



## Tojo Mojo - Building Hasegawa's 1/48 Ki-44 Shoki

By Greg Plummer

Japan was gearing up for war in the late 30's, and they knew they needed better aircraft. Enough of the slow, fixed gear, single row radial engine put-puts armed with two dinky machine guns (think Ki-27), the Japanese command wanted fighter planes with some cajones. Around the same time that the famous Mitsubishi Zero was being developed, Nakajima, now known in the states as Subaru, got the orders and specs for a pair of new fighters for the army. One of them, the Ki-43 Oscar, was a quick development as it was an evolution of Nakajima's Ki-27 Nate.

The Navy's Zero was also quick in coming, flying by 1939, allegedly due to inspiration from Howard Hughes' air racer.

The second Nakajima fighter from the 1938 order was the Ki-44 Shoki and took a bit longer in development. It wasn't taken into service until 1942. Designed around the large HA-41 radial engine, then the most powerful in Japan, the Ki-44 Shoki (code name Tojo) was a compact fighter designed to be a high-speed interceptor. Though good handling wasn't important for this role, the Shoki handled well due largely to its "combat" flaps, an innovation first used on the Ki-43 Oscar. These were fowler flaps that not only dropped downward from the wing, but also moved backwards. Modern and much more complex versions of these flaps are found on airliners today. You may have seen them when looking out the window when your flight lands.

Due to the high loading of its short wings, however, the Shoki's low speed stability was iffy especially when landing.

This made it unpopular with pilots. Another feature of the Shoki was the placement of the horizontal stabilizers well ahead of the rudder, making for a unique overhead profile.

Equipped with two machine guns in the cowl and two wing cannons, the Shoki was adequately armed. Armor plate around the pilot offered more protection when compared to the early lightweight Zero.

The Shoki went through a few modifications, including a more powerful HA-109 engine (Ki-44-II) and differing external stores (Koh, Otsu, and Hei versions, what ever the heck those mean).

Lessons learned from the Shoki ("demon") allowed Nakajima to go on and make one of the best piston engine fighter planes of the war, the Ki-84 Frank, whose only real fault was poor build quality.

Production of the Ki-44 Tojo was in fact stopped in 1944 after 1,200 units were made to concentrate on Ki-84 production.

In combat, the Tojo was best remembered as a mainland defender late in the war intercepting B-29 bombers – the role it was designed for, sort of. The Tojo was not rated for the high altitude of the B-29s; a simple turn meant losing so much height that the bombers could simply fly away unharmed, so attacks had to be straight and level. The Tojo's cannons had low muzzle velocity, so they were only effective for about 500 feet, while the B-29's .50 caliber machine guns worked for more than three times that distance.

To make matters worse for the Tojo pilot, by this stage of



**The Nakajima Ki-44 "Tojo" was first used in combat over Singapore in 1942 and saw some success as a homeland defender at the end of the war. The Hasegawa kit is accurate, well detailed and has a good fit overall. Rather than use the kit decals, Greg masked and painted the himoras, antiglare panels and call numbers.**

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# IN MEMORIAM

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Ralph Patino, a long-time member of Silicon Valley Scale Modelers, passed away less than two weeks before our August meeting. Ralph was well known for his enthusiasm and his inability to turn away from large, challenging projects.

Ralph, who lived in Salinas and for many years ran the coffee shop in the Greyhound terminal there, made no secret of his hobby. His models were displayed prominently, and on one occasion his models were seen by a film producer and were used as set dressing in a television program. Ralph and his wife Brenda also kept unbuild kits on hand and sold them to interested customers, helping to spread the hobby.

Ralph's modeling focused on the large and unusual. Most recently, he showed off his scratch-built 1:167 U.S.S. Pine Island, built to accommodate the old Revell PBM Mariner kit! Ralph also built a 1:24 SdKfz 224 and BMP-1, but he was best known for his

remarkable models of earth moving and construction equipment. Many of his creations are on display in local heavy equipment dealerships, Ralph built his large scratchbuilts using a T-square, pencil, scissors and sheet plastic, and little else. Brenda helped him with some of the smaller details; Ralph was legally blind. He turned this disability into an asset, using his free time to work with children, especially at-risk youth. It was not uncommon for local history teachers to ask Ralph to bring in his models to help them teach about the history of World War II.

Ralph's enthusiasm and audacity in modeling will be missed, as will his good nature and self-effacing manner. Our sympathies go to Brenda and to all who Ralph touched in his life.

Condolences may be mailed to 912 Rider Ave., apt. A, Salinas, CA, 93905.

# PRESIDENT'S MESSAGE

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Well, members, welcome to August's issue. The usual great modeling stuff is in the following pages, but I'd like to take a little time to talk about the logistics of the newsletter.

Having been the editor for 12 years, I know a little about what it costs to produce the *Styrene Sheet*. Not only does it take about \$1 per issue, but it involves an immense amount of time on the part of the editor. Unlike a book or magazine, we don't have a staff that edits and assembles the newsletter, then sends it to a printing company to be printed, folded, stapled and mailed. Instead, we have an editor who does all of this for the almost 100 people on the list, plus a few extras we use to attract new members. Cost is an issue; paper, printing and postage all add up. But the biggest expense is, I think, is labor. If we allowed our editor to charge an amount commensurate with the caliber of his work, the price of the newsletter would go up substantially. John contributes a massive amount of time and effort, time he could be spending on models.

When someone like John is willing to pitch in so mightily, it really brings to light the distinction between him (and people like Steve and Anita Travis, Randy Ray, Mike Meek, Jim Priete,

Mike Burton and our other super volunteers) and the people who happily take the newsletter each month but who refuse to become members. John makes a huge investment in the *Styrene Sheet* of his time and effort, and some are happy to take advantage of that effort while never doing so much as bothering to join the club. The dues are \$25 a year, renewing in January and prorated over the course of the year for new members; that adds up to \$2 a month in exchange for the meeting, the *Styrene Sheet*, the contest, the Web site and all the other opportunities SVSM offers. I can't think of a better value for the money than membership in the club.

If you agree with me, and you're not a member yet, please talk to treasurer Bill Ferrante at our next meeting. Joining as a new member at the August meeting would cost just \$8; it will help the club invest in the future of the hobby, hold better and bigger contests, and, in a tangible way, you'll be demonstrating through your membership how much you respect and appreciate the efforts of John and our other volunteers. Think of them. Become a member, and do not take their hard work on your behalf for granted.

— The President

# EDITOR'S BRIEF

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A funny thing happened to me while I was printing the last *Styrene Sheet*. I ran out of toner. That's not really a big deal or funny for that matter (unless I ran out of toner because the cassette broke open when I used it to smash a spider or something, and then it rained the indelible granules all over the room like non lethal, but no less annoying, nuclear fallout. But I digress). The problem is that the toner ran out in the middle of printing only the second issue of the *Styrene Sheet* for that toner cartridge. I had to rush out and buy another.

"What's your point?" I hear you pleading, hands pulling at your hair, if you have it. My point is that this large expense so soon after the last toner purchase awakened me to the true cost of the *Styrene Sheet*. After several minutes of frustrated fussing around with a calculator and cursing my five years in the San Jose State Art Department and lack of math skills, I came to the conclusion that the newsletter costs roughly 90 cents per issue, including postage. That accounts for toner, paper, the cost and maintenance of the printer and stamps. It does not include incidentals like staples and the funny looking stapler used to stitch the newsletter together.

What many of you might not know, is that for the 12 years Chris

Bucholtz was editing the *Styrene Sheet*, it was getting done for close to free. Chris had access to his grandfather's copy machine and would jimmy the lock late at night and ooze into the office. Then he would put about 500 clicks on the copier before skulking away. Then again, maybe he had permission. Let's go with that. Bottom line is the club was only paying for postage and an occasional thank you gift for John Bucholtz.

The club does cost money to run, maybe more now than ever. It's easy to take the smooth operation of our club for granted, but there are a myriad of small and not so small expenses. Now we have having to pay full price for a major expense.

If you are someone who has been lax on paying your dues, consider getting current with your payment. The added dollars would certainly not be a burden. Likewise, if you are someone who has been enjoying the club and have never become a member, consider joining. You'll get this fashionable newsletter in your mailbox each month and your dues will help the club operate at full speed. If you are someone who just refuses to join the club even though you come to every meeting, well, I don't know what to tell you.

Speaking of the *Styrene Sheet*, the club brought 200 copies of

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# Making Sense of the Revell 1/144 Boeing 707

By Ken Miller

In the early 1950's the writing was on the wall that jet transports would soon replace piston engined transports. In May 1954, the USAF had issued a Request for Proposal for 800 jet tankers.

Boeing was ahead of the field with their experience gained from the jet powered B-47 and B-52 aircraft. The prototype 367-80 was only two months away from its first flight.

Boeing had finalized the configuration of the new jet transport/tanker in 1952. Thirty-five degree swept wings, four separate podded underwing J-57 engines, and swept back vertical and horizontal tail surfaces would become spotting characteristics for the 367-80 prototype, KC-135 tanker and 707 airliner. Boeing privately funded the development of the 367-80, or Dash 80 as it is commonly referred to, for 16 million dollars. At that time it was the largest financial risk ever undertaken by an aircraft manufacturer.

The KC-135 Stratotanker and C-135 Stratolifter were the first Boeing aircraft produced based on the Dash 80. The first flight of the KC-135A was in August 1956. The

production line closed in February 1965 after 808 aircraft had been produced for the USAF and an additional 12 had been built for France. Boeing's in-house designation for the KC-135 family was the 717.

Boeing allocated the 717 designation to the KC-135 to indicate some substantial differences from the Dash 80. The fuselage was slightly wider to accommodate six abreast seating in anticipation for the 707 airliner. In the end, the 707 was widened even more in response to airline requests. The 707 and KC-135 aircraft could not use common fuselage

assembly jigs. There are also major structural differences between the C-135 and 707. The C-135 was built to a "safe life" philosophy to meet the USAF requirements. The 707 was built to Federal Aviation Regulations (FARs) that dictated a "fail safe" structure. Both models were manufactured from different aluminum alloys.

The bottom line is that even though the Dash 80, KC-135 and 707 all look similar, they are three distinct aircraft

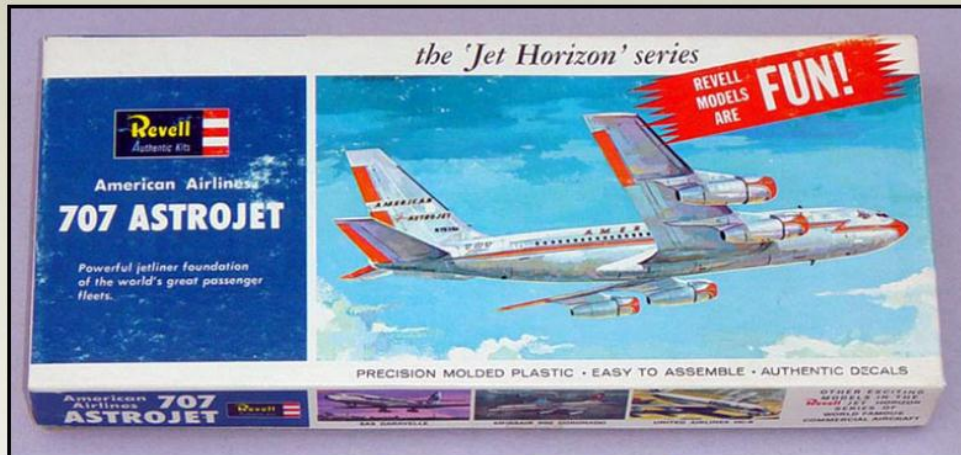
types. From an engineering point of view the only thing in common between the 707 and KC-135 is the wing box. Don't let anyone tell you that a 707 is a KC-135 with an interior, or a KC-135 is a stripped out 707 with a refueling boom.

The 707 was by far the most successful first generation jet airliner with 1,010 sold of the 707 and shorter range 720 model. The KC-135 was also a great success, selling 820 aircraft over the lifespan of the construction line.

Revell marketed the 707 kit from the get-go and is still getting mileage out of their molds. Revell's 707 kit has been around for ages and builds into a nice 707-120. Revell has released many

variations of the kit, though oftentimes the kit has been marketed as a version other than the 707-120. Building the kit has been a great opportunity for me to learn the many variations of 707 types and to see how Revell has stretched reality with their kit.

Some big variations between the different 707 versions are fuselage length, turbojet or fan engines, tail height and ventral fins. There are many more variations, but I mention these because Revell has offered the kit with different engines, short or tall tails, and with or without the ventral fin. The



The 707-120B "astrojet" from about 1964. This kit would be released in various boxings for the next 40 years.



The Boeing 707 prototype - 367-80 on roll out on July 15, 1954, at Renton Field. The "Dash 80," served 18 years as a test laboratory and is now at the Smithsonian Air and Space Museum. Fourteen-thousand Boeing 707 jetliners were built.



**The KC-135 - 1982 boxing. This kit is really a 707 so all the major dimensions are incorrect.**

fuselage length has stayed the same in all kit releases. No matter what version you buy of the Revell 707, you get the plastic to make a 707-120.

Michael Blutworth has organized all of the different releases to make some sense out of them.

1. 707-120 1958

In this issue (the original), we have the windows partially recessed down the line, and there were a couple of spotting errors in them, particularly in the addition of three "lounge" windows after the aft doors. These windows never appeared on production aircraft. The cockpit windscreen was lacking, but the frames were molded in. It also came with the early short fin, a molded in VHF fin antenna, and water injection P&W JT-3C turbojets. Remember these details, please.

2. 707-120B 1961

This issue came with the new P&W JT-3D turbofan engines, a tall tail with the VHG antenna and a small ventral fin. Decals were updated to reflect "Astrojet" status. No change to the windscreen or the cabin windows. This version was released in many guises over the next four decades. My release actually has the registration for an American 720B so the fuselage could be shorter.

3. KC-135 1958, 1982

This was the first major remake of the molds for this kit,



**The E-3A AWACS boxing from 1982. Although the Rotodome is well done, the kit is based on the incorrect 707-120.**

and we first have to remember that this is a 707, NOT a KC-135, so all important dimensions are off, except for the wings and engines. What's important here is that the windows are gone, but the windscreen is still framed. JT-3C engines, then later, JT-3D. Again, later, a tall tail and always, ventral refueling gear (which is a little large). But is not, I repeat, not, a KC-135! Never was - never will be! Revell did create a different fuselage mold for their KC-135 issue. You can see that fact on the inside of the port fuselage half, where the statement "passenger 707" or "KC-135 tanker" is present. This little wording is still present on the last KC-135 issue, and on the present "720" reissue.

4. E-3 USAF 1982, et al

The real E-3 is based on the larger 707-300 airframe, so, once again, this is way off the mark in a lot of ways. The Rotodome is very nice, and if you put it on one of the new Minicraft 707 kits you'll have a nice E-3. Ditto for the decal sheet - this is a conversion really worth the time, if you are



**The 707-320B Lufthansa kit from 1982. Unfortunately this is not a -300 kit.**

so disposed. The cockpit windscreen is now a clear piece that you insert (which is good). The tall tail is molded in as part of the fin, and JT-3Ds (the military called them TF-33) engines are provided.

5. 707-320B Lufthansa 1982, et al

This is a Revell / Germany issue, and once again, since this is not a 300 kit, it's wrong in all dimensions, since the basic passenger mold is untouched. Still no windows, and the windscreen is still the clear piece. JT-3Ds; tall tail molded in.

5B. 707-320B Varig

I also have a Revell of Brazil release that came with Varig markings. A little research found that Varig never operated the 120 version of the 707 so the kit wouldn't be accurate. A check of the Hannants Web site found a Brazil 707-320 decal for Varig, and a purchase of a Minicraft 707-320B kit with its longer fuselage will fit the bill for a more accurate model. The artwork on the Varig decals that came with my Revell kit is horrible anyway.

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# Captain Yoshio Yoshida's Ki-44-II "Tojo"

Continued from page 1

the war the lack of supplies and trained crew meant unreliable machines – much like modern Subarus. Needless to say, it took some real guts to fly at altitude and attempt to shoot down a bomber full of angry farm boys that had better guns than you and to do so in a fighter plane that may quit operating at any time.

The model depicted here represents Capt. Yoshio Yoshida's Ki-44-II Hei, a full on B-29 ace with six shot down. Japan still lost the war.

Interestingly, typing Yoshio Yoshida into Google results in matches for a famous Japanese baseball player and a producer of Godzilla movies. I doubt it was the same guy – no one's that talented. Actually, I don't even know if he survived the war. For you plane spotters out there, Yoshida flew out of Kashiwa airfield during 1945 and was in the 70th Hiko Sentai of the 3rd Chutai. His plane was number 11. Ya happy now?

Hasegawa released a series of new mold kits in 1/48 scale of Japanese WWII fighters in the mid to late 90's, including a new Zero, Jack, Oscar, Tony, Frank, and the subject of this article, a Tojo. This newer line is generally excellent, with fine fit, good cockpit and wheel well details, and fine inscribed panel lines. The Tojo is no exception, needing little to make a decent model right out of the box. The layout of the 66 light gray parts is fairly conventional, with a one-piece lower wing and the entire fuselage in halves. Nice touches include a one-piece cowl and a two-piece canopy – much better than the other way 'round.



In the absence of any hard evidence of what cockpit color a Ki-44 would have had, Greg painted the cockpit using a 50/50 mix Dull Cote and RAF interior Green over the black washed cockpit parts. A chipped paint effect was achieved by splattering Metalizer over the seat and floor boards.

A large decal sheet with two versions, including Yoshida's plane, is included in this release (kit JT36). Hasegawa has a few other boxings of this kit including camouflaged versions, but Tojo camo was usually sloppy green blotches over natural metal. If you want to build a Tojo, a bare metal finish is really the only option.

All together now – "construction starts with the cockpit." Very good. Already we've run into an issue of some debate. The instructions state to paint the main parts of the cockpit in "cockpit color" (Gunze #127) – a shade of light yellow green, but is this accurate? No original Ki-44s are around, so the exact color is unknown. Some aviation buffs think Tojo cockpits would have the same blue-green lacquer coating (Aotaki) as the Oscar did, but this presents its own problems. Aotaki reportedly seemed to vary in shades from a deep blue to a near clear yellow-green and it weathered easily, changing its color. It's even likely that cockpits were left in bare metal during late war production (i.e. Ki-84s) to save materials and labor. The lesson here is paint it in some reasonable greenish or bluish shade and you'll be OK – no one can prove you wrong until a time machine is invented.

I used a 50/50 mix of Dull Cote and RAF interior green over the black washed cockpit parts for that cool shadow effect paint. I then splattered Metalizer over the seat and floorboards to represent chipped paint. Rather than use the kit decals for the instrument panels (there's two of them), I painted them black and



This Ki-44 was abandoned at Clark Field in the Philippines and captured by the Americans when they retook the field in February 1945. This aircraft was taken to the United States where it became a test subject.



**While the fuselage halves fit well, the upper right wing root had a gap that was filled with .010" styrene and filled with super glue. This was the only fit problem of consequence.**

then dry brushed the dial details in aluminum. I then added a drop of clear to each dial. While not as good as a photo-etched part, the kit panels looked acceptable. I should have also got some PE seat belts for the bare kit seat, but I can add them later. I installed the cockpit after I glued the fuselage halves together; the fit of the cockpit bulkheads to the fuselage wasn't great, but correcting that would require major surgery for minor results. Closed canopy time?

Interestingly enough, the tail wheel insert can also be glued in after the fuselage halves are together – ask me how I know. Actually, the tail wheel insert also fits somewhat poorly, so having the fuselage halves together allows one to correctly align the insert. Just drop the insert into the tail and shake until the sucker shows up, and then grab the liquid cement... By the way, the fuselage fit was near perfect. I used gap filling CA glue on the halves, so no putty was needed.

The one-piece horizontal stabilizers were glued in – they were just a hair thicker than their fairings molded on the fuselage but a little block sanding took care of this. The lower wing section was then glued in with CA along with the upper wing halves. There was a fairly large un-Hasegawa – like gap at the upper right wing root, and it was filled with .010" sheet and putty. This turned out to be the only real fit problem on the kit, but it was significant as the joint line had to be rescribed. Reading reviews of this kit online, I found this seems to

be a common problem, so no operator error here.

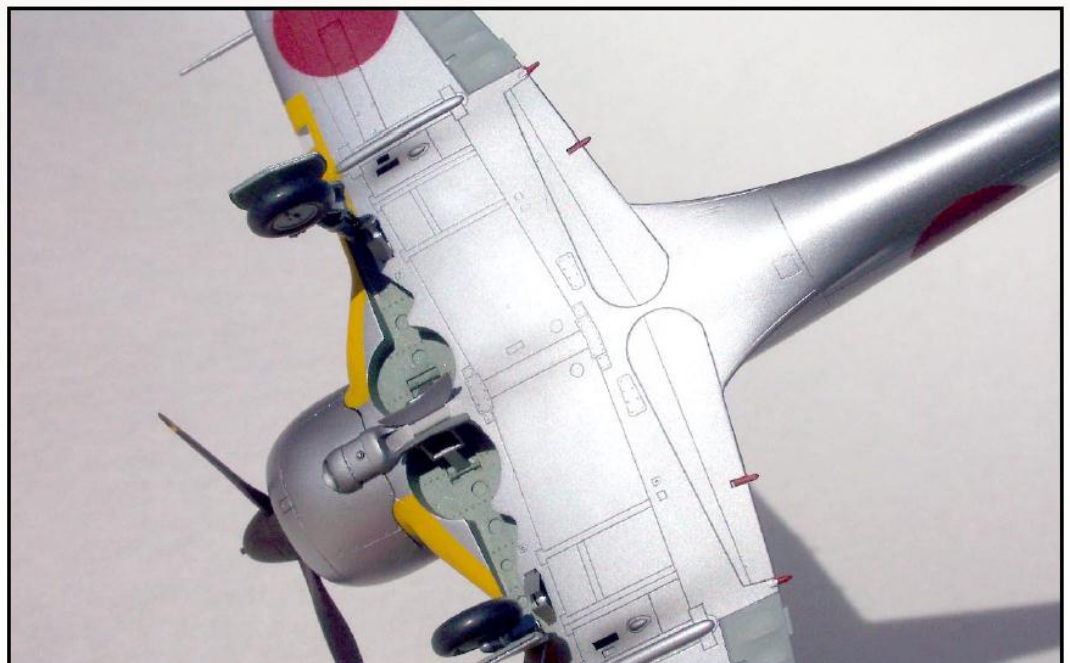
I should also mention the drop tanks in my example of the kit were short shot (incompletely molded); if I had actually wanted to put on tanks I probably would have had to scratch build the center sections. Again, very un-Hasegawa-like – I do not know if this is a common problem for this kit.

The molding seams on the cowl were cleaned up at this time and test fitted to the fuselage, but it and the engine would not be glued on until after the plane was painted. All seams were filed, block sanded, and then polished, as this model would have a bare metal finish. The gap filling CA glue used throughout construction did its job well, as no putty was needed

outside of the right wing root.

The engine was assembled and airbrushed Testor's gunmetal Metalizer, with the front crankcase part in steel. Ignition wires were added using craft wire – feel free to just route them anywhere they'll go, that's what the Japanese did on the real things. The engine was put aside for later installation.

With the main airframe assembled it was time for painting. The control surfaces on Tojos were finished in light gray, so I sprayed these with Tamiya IJA gray, along with all the seams in order to spot any gaps that may be left. This spray worked fine and looked good; within a few hours the control surfaces were masked and the gray over spray and seams were polished



**Greg painted the wheel wells with the same yellow green contrivance that he used to paint the cockpit. The tires were brush painted with "tire black."**

down in preparation for the bare metal finish. Here I tried Tamiya's bare metal spray in their new aircraft color line – the results were fine, but the color was a bit too deep for natural aluminum alloy and there was a hint of transparency to the finish – it would be ideal for a silver dope finish rather than natural metal. On the plus side the paint was tough (didn't rub off), and requires no prep coat like Alclad. I ended up spraying non-buffing Testor's aluminum Metalizer here and there, which made for a nice variation in the "metal". I was satisfied. Oh, I masked off the cockpit before I started doing all this.

Hasegawa provides complete decals for both of the marking options, including the black antiglare panels and wing leading edge yellow ID stripes. Why anyone would use a glossy decal for an antiglare panel is beyond me, so I simply used the decals as a guide for masking off these areas and airbrushed them flat black with a hint of blue. While I was at it, I cut out the number 11 in the decal sheet and used it as a stencil for the black side numbers. Those looked good, so I masked off the yellow ID panels and sprayed them, well, yellow. It was better than using the 12 (!) decals provided in the kit for the ID markings. The wheel wells and inner doors were airbrushed the same mysterious yellow green as the cockpit.

Now for the national markings; bare metal Japanese planes typically had no white surround on the "meatballs," so I thought I'd spray them like the rest of the markings. This turned out not to be such a hot idea, because instead of using actual masks, I sprayed through circles cut in acetate sheet. The result was slightly fuzzy himoras. At least they were in flat paint, so they looked realistic in the centers anyway. I ended up sanding the edges of the red with 4000 grit sand paper to get rid of most of the over spray (remember the tough Tamiya paint), which resulted in a nice weathering effect. In the future, I would still not use decals; I would simply get actual adhesive masks.

The only kit decals I ended up using were the tail fin flashes and the score markings. Ironically, the kit decals were excellent; they were thin, stuck well and responded to MicroSol just fine. D'oh!

The canopy frames were masked off and first sprayed Tamiya IJA gray to prevent transparency and then I used the bare metal spray. The canopy frame edges were engraved on the kit parts, making masking a breeze. I wish all makers would do this. I left the main canopy open for later detailing. Right. The front section had to be massaged just a little to fit

snugly; ironically the single locating pin provided interfered with the fit. The kit landing gear and doors fit well with careful alignment, though the small outermost gear doors should be replaced with thinner plastic card. Another modification on the to-do list. By the way, I always use acrylic tire black to brush paint the tires, and so should you. Trust me on that.

The engine, exhaust, and cowl were now put on. The prop was assembled and airbrushed in a mix of black, rust and a touch of silver to represent the reddish dark brown primer used on the real item. The instructions list this color as "propeller color;" thanks for the information, Hasegawa.

An item I wish was on the decal sheet is the prop tip yellow stripes, weren't there, so I cut a yellow ID panel decal into

a thin strip and used that. Final items included the cannon barrels and pitot tube, a stretched sprue antenna and painting the navigation lights (remember – a commie RED is always on the LEFT). One part left – the landing light lens. This part didn't fit well at all, and it looked bad. I made a lamp lens with a drop of white glue in the landing light recess and then used a piece of clear tape over the wing edge to represent the cover, trimming away



**Although the Ki-44-II Hei was not rated for high altitude, Capt. Yoshio Yoshida became an ace, shooting down six B-29s, while with the 70th Hiko Sentai of the 3rd Chutai. Greg's markings represent Capt. Yoshio's aircraft.**

the excess. This worked surprisingly well, though I just may be impressing myself. Final weathering (exhaust and cannon stains) was added using highly thinned Dull Cote with a bit of blackish gray enamel in it. With this mix, staining can be well controlled using an airbrush as each pass leaves only a little black color. Yes, I probably went too far on the exhaust stains, but it was fun.

Well, you may have noticed that there were a number of things wrong with this kit (and perhaps the builder), but don't get the wrong impression – this kit builds into a fine model of the Tojo and is certainly the best 1/48 Shoki available. The critical parts like the fuselage halves and cowl fit very well, and the gap at the right wing root is easily taken care of with basic modeling skills. The smaller items, like the thick gear doors, short shot drop tanks, and horrible landing light cover, are bit more disturbing for a Hasegawa kit. The worst that can be said is that this kit isn't the cream of the crop in terms of the newer Hasegawa offerings. I'm happy with the results, they're not quite Ben Padaesque, but it'll do. Now I'll tackle that Ki-84 Frank kit.

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



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The latest release of the kit in 2002 is a United 720. The fuselage is the length of the 707-120 and could be cut down to that of a 720.

#### 6. 720 United 2000

The latest release of the kit in 2002 is a United 720. You get the turbojet engines once again. The unchanged kit fuselage is the length of the 707-120 and could be cut down to that of a 720. No mention of the 720 wing glove either. A modeler can choose to either add or ignore the glove.

The Boeing 720 was a derivative of the 707, with few departures from the stock bird. Firstly, the fuselage was shortened by 40 inches aft of the wing and 60 inches ahead, which is noticeable, and the general airframe was lightened (which is not noticeable). Because of the lighter weight, the undercarriage was downsized. All the wheels in this kit are too big for any 707, and hence way too big for a 720, so you might want to replace them as a matter of course. On the other hand, the only tires that can readily be seen on this model are the nose gear set, so working on them alone will produce a better appearance. Note, however, that on the real thing, the nose gear tires did not change size; just the mains.

Boeing also changed the inboard wing chord sections, which is noticeable, but I'm not going to that right now, since this kit isn't a 720 anyway. If you want to pretend this IS a 720, and scale it out, it turns up at about 1/133, which is way on the large size; so, unless you and the razor saw are in a good mood today, you're really going to build up an early 707-120,

The current Revell "720" kit seems like just another desire by Revell to capitalize on their existing molds, which it is. Trying to market it as a 720 is interesting, since it's unnecessary considering it's a pretty good 707 kit. Most interesting is that Revell did go back and include the early JT-3C engines and the short tail in the 720 release. This would be the first re-release of these pieces in a kit since the original issues. They are nice parts to have, and they alone are worth the cost of the kit, since they could also go on the Minicraft 707 for more variant choices.

But Revell also seemed to have a desire to re-release their original issue, but since they had modified the mold into the E-3, they felt they had to go

back and RE-SCRIBE recessed windows into the mold. And you know what? They didn't do a good job. The windows are much too rectangular and too close together. To top it off, the windows are on the decal sheet too, so they are redundant. Ditto for the cockpit windscreen - it has returned as molded in framing with no clear part! When they added the framing back, they also boogered the outline of the cockpit area. It doesn't look quite Boeing anymore, if you know what I mean! They should have left well enough alone and given us the E-3 mold with appropriate decals and details. Sadly, the decal windows are also angular rectangles, but it's hard to see. There are after market decals just for windows, of course. I'm pretty sure no one but an airliner dork like myself would notice this defect.

It seems that Revell was intent on re-releasing a "historical" kit, but given the recent licensing trend of a certain DFW based airline was unable to secure the use of their colors, like in the original issue, so we get a nice reissue of plastic from Revell, with some nice detail pieces, and a really nice set of United Airlines decals. And even that is a story!

The decals are lovely, and once again, may be worth the price of the kit just for them! They do accurately depict the second Boeing 720 delivered to UAL, N7202. The irony here, and as I said before proves that the people at Revell don't insist on kit accuracy, is that the added details are wrong for this bird! I suppose, after they failed to get the unmentionable DFW airline's permission to use their decals, they turned to UAL. But, alas, UAL never flew the 707-120 series, having started with the 720.

As a matter of detail, the first 720, N7201, was the only 720 to not have a tall fin! All that followed did. N7201, after doing certification and demonstrator work, did enter service with UAL and got a tall tail. UAL did not have fin antennas on their 720 fleet. So, look closely at your details before building another kit with those decals. The box art shows the tall fin and antenna, but the kit only includes the short fin and the fin antenna, which should not be used. If a modeler consults their references they can mix and match the kits to find the parts they need.

Actual construction of the kit is pretty straightforward. The kit shows its age with lots of big rivets to be sanded.



Remember the 707 prototype from page four? Test pilot Alvin M. "Tex" Johnston used the same plane to perform two barrel rolls for slack jawed spectators during the Seafair Gold Cup hydroplane race on Lake Washington on August 7, 1955. This is a view from the cockpit.



**Wow! Yeah, baby! For those of you who would like to detail the interior of your 707-320B/C, download the color PDF from the SVSM Web site when it's available to get the real impact of this photo. Don't stare too long, retinal fatigue can be permanent.**

Some pretty good sinkholes to be filled as well, but there is nothing impossible to deal with. The wings are a bit of a challenge with poor fit between the tops and bottoms. Both top and bottom halves do not extend the full length front to rear so there are some pretty big gaps to fill both on the bottom leading edge and top trailing edge. My solution with this particular build is to use lots of putty and superglue to fill the gaps. I haven't primed the wings yet, so I don't know the final results. A disadvantage of the fit problem is that I've had to sand off all the detail from the top of the wing. Re-scribing it will be time consuming, though not impossible. So far, I'd rate the kit as pretty difficult but easier than a vacuform. It certainly is not one that can be finished by "shaking the box".

My motivation to build the kit was the American Airlines Lightning Bolt markings in my 1964 release. Unfortunately the kit decals have "browned" and are currently hanging in a baggie taped to my window. Time will tell if they will bleach clear or not. I have my doubts. I also have a beautiful Liveries Unlimited set of Lightning Bolt markings with the later circle in the tail logo that I plan to use. The original Lightning Bolt markings are available on the after market.

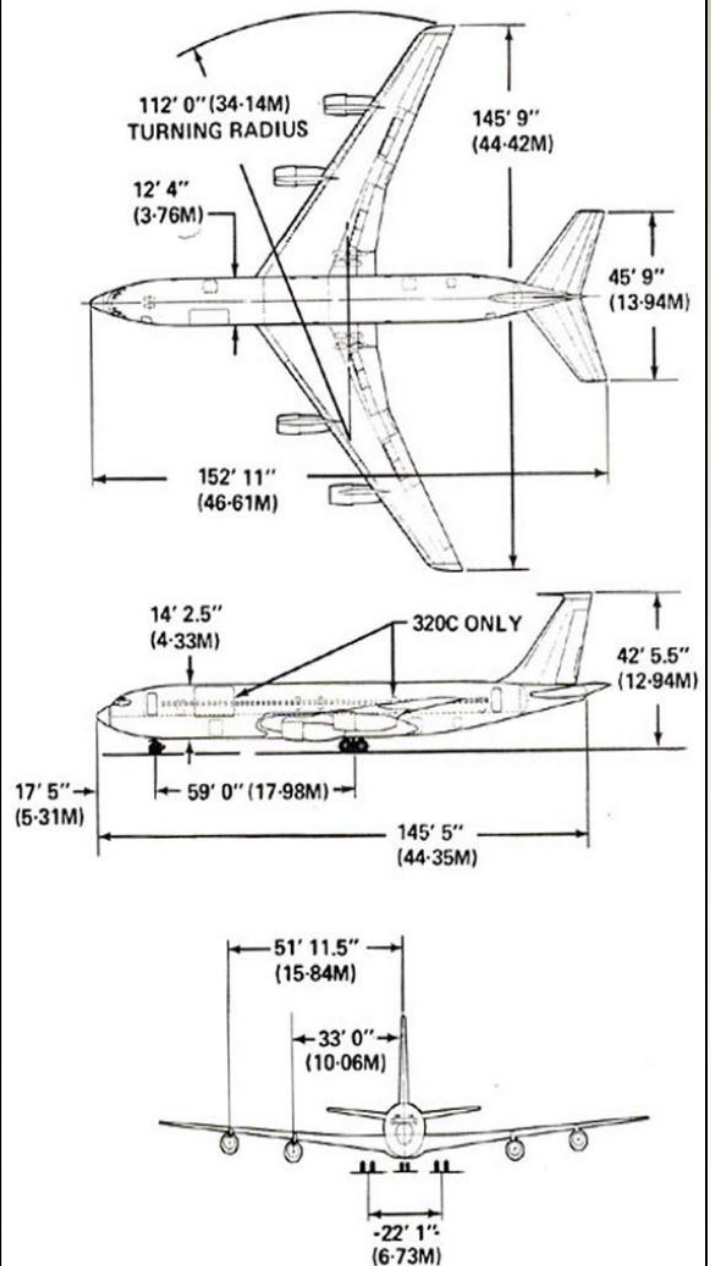
Overall the Revell 707 kit is a good kit. It represents either a 707-120 with turbojets or 707-120B with turbofans. Revell has gotten many miles out of its mold and has released the kit as a 707-120, 120B, KC 135, E3 AWACS, and 720. If a modeler learns about the various 707 versions they can mix and match parts as well as chop the fuselage of the Revell kit to make a more accurate model.

### 707 Type Dimensions

Type	Length	Span
KC-135	134' 6"	130' 10"
720	136' 2"	130' 10"
707-120	144' 6"	130' 10"
707-320	152' 11"	142' 5"

## GENERAL ARRANGEMENT

707-320B/C



**Here you go. This ought to solve all your questions about shape and dimension, at least for the -320B/C. Now get busy.**

### References

- Boeing 707 & AWACS Detail and Scale, Lloyd 1987.
- Legends of the Air #6 Boeing 707, Douglas DC8, and Vickers VC10, Wilson.
- Revell's Boeing 720 Kit, IPMS Houston, Michael Bludworth 2000.

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

# Wings of History "Make n' Take": May 2, 2004

by Mike Burton

May first and second were the event days for the "Wings n' Things" Spring 2004 Air Faire in San Martin. The Wings of History Museum located across the street from San Martin Airport sponsored the event.

Our club was once again asked to display aircraft models for the faire. Because the Santa Rosa Model Expo was scheduled for May first, we were only able to display the models on the second. The Wings of History folks said this was not a problem and to come early and set up Sunday. In spite of a flat tire, we managed to show up on time. By noon, fellow SVSMer and Wings of History member Bob Miller arrived to assist, and just in time, as the first small wave of what became total of 12 young "Make 'n Takers" began to arrive. What was display space became workspace as the next three and a half hours progressed.

As before, the museum folks were very pleased we were able to attend. In the past they received much positive feedback about our exhibitions and Make n' Takes. The parents were pleased that we provided something for kids to do.

Based on the large number of participants in this event, we can expect an invitation for the Fall Air Faire this October.

Both Bob Miller and I brought several models for display. I brought the following kits: 1/8 "Captain America socks it to the Red Skull" diorama; 1/35 Bell HTL-4 USCG helicopter on floats; 1/35 M3 Lee; 1/35 Mk 1 Grant; 1/25 Challenger I; 1/25 Attempt I; 1/25 1932 Highboy Street Rod; 1/25 1932 Rat Rod; 1/144 DC-3 Eastern Airlines; 1/144 B-47B Stratojet; 1/72 Bell P-63 Collection (A, C, E, F, G, Vee Tail); 1/72 U.S. Pursuits Evolution Collection (P-26, P-35, P-36, YP-37, P-38, P-39, P-40, P-47, P-51); 1/72 Early U.S. Bombers (B-10, A-8, A-17); 1/72 Great Experiments (Coleoptere VTOL, V-173 & XF-5U Pancakes, Triebfluegel); 1/72 War Gliders (An-7 Russki Assault, XFG-1 U.S. Fuel Glider); 1/72 Early Jets (T-33, Me-262 w/Lorin Ramjets); 1/72 A-10B two seat Warthog, 1/72 B-25C Pink Petunia, 1/72 DH Hornet F3, 1/72 Wacky V Tail Raver based on Hornet F3, 1/72 U-2D, 1/72 Convair Deltas Collection (XF-92, F-102, F-106, XFY Pogo, B-58A); 1/48 TBD-1 Devastator, 1/48 JB-2 Loon; "Barney's Last Episode."

Bob Miller's arrival included delivery of some great general aviation material in 1/72 scale. Bob brought his Messerschmitt M35 and Blanik Glider. He had several others but I am sorry, I didn't note their types! My sincere appreciation and hearty thanks to Bob for showing up and being a big part of the event, I asked him only the day before at the Santa Rosa Model Expo, you see!



Make n' Takers hard at work. Bob and Mike's display models are under the plastic covers in the foreground.



Two brothers that enjoyed their build so much, both were ready to build another and asked dad to take them to the hobby shop.



Bob Miller lends a hand to the young builders. Several of the museum's exhibits can be seen in the background.

Continued from page 2

the July issue of the *Styrene Sheet* to the IPMS/USA National Convention. The cost of these issues did not come out of the club strong box, but was instead sponsored by generous donations from Laramie Wright, Randy Ray and Mike Meek. If you have been dodging paying dues, you should know that each of these guys paid the equivalent of a full year's membership so that someone else could read the *Styrene Sheet*.

The point of passing out the *Styrene Sheet* to total strangers at the National Contest is to promote SVSM, reach out to other modelers, and to inspire other clubs to do newsletters like ours. Basically, this helps to make our club a good neighbor in the modeling community and helps nurture the hobby. Additionally, a \$15 Associate Membership is being offered that would allow those who live outside Region 9 to receive, and contribute to, the *Styrene Sheet* and to our club.

In other club business, don't forget to bring your Sherman tanks

to the August meeting to share with Tom Sartor who drove the real thing back in World War II. See page 13 (hey, that's this page!) of this issue for more details. Last month, I mistakenly printed August 19 as the date in the advert but August 20, our usual meeting night, is the correct date. Do not bring your Sherman tank on the 19th, as the people using the library that evening will think you're strange. I will have my photographic equipment set up to take photos of your Shermans in addition to any other model you are entertaining writing an article about. As usual, I will make these photos available to you, the builder, on CD if you like.

Lastly, I'm sure you are wondering why the *Styrene Sheet* consistently adheres so closely to "Associated Press Style." It is once again because Angela Adams has donated quite a bit of her free time to make your editor look good, and that is a lot of work, trust me. Thank you again, Angela.

- The Editor



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# IT'S SHERMAN TANK NIGHT

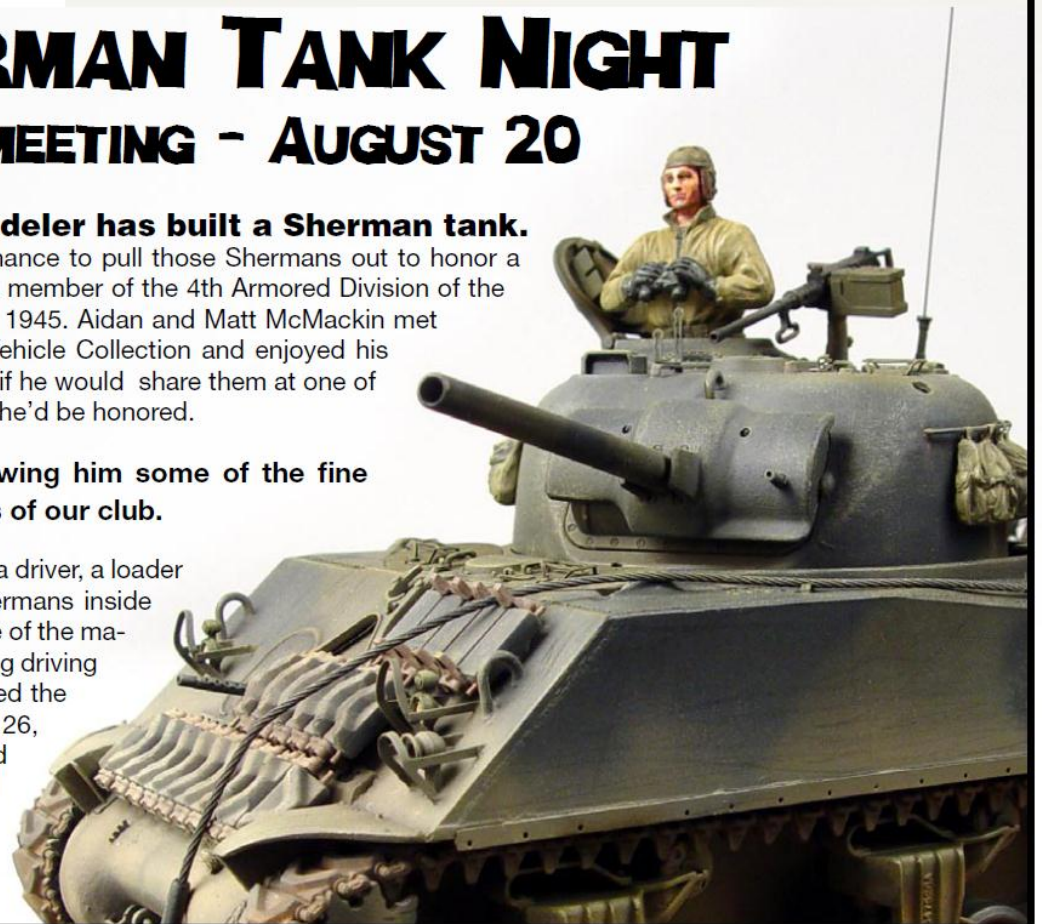
## SVSM CLUB MEETING - AUGUST 20

### Chances are every modeler has built a Sherman tank.

Our August meeting will be a chance to pull those Shermans out to honor a special visitor. Tom Sartor was a member of the 4th Armored Division of the 3rd Army in Europe in 1944 and 1945. Aidan and Matt McMackin met Tom at the Littlefield Armored Vehicle Collection and enjoyed his stories so much that they asked if he would share them at one of our monthly meetings. Tom said he'd be honored.

### We can honor Tom by showing him some of the fine Shermans built by members of our club.

During his tour of duty, Tom was a driver, a loader and a gunner, so he knows Shermans inside and out. He was witness to some of the major events of World War II including driving one of the tanks that spearheaded the relief of Bastogne on December 26, 1944. As tank driver Tom earned the nickname "Backwards," but we'll let him tell the rest of that story.



# JULY MINUTES

At the July meeting, there was much talk of the nationals, and many members were speaking of flying, driving or, in the case of Postoria Aguirre, riding to Phoenix. The winners will surely flood the tables come this next meeting! It was also decided that August would see a club contest for Shermans only, in honor of our guest at the August meeting, a former M4 Sherman crewman.

In model talk, Anita Travis again demonstrated her considerable figure painting skills by bringing life to Halcyon's Predator. Anita used Apple Barrel acrylics and a subtle drybrushing technique to bring out the details in the vinyl kit. Chris Hughes has made more progress on his Alan Panzer IF; in fact, he says he's made more progress in the last two weeks than he has in the last five years! Chris used Eduard details and an engine cannibalized from a Tamiya half track. Ben Pada's F-84G was built from the Tamiya kit, and was finished in SnJ and Model Master Metallizer paints. Ben says his Tamiya He 219 Uhu had an iffy fit, but he still built it straight from the box except for some scratch built radar antennae and got a very impressive result. Ben's also working

on a Hasegawa F6F Hellcat with an Obscureco cowling and a Hasegawa N1K2-J George. Mike Powers' Tamiya M26 Pershing has a Tank Workshop aftermarket barrel and mantlet, and Mike scratch built a canvas mantlet cover from aluminum foil. He plans on adding figures and a diorama base to his tank. Scott Nagle's Concord is painted with Tamiya white from a spray can, and it's mounted on a stand, but he's still looking for a good way to mount the engines. Eric McClure has added a Formations corrected M3A1 hull to an Academy Stuart, but he says you'll still need to do some work to make it fit. The interior of the Academy kit fits into this correction. Eric also has built an Alezan IMSA Nissan GTP car from the 1980s, and he said this 1:43 project was a little on the challenging side. Ron Wergin's 1:700 Tamiya model of the IJN carrier Shinano has no planes on deck, which is accurate since she was sunk while on her way to pick up her air group! Ron fixed a big gap between the hull and deck to get his carrier to look as good as it does. Ron also built a Revell Bf 109G-10 and a Revell Fw 190A and an Academy Bf 109G-6 to add to his ever-growing 1:72 Luftwaffe collection. Bill Bauer's lovely Lowenbrau Porsche 962 was built from the Tamiya kit with the Quickskins transkit. Bill used Duplicolor lacquer auto paints to finish his model; he says they're harmless to plastic as long as you use a good primer. This model depicts the 1986 Sebring winner. Kent McClure showed off his latest legion of small-scale figures, including some 1:72 Airfix Civil War figures, a few Revell U.S. Army figures modified for a "Stargate 1" game, and six of Ned Kelly's friends, complete with metal buckets on their heads. Andy Kellock's bash/custom Chevy SSR Nomad was

made with a 1955 Nomad roof from an AMT kit grafted to a modern-day Chevy to create what Andy says is representative of a concept car (and a darned neat one at that). Cliff Kranz took proposal drawings and used them to build an F-15N Sea Eagle, complete with conformal fuel tanks, folded wings, and Phoenix missiles on pallets taken from an F-14. Cliff finished his high-seas hypothetical in VF-213 colors. In 1940, the Russians apparently had some pretty colorfully-camouflaged T-34s, judging from Randy Ray's rendition of the Dragon T-34 1940. His tank is painted to represent a part of the Moscow First

Motorized Rifle Division. Frank Babbitt used the Kendall Model Company tail to convert Academy's mis-labeled 1:48 MiG-21bis to a MiG-21MF, and he's preparing to dress it up in decals from Albatross depicting a Mozambiquan MiG. Frank has also done a lot of work on Trumpeter's 1:72 Tu-16 Badger, detailing the cockpit and adding a little photoetch. Frank said the big jet went together "okay." Gabriel Lee's Heller AMX-13 is going to be a Venezuelan vehicle; apparently, Venezuela used



Kevin Gonzalez's 1/35 Tamiya Challenger II won model of the month.

AMX-13s with 75mm and C90 guns during the 1990s. Gabriel's Tauro F-86K is also making rapid progress and seems destined to be in camouflaged paint shortly. Roy Sutherland couldn't stop singing the praises of Hasegawa's 1:32 Fw 190D-9. He says that, except for perhaps some seat belts, this one builds beautifully out of the box. Roy's D-9 was dressed up with Eagle Editions decals to depict Walter Hohenberg's plane. Mike Meek is working on another 1:48 air racer, either Miss America or Ridge Runner III. Mike, who fabricated the wingtips for both the real planes, has made a similar modification to the 1:48 Mustangs. Mike has also developed a three-bladed propeller for the YB-29 Superfortress, which will soon be available from Obscureco. Chris Bucholtz painted and assembled a 1:3 model of Robby the Robot from "Forbidden Planet" as a commission. The vinyl Matsudya kit talks (kind of) and is more like a toy. Chris painted it with Testors acrylics. Also awaiting paint is Chris' Academy P-38J, which builds up very well with few fit problems for such an unorthodox aircraft. Vince Hutson's Craftworks 1:32 La-5 is a tough build at best, with poor fit and few cockpit details, but it does have decals for 17 different La-5s! Buddy Joyce brought in a little toy Stealth fighter, and he's picked up a copy of the Nihon YS-11 kit in 1:72. Bill Abbott had ample opportunity to hone his putty-applying skills in building his lovely Minicraft 1:144 Boeing 377. Bill worked the difficult wing root area, then added detail to the non-existent engines. He suggests adding the wheels to the struts before adding the struts to the model. Bill also demonstrated what happens to a Me 410 under summer temperatures in a car; his scribing-practice hog curled up and warped in all directions! Bill also crafted a

1:144 F-117 FSD in gray camouflage colors, and he showed off a Matchbox Tornado GR.1 built in a succession of hotels during business trips. Steve Travis took a flea-market Monogram kit of a '32 Ford and, using a Miniatures Replica, turned the cast-off into a '29 roadster. Steve's rod survived a near-fatal stripping accident after a bad first attempt at painting to receive a spectacular 20-coat candy apple red paint job. The model also boasts aluminum tailpipes, radiator cap, air cleaner and rearview mirror and a raccoon tail on the radio antenna! And the model of the month goes to... Kevin Gonzalez's Challenger II, built from the Tamiya kit. This burly tank is weathered with pastels and some drybrushing and outfitted with stretched sprue antennas. Kevin had the Trumpeter Challenger II partially finished, but stopped and went for the Tamiya kit when it became available.

Our club contest in July was Soviet Helicopters, and



The winner of the July Soviet Helicopter contest was Greg Plummer's A-Model Ka-15M.

we had a good turnout of

whirlybirds. Gabriel Lee recovered sufficiently from the shock of HobbyCraft's horrible instruction sheet to build a 1:72 Mi-24 Hind D in Peruvian markings, using decals from the Aztek sheet. Frank Beltran built a pair of 1:72 helicopters, a DML Mi-28 in army colors and a DML Hokum painted in a dark

gray naval scheme. And the winners of the contest were... In third place, with a Dragon 1:144 Havoc, was Brian Sakai. Brian's model is remarkably detailed for its size. In second place, with an East German Mi-8 Hip search-and-rescue helicopter, is Jim Priete. Jim used the Zvesda kit, and said it was a little rough; he used metal collets from disposable ball-point pens to replicate the exhausts on the model. And in first place, with a Ka-15M, was Greg Plummer. Greg used the A-Model kit, and despite its initial roughness he says it cleans up well. Greg made brass struts for the pontoons, and mounted

the pontoons to the base before adding the helicopter body.

## CONTEST CALENDAR

September 25, 2004: **IPMS Antelope Valley** declare their **Desert Class VIII**. This year's theme is the 60th Anniversary of D-Day. For more information, contact Mike Valdez at (661) 258-9830 or e-mail at [mikevaldez151@sbcglobal.net](mailto:mikevaldez151@sbcglobal.net) or on the Web at [www.avg-ipms.org](http://www.avg-ipms.org).

October 2, 2004: **IPMS Silver Wings** host "A Scale Plastic Model Contest" at the Joseph Kerr Middle School, 8865 Elk Grove Blvd., Elk Grove. For more information, call Scott Bell at (916) 428-7217 or e-mail him at [snjmodprod@aol.com](mailto:snjmodprod@aol.com) or visit their Web site at [www.ipmssilverwings.org](http://www.ipmssilverwings.org).

October 11 - 17, 2004: **IPMS Philippines BAC** is proud to announce the **IPMS Philippines Bert Anido National Scale Model Competition** at the UP College of Architecture, Quezon City, Philippines. For information e-mail: [nationals@ipmsphilippines.com](mailto:nationals@ipmsphilippines.com), or call at Noel Carpio at (632) 431-2836.

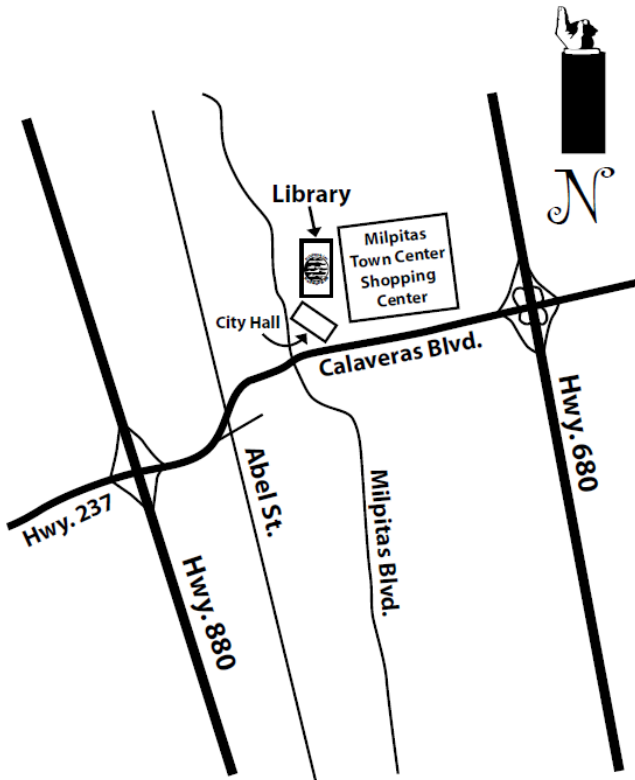
October 16, 2004: The **IPMS/Redding North**

**Valley Dambusters** host their model contest. At the Win River Casino, 2100 Redding Rancheria Rd., Redding, CA 96001. For more information, contact Richard Carlson, at (530) 357-4488.

October 17, 2004: **IPMS Orange County** present **OrangeCon 2004** at Sequoia Conference Center, 7530 Orangethorpe Ave., Buena Park, CA 90621. For more information, e-mail them at [oc\\_ipms@aol.com](mailto:oc_ipms@aol.com).

February 13, 2005: **Silicon Valley Scale Models** host the **Kickoff Classic** at Napredak Hall, 770 Montague Expwy., San Jose, CA 95131. For more information, contact Chris Bucholtz at [BucholtzC@aol.com](mailto:BucholtzC@aol.com).

April 28 - May 1st, 2005: The 20th annual **GSL International Scale Vehicle Championship and Convention** at the Wyndham Hotel, 215 W. South Temple, Salt Lake City, UT 84094. For more information, contact Mark S. Gustavson at [msg@GSLChampionship.org](mailto:msg@GSLChampionship.org) or visit their Web site at [www.gslchampionship.org](http://www.gslchampionship.org).



**Next meeting:**  
**7:00 p.m.,**  
**Friday,**  
**August 20**  
**at the**  
**Milpitas Public Library**  
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**For more information, call the**  
**editor at (408) 307-0672**  
**email: [john@twoX.com](mailto:john@twoX.com)**



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