



## Era-spanning battleships: the Russian *Gangut* class

By Vladimir Yakubov

Some of the longest-serving battleships in the world, the *Gangut*—(or as they were known in the Russian navy, *Sevastopol*) class ships had eventful careers. They fought in four wars, took part in three revolutions and outlived all but one of their contemporaries while losing 50 per-cent of the class in the process.

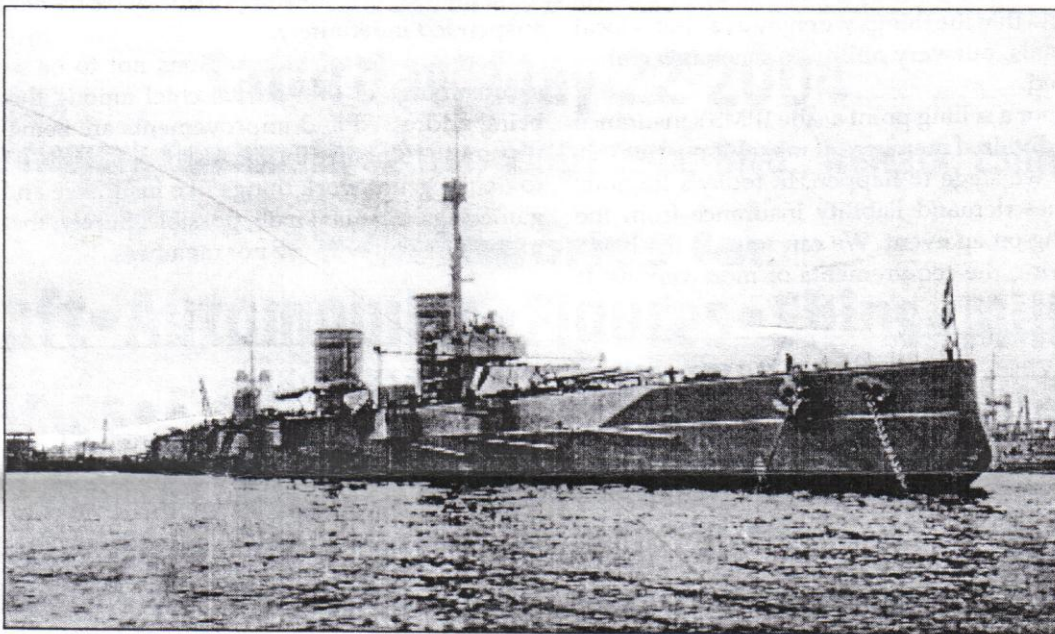
Four battleships of the class (*Petro-pavlovsk*, *Sevastopol*, *Gangut* and *Poltava*, named after famous Russian battles) were laid down in June 1909 and at the time were

some of the most powerful battleships designed. Unfortunately, their long building times meant that by the time they entered service in November 1914, the British *Queen Elizabeth*-class battleships were nearing completion, and the Russian ships were becoming obsolete. They displaced 23,300 tons, had a top speed of 24 knots and were armed with 12 powerful 12-inch guns in four triple turrets. Their guns were the most powerful 12-inch guns used in WWI, with the heaviest shell of any 12-inch gun before the American *Alaska* class in 1940s. Another distinctive feature of the design was the fact that the guns elevated to 25 degrees, while most of their contemporaries only managed 12 to 15 degrees of elevation. Their most interesting feature was the armor scheme which was uniquely Russian and was a direct consequence of the defeat at Tsushima. At Tsushima, the Russian ships were turned into burning pyres by the rain of Japanese high explosive shells hitting their unarmored sides, while even modest armor was not penetrated. As a consequence of that

experience, the Russian navy theorized that the best way to protect a battleship was to cover as much of the hull as possible with modest armor, so in a complete antithesis to the American all-or-nothing scheme, almost the entire hull was

armored, but the main belt was only 225mm thick. While this was justifiable in the view of the performance of German and British shells at Jutland, when armor-piercing shells that actually worked appeared they became woefully under-armored.

All four ships entered service within two months of each other in November 1914 through January 1915. Throughout WWI they patrolled the minefield positions at the mouth of the Gulf of Finland, only venturing out of the gulf twice, when *Petro-pavlovsk* and *Gangut* covered minelaying operations near Gotland in October and November 1915. Since they were the only Russian dreadnought-type battleships in the Baltic, the Russian high command was very reluctant to risk them and they never fired their guns at the enemy in anger during the war. That also led to their bored crews becoming involved in revolutionary activities. There was a minor mutiny on board two of them in 1915 and their crews took active part in both the March and October 1917 revolutions. All four ships took part in the epic Ice Voyage in March 1918, when the ships of the Russian Navy were withdrawn back to Kronshtadt from their forward bases through the ice-covered Gulf of Finland to prevent them from being captured by the advancing



*Gangut* as she appeared at the time of her entry into service in 1914. After the revolution she was rechristened *Oktyabr skaya Revolutsiya*.

Continued on page 10

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

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## EDITOR'S BRIEF

One of the hats your editor wears is that of Region IX coordinator for the IPMS/USA. There's not a lot of unwarranted cheerleading that comes from the RC9 offices; the commentary is usually candid and the sales pitch is minimal. But, for the first time, the editor's going to say it: if you are not a member of IPMS/USA, sign up now.

One of the reasons for this exhortation is the fact that dues are very likely to increase from \$21 a year to \$25 a year before July. The expenses of running the society are rising and the small increase is necessary to cover the basic costs of the Journal and the insurance the IPMS/USA pays for.

Another reason: there is an economy of scale that the society needs to maintain in order to survive. Currently, there are less than 4,500 members in the IPMS, and if that number continues to drop we could find that the things we enjoy as a club—local contests, the nationals, our very ability to meet as a club—could be jeopardized.

Here's why: as poor a selling point as the IPMS's insurance policy may be to individual members, it makes it possible for most of the events we stage to happen. In today's litigious world, many venues demand liability insurance from the organization putting on an event. We can refer to the IPMS policy, thus satisfying the requirements of most venues. If

IPMS ceased to be, or if it had too few members to afford the insurance, liability for your local contest would be on the shoulders of the officers. Asking someone to be president or treasurer or newsletter editor is one thing; asking someone to put their assets on the line is another matter entirely.

Naturally, this would go double (or triple or quadruple) for the nationals. If something was to go wrong at the national level, the officers would be on the hook—after the assets of IPMS were exhausted. So, we'd have no IPMS, bankrupt officers and, probably, an end to scale modeling events as we know them.

This carries right down to the local meetings. It could very well play out that without the IPMS and the support it offers in insurance, local meetings in many places would have to be suspended indefinitely.

There are lots of little reasons not to be a member, the shortcomings of the Journal chief among them. These are being addressed and improvements are being made. Now, it's time to recognize the biggest benefit of the IPMS: its ability to do the grunt work things like insurance and to make out gatherings, big and small, possible. Surely, that is worth \$21 to some of you who are not members.

—The Editor

## CONTEST CALENDAR

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.

April 17: **IPMS/Seattle** hosts **Spring Show 2004** at the Renton Community Center, 1715 Maple Valley Highway in Renton, Washington. For more information, call Jon Fincher at (206) 354-9682 or e-mail him at [jfincher42@hotmail.com](mailto:jfincher42@hotmail.com),

April 17 and 18, 2004: **Tamiya** holds **TamiyaCon IX** at the Tamiya corporate offices in Aliso Viejo, California. For more information, go to Tamiya's website, [www.tamiyausa.com](http://www.tamiyausa.com).

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

May 14-15, 2004: **IPMS/Las Vegas** hosts **The Best of the West XI** at the Imperial Palace Hotel, 3535 Las Vegas Blvd. South, Las Vegas, Nevada. For more information, call Warren Pratt at (702) 871-6797.

May 22, 2004: **IPMS/Fremont Hornets** host the **2004 Tri-City Spring Classic** at the Newark Community Center, 35501 Cedar Blvd., Newark, California. For more information, Call Mark Schynert at (510) 796-3351 or e-mail him at [mass22@earthlink.net](mailto:mass22@earthlink.net) with the subject "Tri-City Contest" in the subject line.

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

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

**IPMS/Fremont Hornets and the Newark  
Community Center Proudly Co-Sponsor the**

# **Tri-City**

# **Spring Classic**

**Scale model contest and exhibition**

**Saturday, May 22 2004**

at the Newark Community Center, 35501 Cedar Blvd., Newark, California

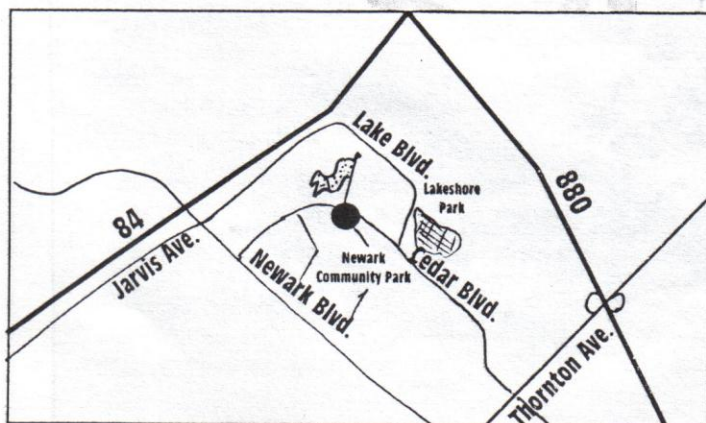
**47 Categories for**

**Aircraft • Automobiles • Figures • Ships • Military  
Vehicles • Space and Science Fiction Subjects**

Special awards for Best aircraft or space vehicle, Best armor, Best civilian land vehicle, Best ship, Best figure or robot, and the Tri-City Award for best tri-themed entry (trimotor airplane, triceratops, Triumph car, Trident missile, etc.)

**Plus vendors, a raffle and a free  
make-and-take for children 15 and under!**

**Free admission to all  
non-competitors!**



Entry fees: \$6 for modelers 18 and older, plus \$1 for each model after the first two entries. \$1 for 17 modelers and younger with no charge for additional entries.

For Vendor information, call Jim Priete weekdays between 9 a.m. and 3:30 p.m. at (925) 323-1845. Tables are \$40 until April 1, \$45 until May 21 and \$50 on the day of the event.

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

# Life's a Beech: Czech Models T-34C Turbo Mentor

By Bradley D. Chun

The Beech T-34 Mentor was developed shortly after World War II. The aircraft was based on the civilian Bonanza and was intended to fulfill the military training role previously held by the PT-17 and AT-6. It entered service with the USAF in 1953, designated as the T-34A. The T-34B entered into U.S. Navy service during the mid-1950s (making it one of the only two aircraft to carry the same designation in the USAF and USN before the standardization of designations in 1964, the other being the T-28). A 225 hp Continental O-470-13 piston engine powered both aircraft.

In 1973, the U.S. Navy began an upgrade program that resulted in the T-34Bs being refitted with a more powerful Pratt & Whitney PT-6A-25 turboshaft engine that turned a three-bladed propeller. Other upgrades included revised wings, new landing gear, and enlarged tail surfaces. Over 350 T-34Cs were built between 1977 and 1990.

The T-34C was further developed into the T-34C-1 light strike aircraft and trainer. It was given a slight boost in shaft horsepower, a gunsight and the added ability to carry a variety of light rocket/machine gun pods and bombs. The T-34C-1 has been exported to a number of countries in Africa and South America. Many of these aircraft were camouflaged in a variety of temperate, tropical and desert camouflage schemes.

Argentine Navy T-34Cs that had been deployed to the Malvinas/Falkland Islands in 1982 conducted several armed reconnaissance missions against British forces. British commandos destroyed some Argentine T-34Cs on the ground, and the remaining T-34Cs were sent back to Argentina before the Argentine forces capitulated. Since the end of the conflict, Argentine Navy T-34Cs have been camouflaged in a multi-tone gray scheme that is similar to those used in the war.

Czech Models is a company known for producing kits of subjects that major manufacturers won't produce because of limited interest, marketing value and potential profits. They are generally of the limited-run, injection-molded type, with

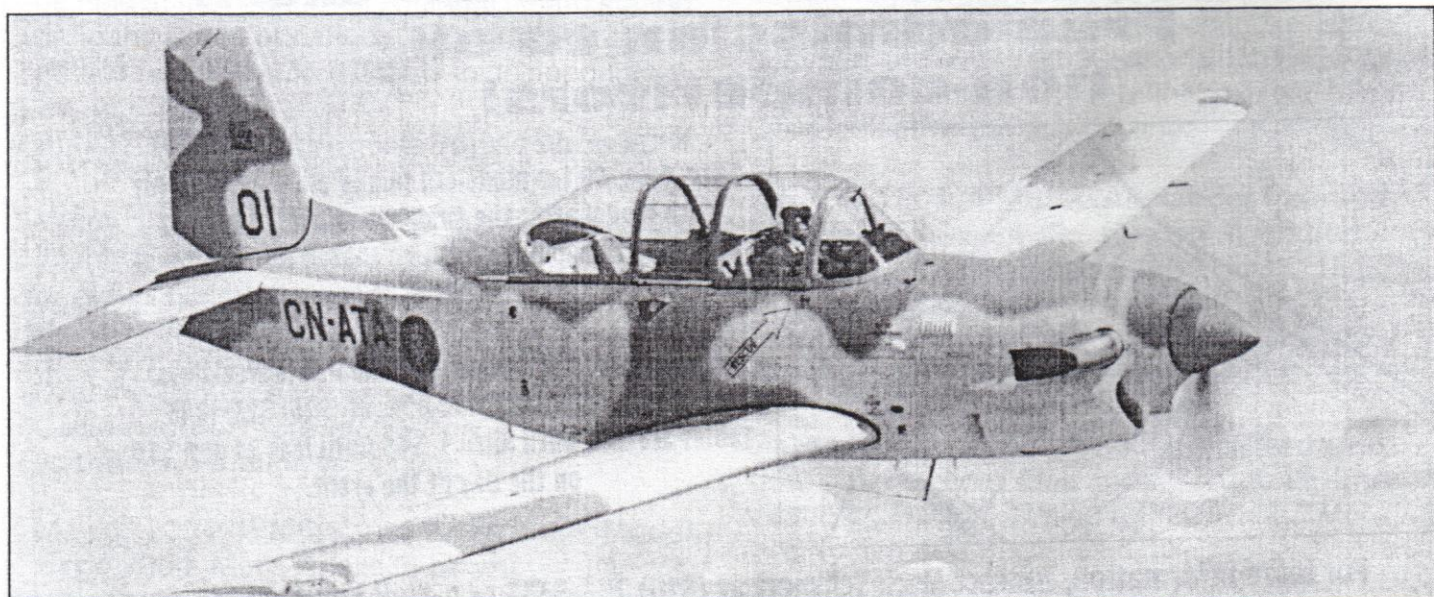
resin details and vacuform canopies.

The instruction pamphlet for the T-34C-1 is an 11- by 17-inch sheet, containing a brief history of the *Turbo Mentor*, layout/parts guide for the resin and injection molded parts, 12-step assembly process with very minimal text and a black-and-white color and marking guide. The instructions are pretty straightforward and let the modeler know how much weight is required in the nose and shows the placement of parts. Color callouts are not noted in the assembly steps, but the painting details are covered in the color and markings section. There are color profiles on the box bottom to assist the modeler with the camouflage schemes.

The two sprues of injection-molded parts contain the fuselage halves, upper and lower wing halves, horizontal tailplanes, vertical fin, engine scoops, prop hub/blades/spinner, instrument panels and assorted cockpit and landing gear details. The panel lines are of the recessed type and appear to be fine and even in depth for the most part throughout. There are no locating pins on the fuselage halves and the wings are joined to the fuselage with a butt joint. As with most injection-molded kits from this company, the sprue attachment points are quite thick, and most parts will require cleanup due to the small amounts of flash and thick sprue attachment points. The molds appear to have been polished as some of the parts have a high sheen to them as compared to earlier kits and their somewhat rough/pitted texture.

One of the resin detail parts bags contains the underwing pylons, seven-shot rocket tubes and gunsight. The parts are nicely molded and none of the rocket heads were broken in my kit. The underwing pylons and the rocket tubes looked strangely familiar. They very closely resemble the small outer-underwing pylons found on the *Tamiya* 1:48th A-1H *Skyraider*! The only modification is that the master underwing pylon has had the ribbing sanded off of the side of the pylons.

The second bag of resin detail parts contains the cockpit floor, seats, nose and main wheels, nose wheel gear bay and



T-34C in the markings of the Royal Moroccan Air Force. These markings are among the options provided in the Czech Models kit.



**An Argentine Navy T-34C in camouflage carrying two 7.62mm gun pods . During the Falklands War, the common loadout was 2.75-inch rocket pods on the outer pylons. Note the Huey and Pucara in the background.**

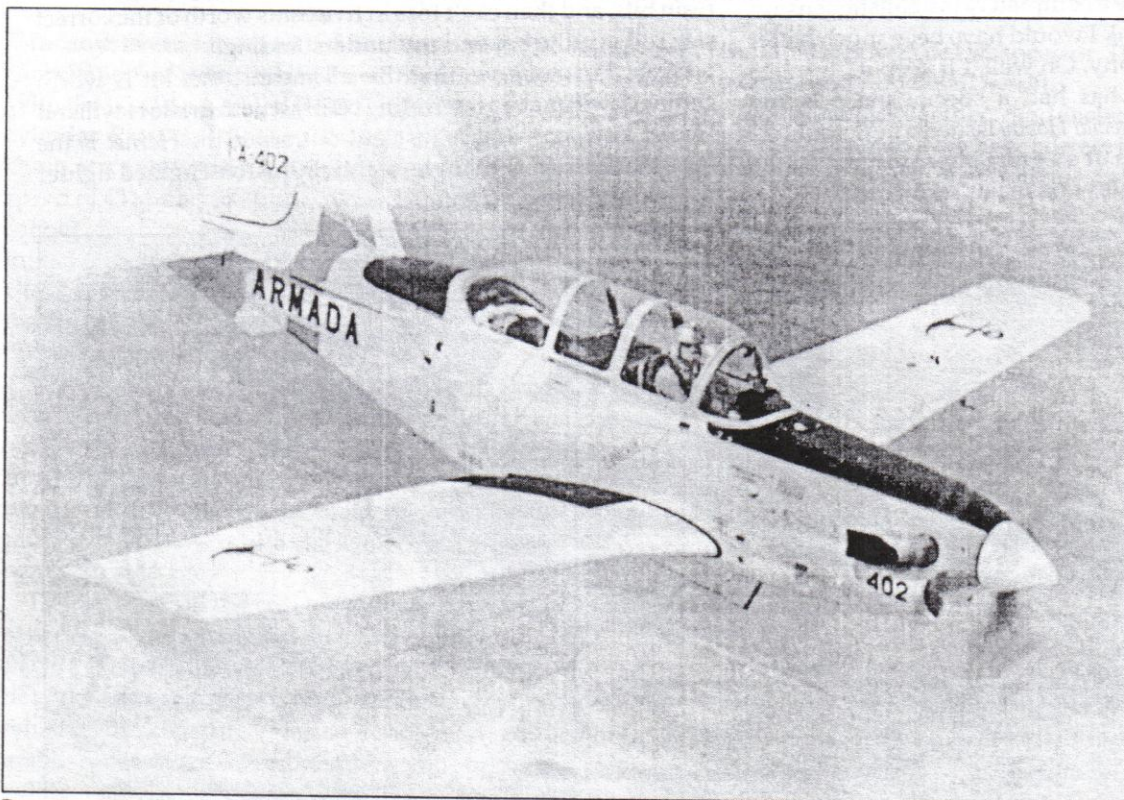
exhaust scoops. As with the other bag, none of the resin parts were damaged in this bag. The nose and main wheels have bolt detail that will pop out once a wash is applied, and the main wheels also have nice brake caliper detail on them. The seats appear to be modified P-51B seats, and have nicely molded shoulder and lap belts.

The vacuform canopies are nicely molded with defined canopy frame detail, thus making masking and painting easy. For the most part, the canopies are quite clear but could use a dip in Future. The canopies in my kit were scratched, and this is probably due to parts movement in the box because the canopies are not bagged separately.

The decal sheet contains markings for two aircraft. One set of markings is for a T-34C flown by the Argentine Navy during the Malvinas /Falkland Conflict of 1982, and the second set of markings is for a T-34C flown by the Royal Moroccan Air Force. The Argentine Navy T-34C is painted in a two-tone camouflage consisting of green and tan uppersurfaces, with light gray undersides and a dark green spinner. The Royal Moroccan T-34C is painted in a desert camouflage consisting of desert yellow and light brown uppersurfaces and light blue undersides. The decals are well printed with minimal decal film around the edges of the decal, and I could find no problems with registration on the multi-colored decals. They

also appear to be thin and should not have any problems with silvering and conforming to details.

Overall there are 49 injection molded parts, 23 resin detail parts, two vacuform canopies and a decal sheet. I would only recommend this kit to those modelers who have some experience with limited run-type kits as some scratch-building skills are required. I don't know of any other manufacturer that would produce this kit in 1:48, but I'm sure those modelers who like obscure or small Air Force type subjects will have this model in built in their display cabinets in the very near future.



**Pre-war markings on an Argentine T-34C. Argentina purchased 15 T-34Cs for training and counterinsurgency work.**

# Zerstorer runner-up: Special Hobby's Fw 187 Falke

By Mark Schynert

The Fw 187 *Falke* was one of the first twin-engined single-seat fighters to fly during World War II. Like the contemporary Westland *Whirlwind*, it was powered by two engines of lower power than the one engine of the single-engined fighters of the time, and displayed sparkling performance with these lower-power engines, along with the potential to carry a heavy forward-firing armament. Also like the *Whirlwind*, the Fw 187 presented its intended user with a conundrum. The RAF eventually figured out how to use the *Whirlwind*, but the Luftwaffe demanded that the Fw 187 be reconfigured as a two-seater. It became a little slower and a bit less maneuverable carrying a radioman, and in any event, was now trying to compete with the Bf 110, which already had production priority. Just nine Fw 187s were built, including three pre-production machines, a most unlikely subject for an injection molded kit.

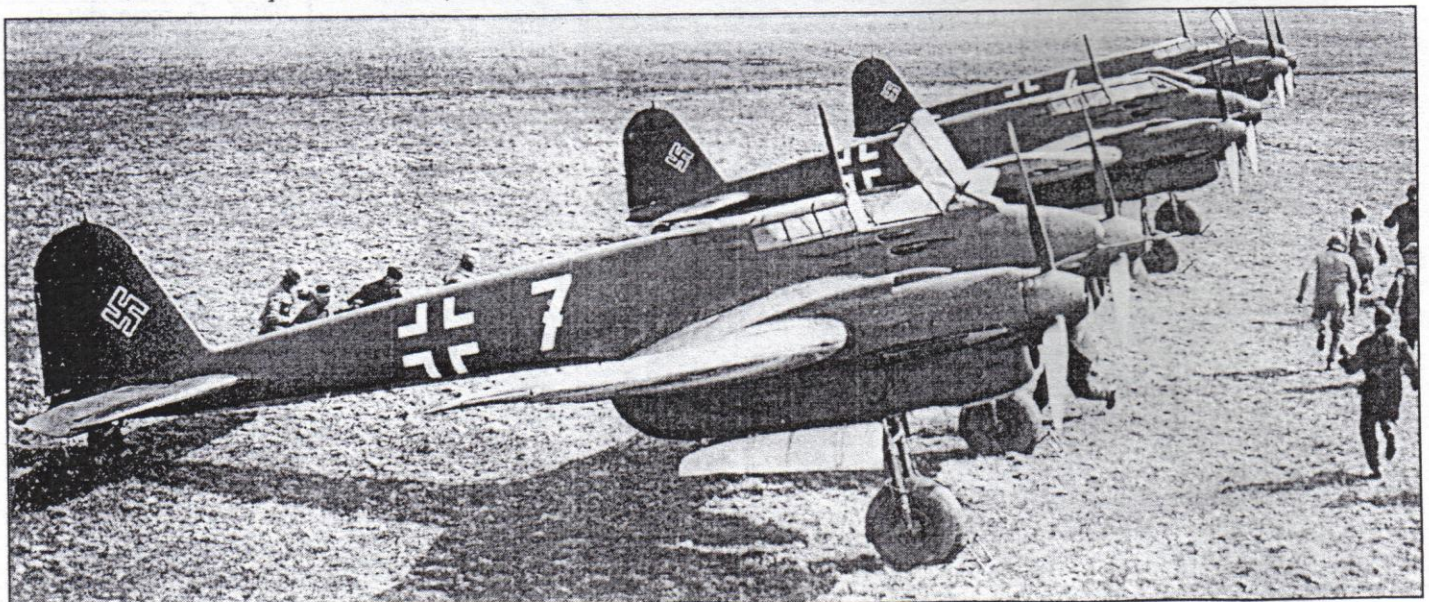
Despite that, there has been at least one kit of this airplane out there for the last decade, if not exactly easily available. Back in 1994, I somehow acquired a kit of this obscure type in 1:72 offered by *Karo As*. It was one of the first limited-run injection kits I had ever seen, with very hard brown plastic, both a vacuform and an injected canopy, and a rather poor fit, with some severe seams. I had begun the kit just before I went to my first Fremont Hornets meeting in 1997, and was able to surprise a few people who had never heard of it or seen it before. I did not mystify Mike Burton, though, who told me he really wanted to see what it would look like finished. I conscientiously obliterated all those seams (and most of the surface detail, such as it was), and had it done for the 1998 Kickoff Classic. It was the first time I had entered a contest. It took a third place, giving me a completely unrealistic sense of my ability. I sometimes think I would have been much better off if I hadn't won that trophy. Oh well, I'll keep it.

Ever since, the Fw 187 has had a special place in my modeler's heart, so when *Special Hobby* issued a new-tool 1:72 kit of the *Falke*, I picked it up. It's a great improvement on the *Karo As* kit, but it incorporates one major screw-up.

I'm not even sure at this point if *Special Hobby* is still doing limited-run kits. The injection sprues are almost totally flash-free and the gates are smaller than in the past, though still a bit thick. The injection pieces themselves are very nice, including such fine detail as a boarding ladder (I had to scratch-build that for the *Karo As* version). The canopy and floor window are also injected, though very thin and clear, quite a contrast from the thick'n'hazy pieces I confronted seven years ago. Guns, wheels and some other smaller bits are in resin, there is a photo-etch fret for the interior, and the now usual photoetch/acetate/plastic sandwich for the instrument panel. The decals look good, with three alternative schemes: "White 1" and "White 7" as seen in propaganda photos (like the one below) taken in the winter of 1940-1941, wearing RLM 70 and 71 over 65 camouflage, and a third aircraft used as a trainer in Denmark in 1943, which carries an RLM 74/75/76 camouflage scheme.

That one big glitch? The kit is offered to represent the pre-production Fw 187A-0. These were two-seaters. The radioman's seat is set by the kit to face forward; in fact, it should face aft, so that the guy can access the radio sitting behind him, instead of staring at the ammunition tank sitting between him and the pilot. To compound the problem, there is no radio in the back seat. The guy in the back had no gun and no dual controls and no camera hatch, so if he's not going to have a radio, just why the heck is he back there? Reversing the seat might not be much of a problem, but getting the seat belts right and getting a radio in the back will require some thought. Apart from that, my only gripe is that there are a few pieces required to complete the landing gear assembly that have to be scratch-built from thin rod stock. That'll be pretty easy, but why a company can go to the trouble of supplying PE and resin bits, and then can't toss in five cents worth of the correct size rod is quite beyond my understanding.

Okay, I'm done venting. By all means, this kit is worth getting. It will make an interesting contrast with the de Havilland *Hornet* kit *Special Hobby* just put out, since the *Hornet* is the type that carried the single-seat twin-piston-engined fighter to its logical conclusion.



All three Fw 187A-0s lined up for a propaganda photo in 1940. Despite good performance, they were discarded in favor of the Bf 110.

# 1:72 F2G from *Special Hobby* needs engine work

By Chris Bucholtz

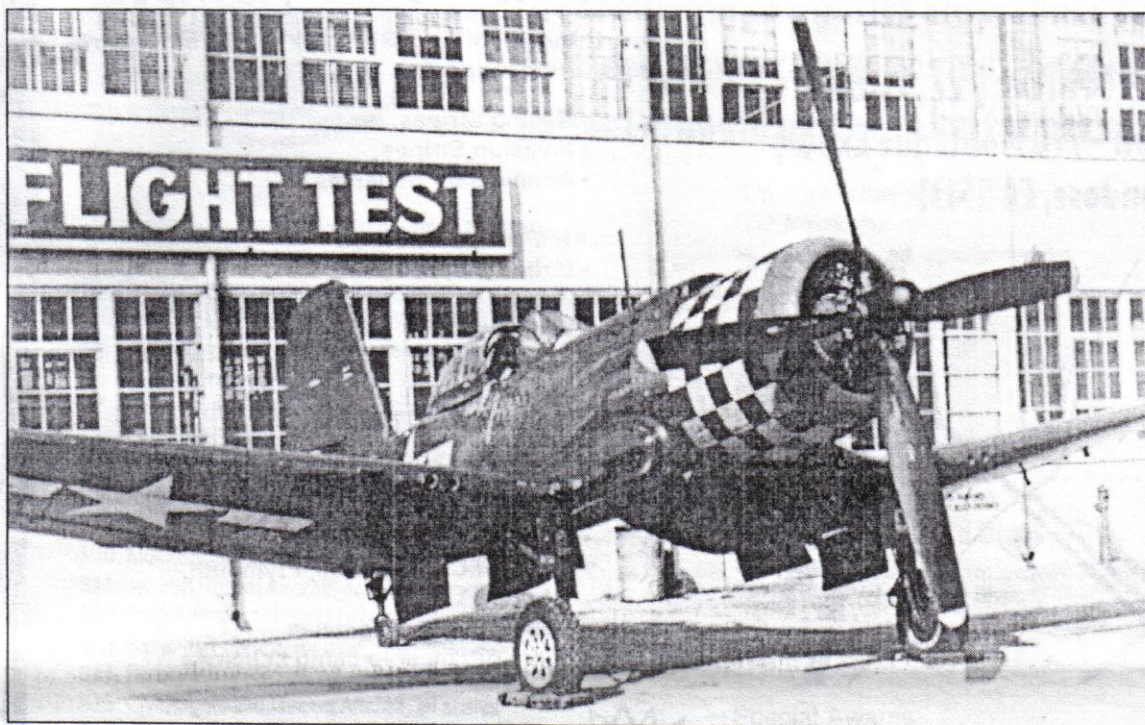
The Goodyear F2G *Super Corsair* has a certain aura about it that attracts modelers in way that even a combat veteran F4U does not. Perhaps it's the hot-rod aspect of the F2G, or its racing legacy, or the fact that it just plain looks cool with its bubbletop canopy and long nose. Only 10 were built, so there's a rarity factor as well.

snag an *Engines 'n' Things* Wasp Major engine when the time comes.

The tail gear is the correct tall type, although the kit part is rather roughly molded. The same can be said for the main gear struts, but the beauty of a subject like this is that you can pillage an *Academy* or *Hasegawa Corsair* for these details. You may not need to do that for the gear doors; they are very well

molded, with all the recessed detail present on their inside surfaces.

The kit provides both styles of carburetor intakes, although it only mentions the smaller of the two (which also has its own photoetched grill). The large one, as seen on Bob Odegaard's restored Race 57, is also included in the kit. Once the engine and cockpit are sealed in the fuselage, the modeler can add the resin headrest and rollover brace, four resin exhaust pipes and the antenna masts. Noticeably missing are the exhaust stacks under the R-4350, a problem



This F2G-1, which crashed in December 1945, is one of the decal options provided in the new *Special Hobby* kit.

In any event, the end of the war brought about the cancellation of what might have been an amazing fighter. With the tried-and-tested R-2800 replaced by a four-bank, 28-cylinder Pratt & Whitney R-4360, the *Super Corsair* could climb at a prodigious 4,400 feet per minute and reach a top speed of 431 miles per hour. Armed with the standard six .50-caliber machine guns, the F2G could have been a superb interceptor. It ended up as a great racer, with pilots like Cook Cleland and R. W. McKillen competing in the Cleveland Air races until their cancellation following the crash of the P-51 "Beguine" in 1949.

There have been precious few kits of this *Corsair* variant. In 1:72, the only likely candidate has been the *Aviation Usk* kit. In some areas, it looks like a refreshed *Usk* kit, but it benefits from the *Special Hobby* treatment. In addition to 30 plastic parts and a couple of vacuformed canopies, there are 12 photoetched parts and a mess of resin, making this a very complete package.

The fun starts in the cockpit. A resin tub is dressed up with a resin seat, photoetched belts, a photoetched instrument panel and resin sidewalls. This is a very nice assembly and the detail on the resin parts is quite good. Next comes the engine, which is the kit's most glaring problem. Instead of the 4360 and its four rows of seven cylinders, you get two banks of nine cylinders each, with a crankcase that looks like that of a late-production R-2800. This is not going to cut it; I'll probably

the kit shares with its *Usk* ancestor. The propeller has too short a dome and hub detail is soft.

The wings go together, sandwiching resin gear bays (which are quite nice and even have correct wiring) and inserts for the oil coolers, which were unique to the F2G and which are captured very well here. The landing gear is topped off with beautiful resin wheels and photoetched anti-torque links. The kit also includes 16 stubs for 2.75" rockets, although none are provided.

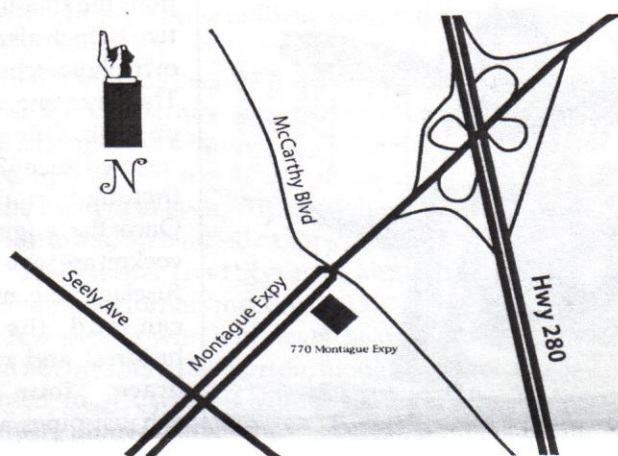
Decals for three aircraft are included, all of which are overall glossy sea blue. The first is for XF2G-1 14692, which crashed in Akron, Ohio in December 1945; this aircraft has a white checkerboarded cowling. The second scheme wears Naval Air Test Center (NATC) markings and is said to depict the first production F2G-1. With red-centered bars on the stars-and-bars, this scheme dates from 1947 or 1948. The last scheme depicts an F2G-2 tested by the Navy and Goodyear from October 1945 to June 1946, and its most striking feature is a yellow and light blue-checked cowling.

This looks like a very buildable F2G, and I would be astonished to not see a racing plane boxing of this kit with some of the colorful markings seen at Cleveland at some point. For this particular kit, I suspect the call would be "gentlemen, replace your engines!" Once a proper R-4360 is added, and once the lack of lower exhaust stacks is addressed, you will have a winner.



# SVSM 2004 Kickoff Classic Model Contest

**Sunday - February 22, 2004**  
**Napredak Hall - 770 Montague Expwy**  
**San Jose, CA 95131**



## Theme - "Stars 'N Stripes"

Anything involving Stars or Stripes in markings, insignia, etc.

- Racing Stripes,
- Invasion Stripes,
- Anniversary Schemes

### Air Forces such as

- United States
- Israeli
- Yugoslav
- North Korea
- North Vietnam
- Chinese (ROC & PRC)
- USSR
- Angola
- Cuba
- US Army
- Chrysler Corp (Dodge, Plymouth, Chrysler)
- Mercedes-Benz vehicles
- Zebra dazzle ship camo schemes

### Schedule of Events

9am -Registration, Contest/Vendor rooms open  
12:30pm - Judges Meeting  
12:45-3:15 - Judging (room will remain open)  
4:15 pm - Awards Presentation

Model Building "Make N' Take" and other possible activities will be announced and scheduled "Day of Event"

### Fees

Seniors: \$5 Registration, \$1 per model entered  
Juniors: \$1 Registration, \$.50 per model entered  
Spectators: Free  
Display Models if space available, will also be free and welcomed.

### General Rules Briefly:

IPMS/USA rules and criteria will be used for this contest. • Handling of models will be limited to the builder; no models will be handled by the judges without permission. • SVSM encourages members of other chapters to participate by joining our judging teams. • The Contest Director will make the final ruling on all disputes during the contest, may also split or combine categories based on the number and nature of entries. • No model that has won an award at an IPMS National Contest is eligible, nor are any models that were first entered in any Region IX competition prior to Feb. 22, 2003. • SVSM appreciates the honor system and hopes the participants will as well. • All work done on model entries must be the work of the entrant. SVSM asks that all contestants avoid the judging teams during judging to insure impartiality and expedition of process. • Interference by contestants will be handled per IPMS/USA rules, and could render the offender's models ineligible for award consideration. • Most importantly, all participants and staff must have fun.



### Special Awards - in addition to our numerous traditional special awards

- Best contest Theme Stars 'n Stripes subject
- Best Russo and or Japanese War Subject
- Best Mustang
- Best 1944 subject
- Best Night Fighter

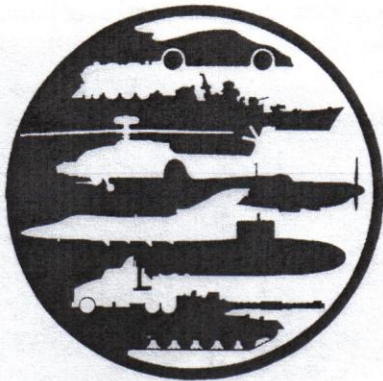
### Vendors Tables:

\$50 each if paid before Dec. 20, 2003.  
\$60 each if paid between Dec. 21 and Feb. 15, 2003.  
\$65 on day of event, if available.

**Vendor Contact** - Jim Priete, Weekdays 9 am and 3:30 pm  
at (925) 323-1845

For more information visit the SVSM website at: [www.svsm.org](http://www.svsm.org) or call Chris Bucholtz at (408) 723-3995





# SILICON VALLEY SCALE MODELERS

The following categories are planned for the contest.  
If needed, some categories may be split.  
Entrants should neither plan for nor expect splits.

## Senior (18+ Years)

- S1. Single Engine Jet or Rocket Aircraft, 1/72 scale
- S2. Multi-Engine Jet Aircraft, 1/72 scale
- S3. Single-Engine Prop or Turbo-Prop Aircraft, 1/72 scale
- S4. Multi-Engine Prop or Turbo-Prop Aircraft, 1/72 scale
- S5. Single-Engine Jet or Rocket Aircraft, 1/48 scale
- S6. Multi-Engine Jet Aircraft, 1/48 scale
- S7. Single-Engine Prop or Turbo-Prop Aircraft, Allied Naval 1/48 scale (NEW)
- S8. Single-Engine Prop or Turbo-Prop Aircraft, Allied Other 1/48 scale
- S9. Single-Engine Prop or Turbo-Prop Aircraft, Axis and Neutrals, 1/48 scale
- S10. Multi-Engine Prop or Turbo-Prop Aircraft, 1/48 scale
- S11. Jet and Rocket Aircraft, 1/32 and larger
- S12. Prop Aircraft, 1/32 and larger
- S13. Biplanes/Fabric & Rigging, all scales
- S14. Rotary Wing Aircraft, all scales
- S15. Civil, Sport and Racing Aircraft, all scales
- S16. Jet, Prop and Rocket Aircraft, 1/144 and smaller
- S17. Military Vehicles, Softskin, 1/35 and larger
- S18. Armored Fighting Vehicles, Closed-Top, to 1945, 1/35 and larger
- S19. Armored Fighting Vehicles, Closed-Top, post 1945, 1/35 and larger
- S20. Armored Fighting Vehicles, Open-Top, 1/35 and larger
- S21. Towed Artillery and Ancillary Vehicles, 1/35 and larger
- S22. Military Vehicles, Allied all types, 1/48 and smaller (NEW)
- S23. Military Vehicles, Axis all types, 1/48 and smaller (NEW)
- S24. Ships, 1/400 and larger
- S25. Ships, 1/401 and smaller
- S26. Automobiles, Stock, all scales
- S27. Automobiles, Custom (Other than Low-Rider style) all scales
- S28. Automobiles, Competition, Open-Wheel, all scales
- S29. Automobiles, Competition, Closed-Wheel, all scales
- S30. Autos, Custom, OpenTop/Vert Spec Styled as Low Rider, all scales (NEW)
- S31. Autos, Custom, HardTop Spec Styled as Low Rider, all scales (NEW)
- S32. Space Vehicles, Fictional (Science Fiction or Fantasy), all scales and types
- S33. Space Vehicles, Real, and Missiles, all scales and types
- S34. Figures, Historical, all scales
- S35. Figures, Fantasy and Fiction, all scales
- S36. Out of the Box, all types and scales
- S37. Dioramas, all types and scales

- S38. Hypothetical Vehicles, all types and scales
- S39. Miscellaneous
- S40. Collections, all types and scales

## Junior (13-17 Years)

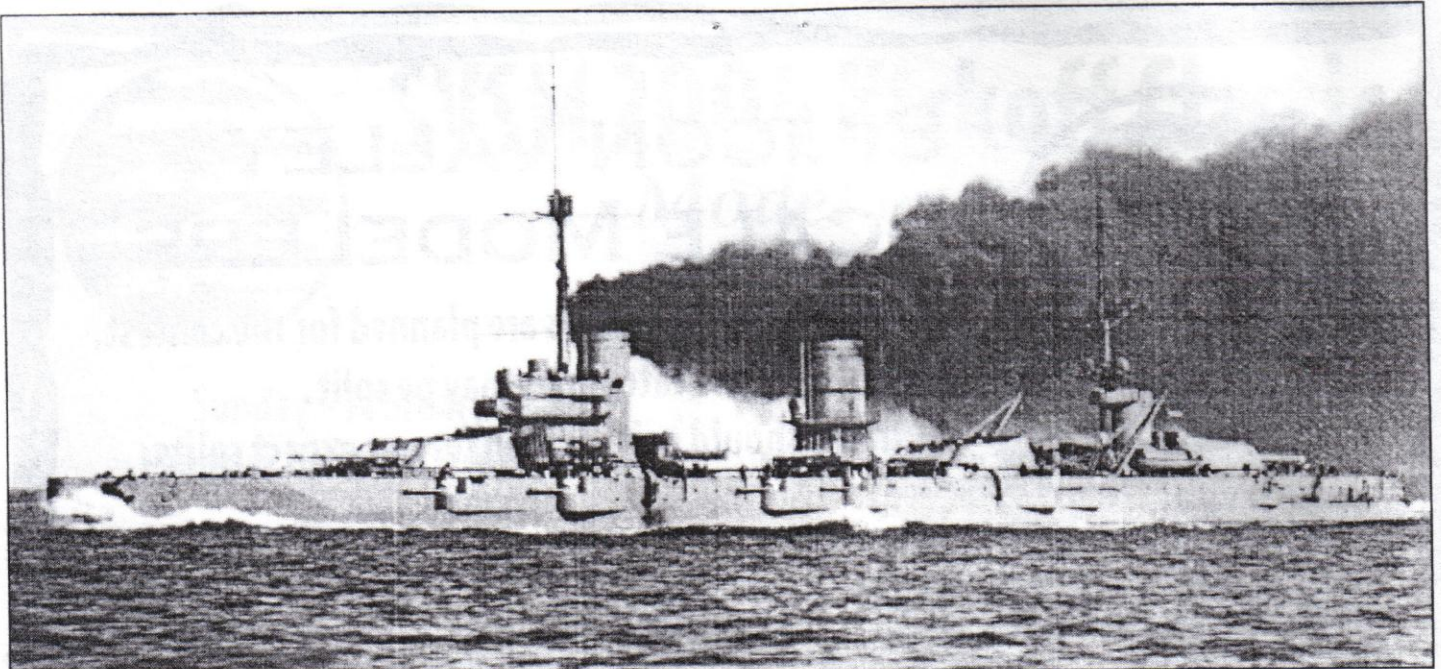
- J1. Aircraft
- J2. Military Vehicles
- J3. Automobiles
- J4. Dinosaurs and Figures
- J5. Miscellaneous

## Youth (12 Years and Under)

- SJ1. Aircraft
- SJ2. Military Vehicles and Ships
- SJ3. Automobiles
- SJ4. Miscellaneous

## Special Awards

- SA1. Ted Kauffman Memorial Award Judges' Best of Show (Senior)
- SA2. Bill Magnie Memorial Award - Judges' Best of Show (Junior/ Youth)
- SA3. Arlie Charter Memorial Award - Best U.S. Army Air Corps Subject, Pacific Theater
- SA4. Ayrton Senna Memorial Award - Best Competition Automobile
- SA5. Mike Williams Memorial Award - Best Science Fiction, Fantasy or Real Space Subject
- SA6. Best CONTEST Theme Stars 'n Stripes subject
- SA7. Best Russo and/or Japanese War Subject (Any Russian, Japanese related item of war, special consideration given to Russo/Japanese 1904 conflict entries as 100th Ann)
- SA8. Best Mustang (all types, animal, aircraft, auto, etc.. Special consideration given to Auto as 40th anniversary of Ford namesake)
- SA9. Best 1944 subject (emphasis on D-Day, Leyte Gulf, Battle of Bulge, Op Market-Garden, Russian Crush of Wermacht AGC, but all 1944 circa items eligible)
- SA10. Best Vacu-Form
- SA11. Best Night Fighter
- SA12. Silk Purse Award - Best Model from Worst Kit
- SA13. Best Racer (Air, Land or Sea)
- SA14. Tim Curtis Award - Given to honor service to the Silicon Valley Scale Modelers IPMS chapter.
- SA15. Hugh Silvis Award Given by R9 RC to award efforts to best characterize "Chapter of the Year Region 9"



Under a full head of steam, *Sevastopol* under steam around the time of her completion. The ships of this class were used cautiously in World War I and they rarely ventured out of the Gulf of Finland.

## Gangut-class: Russia's multiple-war battleships

Continued from page 1

Germans. After that, due to the start of the Civil War, all but one of them (*Petropavlovsk*) were placed in reserve.

In a tragic twist of fate the ships that never fired at the Germans during WWI were used to fire on fellow Russians and the former allies during the Civil War. First, on 31 May 1919, as one of the few operational ships of the Red Navy in the Baltic, *Petropavlovsk* was covering a reconnaissance of the British forces by the Red Navy destroyer *Azard* when they were attacked by eight British destroyers. *Petropavlovsk* was able to drive them off, but no ships on either side were hit. This, surprisingly, was the only time in their 42-year careers when any of the *Gangut* class battleships were involved in a ship-to-ship action.

In June 1919, the garrisons of the two forts on the southern coast of the Gulf of Finland mutinied against the Soviets and *Petropavlovsk* was involved in shelling them into submission. In August 1919, the British claimed to have sunk *Petropavlovsk* in a MTB raid on Kronshtadt. That myth persisted until the end of the cold war, but in reality the torpedo missed and hit the pier next to the ship.

In November 1919 the class suffered its first loss when *Poltava*, which had ostensibly been placed in reserve but in reality was all but abandoned at her pier, caught fire and burned for over a day and half. The resulting damage was so great that, despite that fact that the hull was kept around until after WWII and there were periodic half-hearted attempts to repair the ship, it was never operational again. The last time the ships were in action during the Civil War was in March 1921 on the anti-government side. The sailors of the Kronshtadt Naval Base mutinied, led mostly by the battleship crews, and declared their intention to start a third revolution. In an ironic change, the forts that they helped silence in 1919 now fired on them on the side of the government. Despite heavy fire from the battleships (almost 700 12-inch rounds were), the mutiny was crushed in eight days. The ships were subsequently

renamed: *Gangut* to *Oktyabr'skaya Revolutsiya*, *Sevastopol* to *Parizhskaya Kommuna*, *Petropavlovsk* to *Marat* and the wrecked *Poltava* to *Frunze*.

During the next several years the ships were mostly in reserve, but from 1922 to 1924 they were slowly repaired and brought back to operational readiness. Several years of routine maneuvers followed as the Red Navy was rebuilt. In 1929, *Parizhskaya Kommuna* along with the cruiser *Profintern* left the Baltic for the last time and transited to the Black Sea (the only time the ships of this class visited open ocean). From 1931 until 1938, these three ships were slowly modernized. Their superstructures were beefed up, boilers replaced and AA guns added. *Parizhskaya Kommuna* was modernized the most; her mid-deck armor was strengthened from 25mm to 76mm, gun elevation was increased to 40 degrees, and anti-torpedo bulges were added, which brought the displacement to almost 31,000 tons. The Baltic ships were also modernized, but to a lesser extent.

The Baltic ships were active during the Winter War, shelling Finnish positions and coast defense batteries. The two ships fired almost 400 12-inch rounds at the Finns during the conflict.

All three surviving ships were active in WWII, through not in the same way as the ships of the other navies. Instead of ocean operations, they were used as floating batteries due to the nature of the conflict in the East. In September 1941, both Baltic ships were extremely active in support of the defenders of Leningrad. *Marat* alone fired 1042 12-inch shells in the span of eight days. They also faced some of the heaviest air strikes faced by any ships during WWII, each sustaining several damaging but non-disabling hits. On 23 September 1941, *Marat* was hit by two 500- or 1000-kg bombs which pierced the deck armor and caused the explosion of the forward 12-inch magazine. The entire forward third of the ship was destroyed, 326 men died, and the ship settled to the bottom of the harbor

(which fortunately was only two meters below the bottom of the ship. Amazingly, the two aft turrets of the ship remained operational and on October 31 they were back in action. By mid-1942, the #2 turret was also repaired. Both ships were active throughout the blockade and *Oktyabr'skaya Revolutsiya* was the last ship of the class to fire its gun in anger when it shelled Finnish positions on 9 June 1944 (and obtained two direct hits on concrete strong points at a range of 30,000 meters).

In the Black Sea, *Parizhskaya Kommuna* was active until mid-1943, shelling German troops and delivering supplies to besieged Sevastopol. Throughout the war the AA armament of the ships continued to increase and by the end of the war *Oktyabr'skaya Revolutsiya* carried 1276mm, 2037mm guns and 16 12.7mm machine guns. By the end of 1943 both *Parizhskaya Kommuna* and *Marat* reverted to their old names, while after the war what was left of *Marat* was renamed *Volkhov*. These ships had an active post-war life as training ships, and even *Volkhov* survived until 1952 as a non-self-propelled school ship, while the other two sisters were stricken in 1956.

After the recent IPMS U.K. Nationals I had the great pleasure to spend several days at Jim's house. Both of us being avid Russian navy enthusiasts we couldn't help but talk about the ships (and their models) of the Russian navy. He let me look at his vast collection of un-built ship kits. Among them were four different kits of the *Gangut* class, which I couldn't help but put side by side. Below are the sad results of that comparison.

There are four kits of the ships on the market right now, all in 1:700 scale. Two kits represent the ships in their 1914 configuration and two represent the modified ships as they appeared in WWII. The kits are:

*Kombrig Gangut* as built (1914) - (GG);

*Kombrig Parizhskaya Kommuna* in its WWII fit (box says 1924, but that is wrong) - (PC);

*WSW Petropavlovsk* as built (1914) - (PP);

*HP Oktyabr'skaya Revolutsiya* as in 1940 (OR)

In this review we are going to concentrate on three things - hulls, turrets and stacks, since everything else is a) specific to each ship and b) is relatively easy to scratchbuilt if needed.

Placing the hulls side by side we got a shock - they were all wildly different! Not only do they differ in length and width but the deck features, barbettes and casemates do not align with each other! For four ships of the same class in supposedly the same scale, the difference is simply amazing. In order to figure out who is wrong and who is right we got out our references (*The Russian Battleships: Sevastopol Class* from Okrety Swiata/Warships of the World, monographs *Lineynye Korabli tipa Sevastopol* and *Lineynye Korabli tipa Marat* from Midel' Shpangout and *Russian/Soviet Battleships* by Steve McLaughlin) to get the accurate dimensions and plans of these ships. Armed with a calculator and a ruler we went to work. The results are in the table below (and a disclaimer—I tried to be as accurate as possible in measurements, but since I was using a ruler and not calipers an error of +/- 0.5mm is possible).

As you can see from the comparison, the numbers are bad. Now, let's look at the hulls in detail:

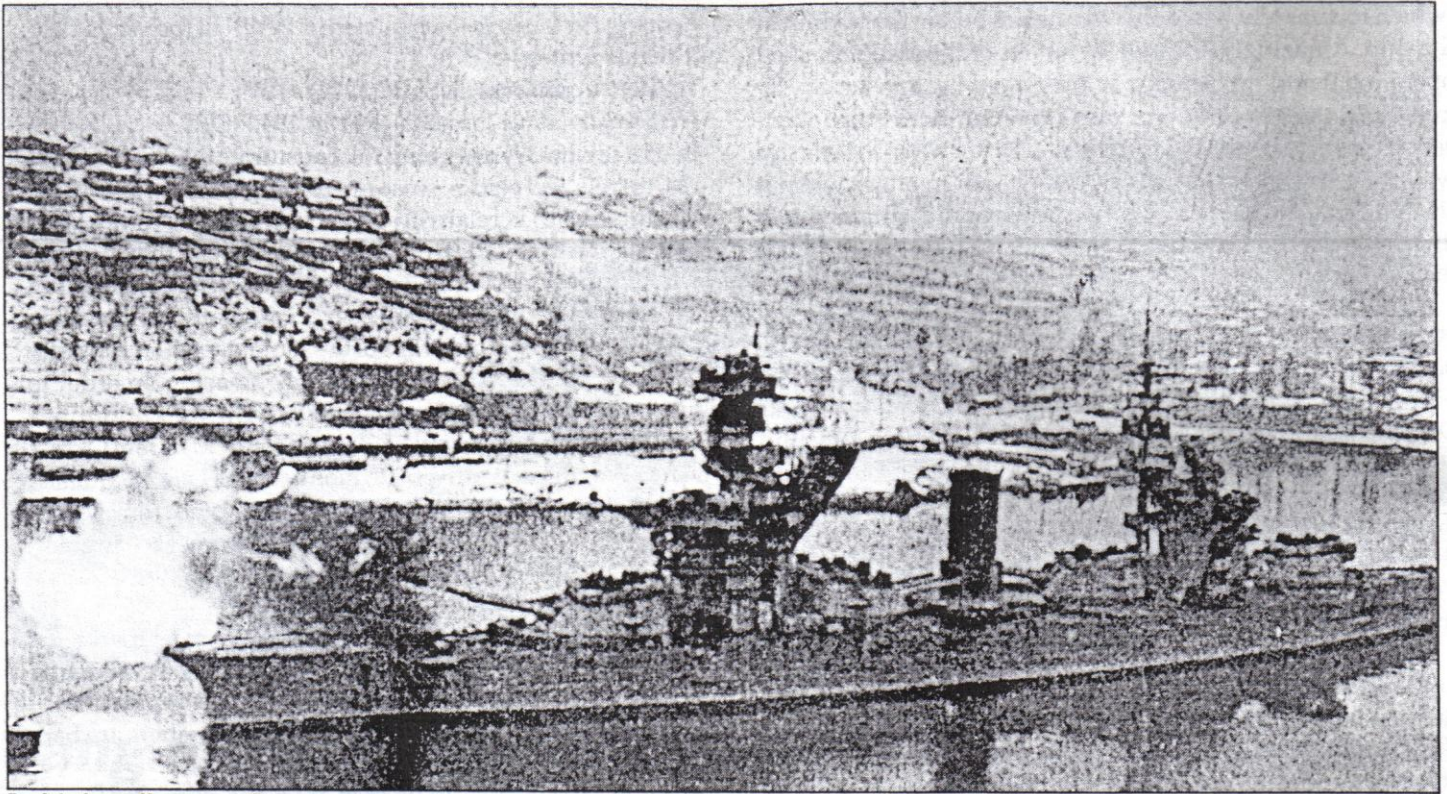
*Kombrig Gangut*: As can be seen from the above table, this hull is undersized in every dimension, but looking at it with a naked eye it is perhaps the best hull proportion-wise. The narrowness of the waterline can be fixed somewhat by adding an armored belt which is omitted from the kit (about 0.5mm on each side), which would bring the width up to 35.5mm or 1:757, still too narrow but in proportion with the deck width (it seems the master maker forgot about the tumblehome and used the deck plan for the waterline outline). When put

	Actual Size	Actual size in 1:700	<i>Gangut</i>	<i>Parizhskaya Kommuna</i>	<i>Oktyabr'skaya Revolutsiya</i>	<i>Petropavlovsk</i>
Waterline length	180.0m	257mm	247mm	261mm*	258mm*	260mm
1:692				1:728	1:693	1:700
Waterline Width	26.9m	38.4mm	34.5mm	38mm**	38mm	38mm
			1:780	1:768	1:700	1:700
Deck Width	24.4m	34.8mm	32.5mm	34mm	36mm	36.5mm
			1:750	1:700	1:677	1:668
Freeboard	5.64m/4.67m***	8mm/6.6mm	8mm	10mm	7.5mm	9mm

\* Both of the modernized ships had a length of 181 meters.

\*\* *Parizhskaya Kommuna* had bulges added in 1938 and in the fit as depicted in the kit the waterline width was 29.2 meters.

\*\*\* Freeboard was calculated by taking the overall height of the ship, 14.26m, and the displacement, 8.62m at standard displacement and 9.29m at normal displacement, so numbers anywhere in that range would be acceptable.



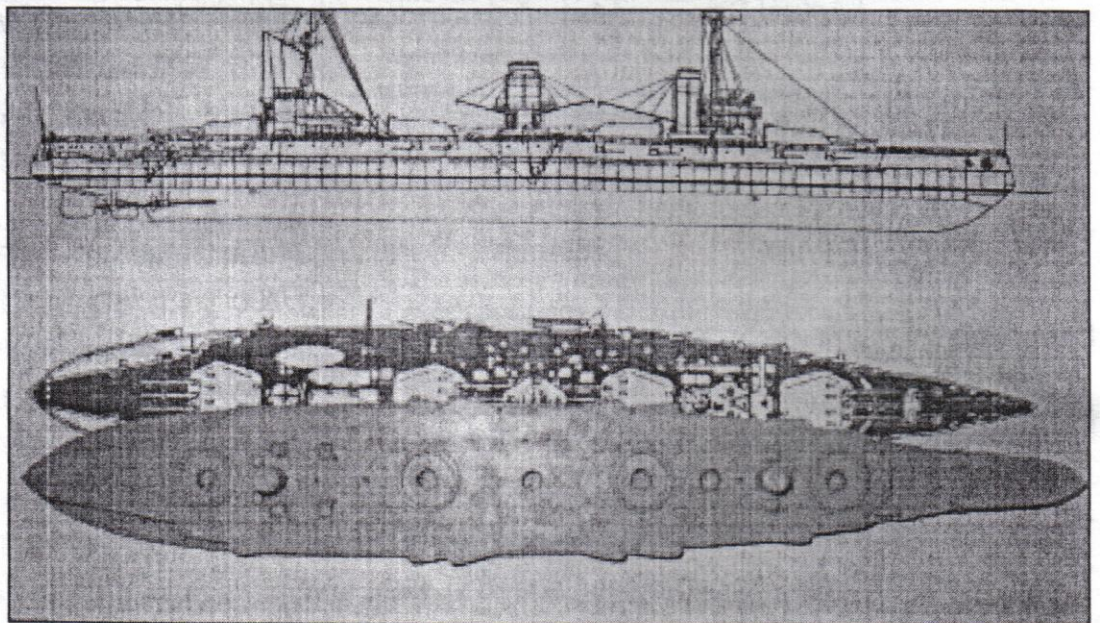
**Parizhskaya Kommuna fires on advancing German troops in defense of Sevastopol. Three of the four ships of the class were employed in defense in this manner.**

against the plans scaled down to 1:728 the ship lays down perfectly with everything being in the right place except for the forward barbette, which is about 2mm too far forward. The detailing on the hull is rather crude and simple (it being one of the early *Kombrig* kits), but it is relatively easy to fix. The deck planking is simulated, but the cross deck planking is not (which is good, since it is easy to simulate using Jim's technique of simply drawing them with a pencil). Overall this is a best hull if you do not care about the scale.

*Kombrig Parizhskaya Kommuna*: The dimensions of this hull are all over the place. the waterline width is mitigated by the fact that bulges are not represented at all. If we were to consider the width as the pre-bulged hull width it would scale out to 1:700 and then the bulges would be easy to add. The hull is also way too tall—10mm instead of 8 at most, the problem being that both the casemates and the belt are too tall and would be almost impossible to fix. However even if the dimensions are fixable, the hugely exaggerated casemates, which are also in the wrong place, would be much harder to fix. The same goes for the bow, which is too fat and round, and the deck features, most

of which are not even remotely in the right place. The deck planking is simulated, but the cross-deck planking is not. The detailing of the hull is also very crude, so it is by far the worst hull of the bunch.

*WSW Petropavlovsk*: The best detailed hull of the bunch, with lots of detail, most of which is in the right place (between the forward and aft superstructure, aft and forward of that it



**The HP *Oktyabr skaya Revolutsiya* would have been the top kit of the subject if not for the lack of deck planking. Otherwise, it is them ost accurate of the four kits of the class.**

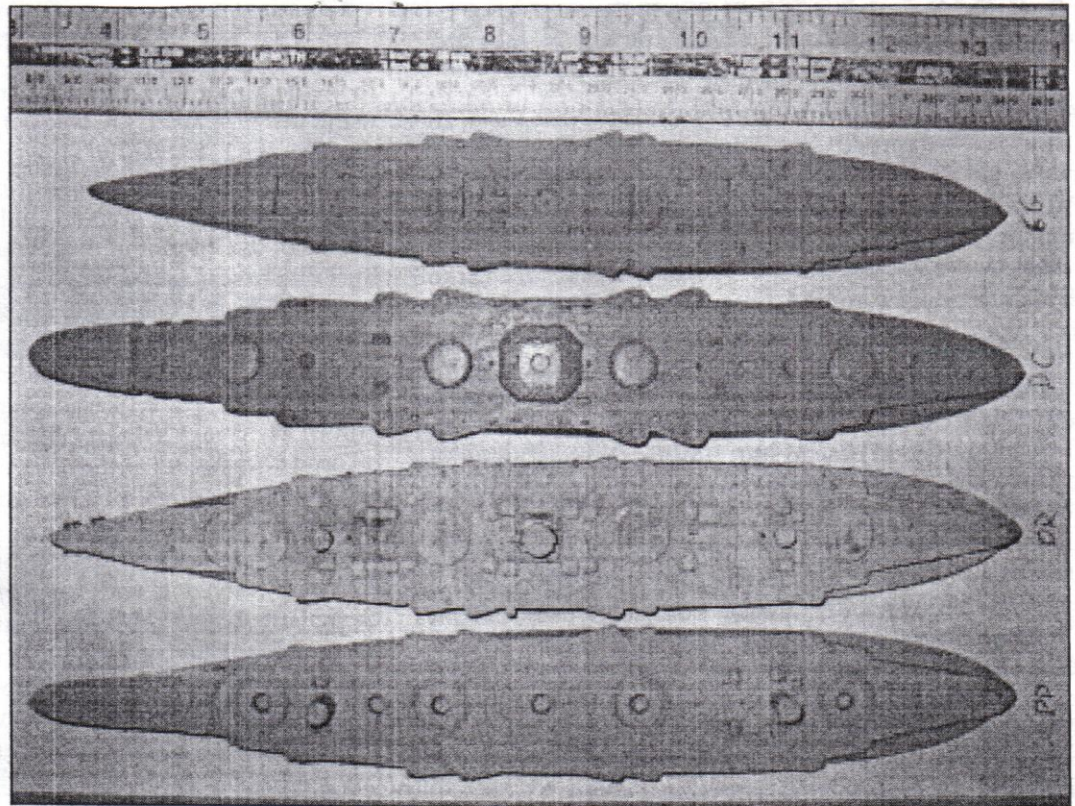
starts getting stretched). Unfortunately, it is very heavily rendered, heavy enough to remind me of the famous *Matchbox* trenches on their aircraft kits. The hull is also oversized, which

makes it look too massive and too tall (1mm over the lightest draft freeboard, which is noticeable) and too wide at the deck. Both the deck planking and the cross-deck planking is simulated, but it is so deep that they look like trenches (especially on the cross deck planking). With all of its problems, it is still the second best hull of the bunch.

*HP Oktyabr'skaya Revolutsiya*: The most disappointing hull of the bunch, mostly because it came so close, only to screw up in a major way. It is the most accurate hull dimensionally of all four. Even the height of the hull is right, since *Oktyabr'skaya Revolutsiya* was heavily loaded during the refits and sat low in the water. The too-wide deck looks okay as well.

The shape of the modified bow is also correct. The deck detail is very well done with lots of fine details, most of it being in the right places. Unfortunately it is all wasted by the fact that there is no deck planking. This would mean that the entire deck would need to be re-scribed, meaning that all of the nice deck detail will have to be destroyed and rebuilt. How could they make this mistake is beyond me! This instantly drops this hull for me to the level just above the grossly inaccurate WSW hull.

While none of the turrets are completely accurate, The turrets from the *HP Oktyabr'skaya Revolutsiya* and the *Kombrig Gangut* come the closest. The *Gangut* turrets are a bit (about 0.5mm in 1:728) too short, while the *Oktyabr'skaya Revolutsiya* turret is a bit (about 0.5mm) too long and both have slightly too sharp of an angle. However, all of those problems are very easily fixed with a few swipes of a sanding stick. The overall shape of the above two turrets is almost right on target. The WSW turrets are way too narrow in the back, which means that you would have to build up the aft parts of the turrets,



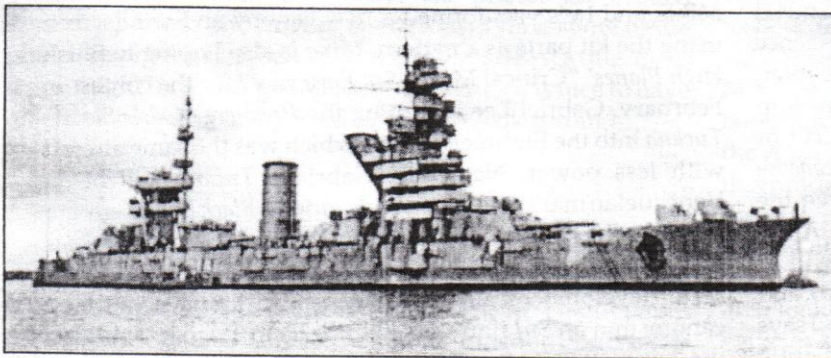
Hull comparison, from top to bottom: *Gangut*, *Parizhskaya Kommuna*, *Oktyabr'skaya Revolutsiya* and *Petropavlovsk*.

which is time consuming. The WSW turrets are completely wrong, the relationship of the turret plates is reversed and the roof of the turret is flat instead of having facets like a real thing. While it is possible to fix the question to ask would be, why bother?

The stacks on the GG kit are a bit too small in diameter, but since they are simply round tubes they are easy to replace, and even if not replaced would look okay. The WSW *Petropavlovsk* stacks look right on target. The *Kombrig Parizhskaya Kommuna* stack is a fat piece of junk, which is too fat and has a wrong shape too boot. The *HP Oktyabr'skaya Revolutsiya* stack is pretty close, but it looks a bit too thin, and the example I saw was badly molded on one side, which can be fixed but would destroy the fine detail present on the stack.

As you can see from the above, sadly, all of the kits are pretty badly flawed. If you want a truly accurate 1:700 *Gangut*-class battleship you will have to scratchbuild it yourself. Of the four kits, I think that the *Kombrig Gangut* comes the closest, if you don't mind 1:728. It has the most accurate proportions

and details. The WSW *Petropavlovsk* comes in second, especially is you factor in the price, which is twice as much as the *Gangut*. It would probably be the fastest build out all four, since the extra detail would have to be added to *Gangut* to bring it up to par. Two of the modernized ships are junk. The *HP Oktyabr'skaya Revolutsiya* would have been the best kit of them all, but for the price that *HP* wants for their kit, to have to do all the extra work is outrageous. I recommend it only if you don't mind redoing the deck and all of the deck detail. The *Kombrig Parizhskaya Kommuna* is just a piece of junk with no redeeming features; avoid it like a plague.



*Oktyabr'skaya Revolutsiya* as she appeared during World War II.

# JANUARY MINUTES

At the January meeting, we were reminded that this year's *Tamiyacon* is scheduled for April 17 and 18 in Aliso Viejo. This is the event that earned Greg Plummer a trip to Japan last year and landed his mug on the back of *FineScale Modeler* and the *IPMS/USA Journal*! Perhaps another SVSM'er will earn a similar prize this year!

Another contest is coming in February besides the Kickoff Classic: the "Out to Launch" contest scheduled for the meeting. Bring your launchable items (or if you're into boats, bring your small launches!) for a shot at the usual prize offerings graciously provided by the president. Also keep in mind that elections are coming up in March; if you have a yen to run for office, this is a good time to start firming up your intentions. To vote, you must be a paid member and you must be present at the March meeting.

In model talk... Cliff Kranz is converting a 1:48 *Revell* SR-71 into a 1:1 model of an SR-71 model! He is building it as the all-gray model seen on Kelly Johnson's desk back in the old days of the Lockheed Skunk Works. Speaking of the Old days, Cliff's also building a *Monogram* box-scale B-58 *Hustler*, complete with the droppable bomb and fuel pod. Bill Ferrante's 737 was started 15 years ago, so long in the past that he plans to finish it in the colors of People Express Airlines! Bill is also working on an *Academy* 1:144 DC-3 which will wear the colors of either Eastern or Western Airlines (it's a compass thing!) and he's restoring the first model he ever built, a *Monogram* 1:72 P-36. Like many real-life restorations, this is being built with a small part of the original airplane—namely, the left wheel! Aiden McMackin got his *Monogram* M20 armored car for Christmas 2002 and built it with dad Matt. The plucky Aiden says he may enter it in the Kickoff Classic in the adult armor category! Terry Newbern used JB Weld as glue and metal fillings as a kind of putty to assemble, fill and texture the limbs of his mutant lions from *Games Workshop*. Terry also built a very small scale model of the planet Mars using a small globe that broke off a set of bookends. Mike Powers had his clear coat go bad on his 1:48 *Hasegawa* F-86F and *Monogram* F9F-5 *Panther*, so he put dowels up their tailpipes and now enjoys using them to strafe the cat! Mike also built up a Gundam robot that he's had in his collection for a while. Jim Lund took the *Rareplanes* 1:72 vacuform kit of the Martin PBM *Mariner* and made it into a PBM-3R operated for the U.S. government by Pan Am during World War II, complete with the large flag on the nose and the small Pan Am marking on the tail. Kent McClure's collection of wargaming miniatures now includes the foes of the Alamo in the form of white metal Mexicans and Texians. Kent also had several Victorian science fiction figures, including an old lady on some kind of scooter. Greg Plummer is converting a GTO into a compact pickup truck along the lines of the Dodge D'Oro; he calls it a CTO, or compact truck option! Greg's also building an *Academy* Merkava II and experimenting with paints to achieve the right quality of light and shadows on the Israeli tank. Andy Kellock is customizing a *Revell* Rat Rod kit into what will be called the Silver Bullet, complete with a beer keg gas tank and a stein for a shifter. Andy built *Polar Lights'* Talladega and says it went together well except for the engine, which is slightly

too wide for the car. Andy was trying to finish a Datsun 510 using the 1974 *Revell* kit; he used *Tamiya* spray cans to paint the rally car. His splendid Superbee won best factory stock at a recent car show. Speaking of bees, Andy is now looking forward to building *Glencoe's* old *Seabee* kit; he's looking for details of the interior of this vintage civilian seaplane. Chris Bucholtz has an *Academy* P-51B almost to the painting stages, and his *Tamiya* *Mosquito* is ready to go on its landing gear. The *Mosquito* will be a Mk. XVIII "Tsetse" and will feature a 57mm gun, which Chris got from Vladimir Yakubov's stash of 1:72 turned metal barrels (it was intended for a Soviet anti-tank gun!). Don Savage's scooter was an unusual sight on the table; he used a *Tamiya* kit as the basis of his project. Ron Wergin's collection of figures includes a number of interesting old *Monogram* figures, like his 54mm Roman Gladiator, which he finished using acrylics. Ron also built a 1:72 *Fujimi* *Spitfire* Mk XIV and crewed it with an *Airfix* pilot whose head was transplanted from a *Hasegawa* figure! Dennis Ybe's Bf 109 is a bit of a Frankenstein's monster itself, being comprised of *Revell's* fuselage and tail, *Fujimi* wings and other bits and a *Cooper Details* interior. Speaking of *Cooper Details*, Roy Sutherland took second in conversions with his Fw 190A-7 Rammjager at the U.K. Nationals! Roy used a *Hasegawa* kit, his *Cooper Details* interior and undercarriage and *Eagle Editions* markings. Braulio Escoto built the old *Microscale* F4D *Skyray* (which started out as an ancient *Alyn* kit), and then he complimented it with an *Airfix* *Skyray*, an *Airfix* A-7 *Corsair* II, and a *Hasegawa* RF-101A, all of which are about 20 years old. Braulio also built a California Air National Guard F-106 from the *Monogram* kit; Braulio saw one of these *Delta Darts* for the first time while visiting Montana! Buddy Joyce bought a *Testors* die-cast F-117. Added grab handles, fenders and a new mantlet spruced up Laramie Wright's M41 Walker Bulldog; he also replaced the armor in the bow of the *Tamiya* kit with more accurate armor made from sheet styrene. Laramie is also hard at work on a severely modernized *Monogram* *Spitfire* IX which benefits from rescribing and a host of "modern" detail items. Vladimir Yakubov's latest Russian armored cruiser has a bow crest he made using an ALPS printer. He hopes to finish the kit, with its complex rigging, in time for the Kickoff Classic, and he will most certainly have his Soviet gun truck, complete with 57mm cannon, on the competition table. Scott Nagle is enjoying his project, a *Revell* of Germany 1:144 *Concorde*, and wishes he could make construction go as fast as the real airplane! Mike Meek is cobbling together *Pegasus'* 1:72 MB-5, and he's vacuformed a new canopy and windscreen using the kit parts as a pattern. Mike is also hoping to finish *High Planes'* "Critical Mass" *Sea Fury* racer for the contest in February. Gabriel Lee is turning the *Premiere Models* *Shorts Tucano* into the *Embraer Tucano*, which was the same aircraft with less power. Naturally, Gabriel's *Tucano* will be in Venezuelan markings. John Heck added a *Black Box* interior to *Tamiya's* F-117, then finished it in *Meteor Productions'* decals depicting the stars-and-stripes markings worn by the full-scale development aircraft. A *Jaguar* cockpit, vacuformed canopy and an *SnJ* finish are helping Tom Trankle's build of the *Tamiya* P-51B *Mustang* stand out. Mike Burton says that if

he ever builds the *Revell* Mickey Thompson racer again, he'll leave off the engines, because now he can't get the body panels on! Mike also built a 1:48 *MPM Loon* (the U.S. Navy V-1), a *Sharkit/MAI Regulus I* and a *Revell Regulus II*, all in preparation for February's "Out to Launch" contest. Mike's other models include a *Monogram* 1:48 P-47D with "10,000<sup>th</sup> Thunderbolt" markings from *Ministry of Small Aircraft Production*, a *Frog* 1:72 deHavilland *Hornet* in the classic extra

dark sea gray-over-sky scheme, a *Mach II Coleopter* in 1:72 and a 1:35 *Tamiya* M3 Grant tank. And the model of the month goes to... Ben Pada for his collection of 1:48 aircraft. Ben added a *Meteor Productions* interior to the *Revell-Monogram* F-86D *Sabre Dog*, finished a *Testors* Bachem *Natter* in a fictitious operational paint scheme, and built *Hasegawa's* Ki-84 out of the box with a finish courtesy of *Gunze Sangyo* paints and decals from *AeroMaster*.

## SVSM BOOKSHELF

By Eric McClure

December turned out to be a nice month for U.S. armor fans. We ended up getting kits of the M-36 and M-10 from *Academy*, but what I'm writing about are some nice books that came out at the end of the year.

### *Modelling the M3/M5 Stuart Light Tank*

By Steve Zaloga

Osprey Modelling #4.

This book is 80 pages with color photos throughout of the modeling projects. It starts off with a quick introduction and kit availability section. The next sections covers three different Stuart projects: intermediate, advanced and master builds. The first one is on building the *AFV Club* M3A3 Stuart. While Mr. Zaloga states this is an intermediate build, it basically is an out of the box kit with very minor fixes. In this section he also discusses his painting technique, figure painting and finishing. The next one is building a Russian M3A1 using the *Tamiya* M3 and the *Academy* M3A1. It may sound odd, but Mr. Zaloga explains why he decided to go this route and explains how to make an accurate M3A1. The final section covers an accurate M5A1 Stuart using the *Tamiya* kit. This is basically a chop and channel job of the lower hull and the making of a new rear upper hull, along with other items. After reading this section, I hope someone will do a correct kit of the M5, but I guess it will be only after I build my old *Tamiya* kits. The rest of the book covers other M3/M5 variants that he has built using the old *Tamiya* kits and one with the *Academy* kit. All in all a nice quick read with some techniques I hope to use.

### *US Tank Battles in France 1944-45*

By Steve Zaloga

Concord Publications.

There are color profiles of U.S., German and French tanks contained within the 72 pages of this book. The first two pages are background history followed by pages of photos starting with the preparations for D-Day. The photos are broken down by periods and area of operations. While some of the photos have been seen before, a lot are new at least to me. Even if you might have a large collection of photos it is nice to have one book covering one period to have to look through.

### *M5A1 Stuart*

By Krzysztof Mucha and George Parada

Kagero #18

This is a Polish-published book with English translations (one column Polish, the other English). The first eight pages are a general history of the M5 with some in action photos. The majority of the rest of the book has detailed photos of a

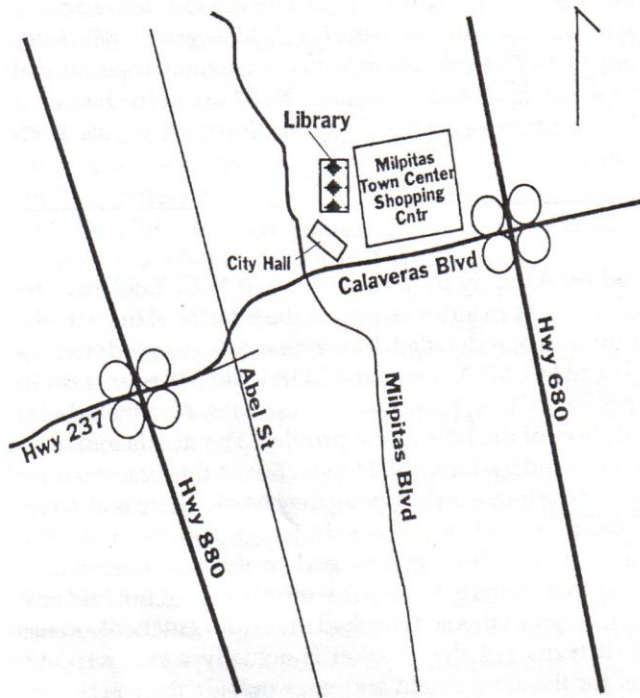
restored M5A1 early in the collection at WTS Koblenz. The photos cover the exterior as well as the interior of the vehicle. There are also some detailed drawings and 3/4 views drawings in 1:35 of an M5, M5A1 early and M5A1 late. There are also 10 color profiles of U.S., French and Polish M5s. Also included is a decal sheet of the M5s in the profiles. The decals look nice and are printed by *Techmod*. I haven't used this brand before so I cannot comment on how well they work. There is also one small problem with the scale drawings and profiles. The drawings show a bracket attached to the rear idler wheel assembly that seems to be a track support. I could not find any photos to support this so I checked my Hunnicutt book on the Stuart. It turns out this bracket is actually a rear support bracket for the sand shield and goes outside the tracks, not inside like the Kagero drawings. If you have no detailed reference material on the M5A1 Stuart (especially an early version) this is a nice reference to have. If you were looking on in action photos I would pass on this book.

CD-ROM: TM 9-745 M36B2 and TM 9-748 M36B1

available from *Easy 1 Productions*

mpowell@chartermi.net, price \$30

This CD has copies of the tech manuals on the M36B1 (M36 turret on an M4A3 Sherman) and M36B2 tank destroyers, a folder of M36 parts photos and some photos of a restored M36. I had no problems viewing these manuals on my computer using Windows XP and I understand Mike Powell has designed them to work easily with Window 98 and ME but I would contact him to be sure. The photos in the manual are typical military photos. I would have preferred the CD to have contained a TM on the M36 instead of the diesel-engined M36B2, but most of the tank's interior was the same (except for the instrument panel). The M36B1 manual is also missing a section but I have e-mailed Mike about this, and he stated that the M36B2 manual has same information so he didn't bother copying the M36B1 section. The photos of the restored vehicle is nothing to write about, Squadron's "Walk Around" on tank destroyers has much clearer and sharper photos. I can only recommend this CD to those who are either restoring an M36B2 or a real fanatic for these vehicles. The only reason I bought it is I got a nice Christmas bonus from my work and the *Academy* M36 kit from my wife, so I thought why not try this product. I also hoped to have answered questions about the interior layout of the M36B1. While there are no clear photos of how the ammo was stored by reading different sections I got a fair idea of what the interior aft of the driver area looks like. *Easy 1 Productions* have manuals on a lot of vehicles so if you are interested contact Mike at his e-mail address for his current product list and pricing.



Next meeting:  
**7:00 p.m.,**  
**Friday,**  
**February 20**  
**at the Milpitas Public**  
**Library**  
**40 N. Milpitas Blvd.**  
For more information, call the  
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