discussion of the techniques and idiosyncrasies of resin modeling. Marmo devotes Chapter 1 to the dynamics of RTV and resin, and eventually gets around to a walk-through on building a complete resin kit (Chapters 6 and 7). Thereafter, he covers resin conversions (Chapter 8) and resin detail sets (Chapter 9). However, the rest of the material is equally applicable to intermediate and advanced modeling with styrene or any other medium or combination of media. He devotes a lot of space to tools (compressors, airbrushes, lighting, visual aids, measuring devices, brushes, hand tools, and power tools,) putties, glues, paints and an entire chapter to bare metal application. He also offers advice on selecting subjects to model, composing dioramas, scaling up and down from drawings or photos, finding references, and displaying the finished work.

The only downside from my perspective is that the writing can be repetitive and excessively conversational at times. The ideal audience for the book is the re-entrant modeler who has money to spend on the hobby and a need to come up to speed with the leading edge of products and techniques, after having been out of the hobby for 10-20 years. However, modelers with intermediate skills, or those who have never worked with resin, will still find a lot of value in this book.

Ray Lloyd, who took *Tamiya's* chrome-finish F-84G in 1:48 and turned it into a real beauty. Not willing to equate "chrome finish" with "toylike," Ray used *Bare Metal Foil* to hide seams and applied *Testors Metallizer* sealer to provide something for the decals to bite into. The plane is finished as a Thunderbirds aircraft from 1952.

Although the title refers to aircraft, almost all the material in the book applies to most genres of scale modeling. The book sells for \$19.95; I think it's worth the price.

—Mark Schynert

M4 (76mm) Sherman Medium tank 1943-65

New Vanguard 73

By Steve Zaloga

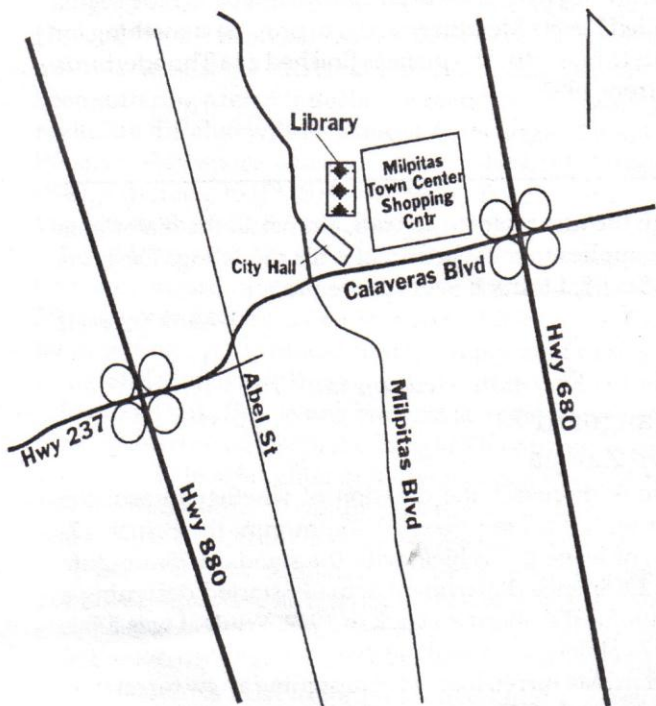
This book discusses the decision of whether to arm the Sherman with a more powerful 76mm gun, the British 17-pounder, or leave the vehicle with the standard 75mm gun. The U.S. Ordnance department actually started designing a 76mm gun for the Sherman back in 1942. While it was a fair gun the 57-caliber gun caused traverse problem when mounted in a standard M4 turret. Instead of designing a new turret they instead whacked off 15 inches, making it a gun with mediocre anti-armor performance. The British did offer the U.S. their outstanding 17-pounder but the U.S. turned them down because of fears that the British could not supply enough guns (a fear that actually turned out to be correct later on when the British had trouble arming enough *Fireflies* themselves). I found the book very interesting in as a historical study of the decision of how to arm the Sherman and what the main purpose of the U.S. Armor Forces was. There are sever color plates covering different vehicles up to the use of M4A1 76mm by the Israelis. Osprey continues to make the mistake of printing the cutaway drawings on two pages. This makes it very hard to use because of the end binding. I would rather they print the cutaway on one page and put the item key on another. Anyway, all in all an interesting book for any fan of the Sherman.

—Kent McClure

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