

## Milestone Mustang: "Roto-Finish" in 1:48

By Mike Meek

"Roto-Finish" marked a milestone in the Reno era of air racing in 1972 because it was the first highly modified *Mustang* to win against the highly modified *Bearcats* that dominated the races for several years. It also marked the first success at Reno for Dwight Thorn, whose engines are still winning today. Dwight's mighty Merlins have won for five straight years, including a first and a third in 1999.

Flown by Gunther Balz, "Roto-Finish" was held back during qualifying rounds as a tactic to prevent other plane owners from trying to fine-tune their engines. But when Sunday rolled around, there was "Roto-Finish" up near the front, duking it out with the *Bearcats*. On the fourth lap of the Gold race, Balz pushed the throttle forward and outstripped Richard Laidley's "Conquest 1," winning the race and setting a new race record speed of 416.16 mph in the process.

"Roto-Finish" continued to race until 1974, when she was further converted into the RB-51 "Red Baron."

One of the reasons I looked forward to the National convention coming to Santa Clara in 1998 was that I'd heard that someone was going to have a conversion for a P-51 air racer in 1:48. This conversion was done by *Speed Demons*, and on a whole it was fairly disappointing. My first tip of should have

been that the decals weren't ready! I know of one fellow modeler who has yet to get his decals. Hey—at least the box was nice!

Inside were resin pieces for the pointed spinner, the wing tips, fuselage spine, front cockpit, canopy, and a new front for the radiator, which, by the way, was not modified on the real aircraft except for a boundary layer splitter added between the top of the scoop and the bottom of the wing. Also included was a thin vacuformed canopy.

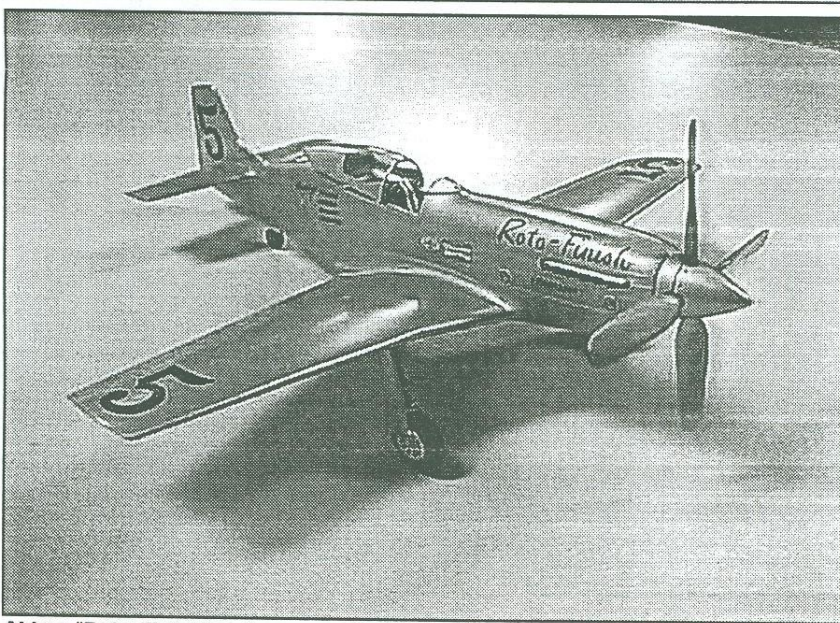
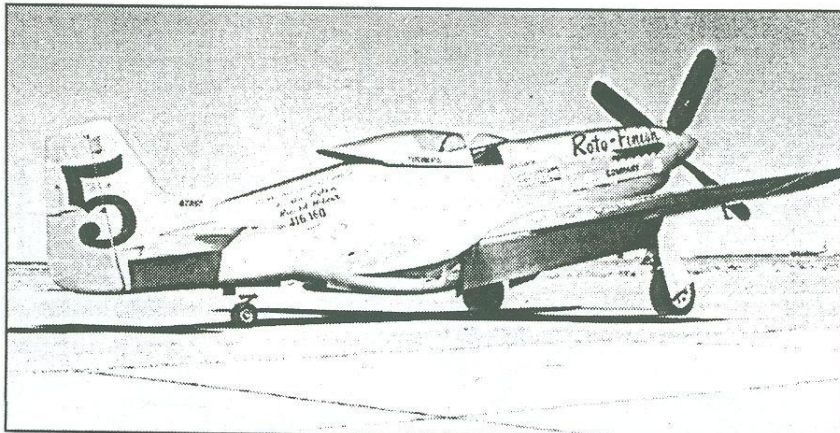
I'm not trying to be overly critical, and I have seen a model built using the parts in this conversion. It looked okay, but it just wasn't right.

I started my model with a *Hasegawa P-51D* kit. Starting at the front, the angle on the spinner to the point is too flat, so I blended in an *Otaki P-40* spinner. No propeller is included in the *Speed Demons* conversion, so I cut down and reshaped a resin *A-1 Skyraider* prop to represent an 11-foot, 1-inch *Aeroproducts P-51H* prop.

For the cockpit, I used a *True Details* set, taking out the military items like the flare gun open-

ing. After fitting the cockpit, I glued the sides in position along with the radiator and oil cooler. Then I glued the fuselage sides together, waiting to install the cockpit floor and instrument panel until the wing was ready to be attached.

To fit the new rear fuselage, I cut from the rear of the



At top, "Roto-Finish" as it appeared in 1974 at the Mojave Air Races; at bottom, Mike Meek's 1:48 "Roto-Finish," a heavily-modified Hasegawa P-51D Mustang.

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## FROM THE PRESIDENT

WOW! What a party! I must admit that, when I first arrived at Renato's, I was concerned that the attendance would be low, but in the usual SVSM fashion, things slowly picked up. Let me take the time to thank everyone for showing up and having a great time. A very big thank you to Dave Balderrama and Kris Johns for commandeering and taking care of the gift exchange pot for me; without their help, I don't think I would have been able to do stay on top of things. When you see them, make sure to let them know we all appreciate their help. Thank you to Liz, her sister and the rest of the Renato's gang! They made every attempt to accommodate us, and the pizzas were HOT (some hotter than others—I hope someone brought Tums!). For those of you who had the pleasure of the combo pizza, the spicy part was a homemade chorizo, it puts a kick into any pizza that has the stuff. And I'm almost positive that no one from Renato's got injured by ravenous modelers; at least I did not see any bloody limbs flying across the room.

For those of you who did not make it, you missed a great year-end thievery party. The room was cramped and it did get a bit warm. Pizza and soda was devoured by all, and for the locals eating there we must have been a very strange sight! Even Liz asked me what was going on; in hind sight, I should have asked her to sit in and watch the fun. Chris has all the details on what transpired so I will leave that to him! From what I gather everyone who attended had a great time and ate their fill, which makes me happy to hear and see. Thank you everybody for making such a great event!

Thank you to Bruce McBride, Ken Durling, Greg Plummer and the rest of the new "Hornets," the Oakland chapter. In their last newsletter, Ken and Co. mustered up support for our vets drive. Their chapter goal is 100 kits, and from the looks of what I have received they are well on the way to 100! I also have some paints to send with the models. I don't know exactly who set this up (Bruce?), but they have also got the

support of Kit & Caboodle, a hobby shop in El Cerrito. Greg gave me a box of models and a train set from the shop at the pizza party. So lets be sure to extend a thank you to them as well.

Finally allow me to send a huge thanks to Frank Beltran and his wife. As many of you know, Frank and his band of bandits are helping me with this year's vets' drive. To date, we have an estimated 800 models taking up space in his garage. Last time I talked to Frank, his wife was asking when the kits will be leaving. Very soon, Mrs. Beltran! We still have to go through and sort them out so an official count will be known. We plan to sort the models into several categories. All snap-togethers will be reserved first for the VA in Menlo Park. From there we plan to sort the kits into three groups: VA, Bosnia, and Trade/auction; more on this stuff later.

The January meeting will be the last day to bring in any Vet donations. Frank is still working out some fine details with D&J, I have all the manufacturer donations ready, and the sorted kits. The sorted kits I will bring in for a TRADE. If there is anyone who got a kit from the gift exchange that they are not happy with bring it in to the meeting and I will be happy to trade straight across from the sorted kit pile! Hind sight again: we should have handed out tickets to all the people who gave to the vets' drive; some of you I know brought in more than one kit and I really appreciate it. So here goes everyone who brought in a kit for the Vets' drive, see me at the meeting and I will give you a maximum of five raffle tickets; one kit = one raffle ticket, five kits = five raffle tickets. I am relying on the honor system, so please if you brought one kit then please only one ticket! These tickets are for the manufacturers donations! Throughout the meeting I will raffle off an item from the table... Next month we are planning an exchange, so we will have some more stuff!

—Richard Pedro

## A LITTLE HELP...

Manny Tamayo is looking for fellow modelers who have both general and close-up detail photographs of WWII Luftwaffe aircraft in American and Canadian museums or flying clubs. He would like to buy good copies from them for a friend in New Zealand who prefers photos of restored or existing specimens of vintage German aircraft. Please let him know through e-mail at [Manny.Tamayo@ci.sj.ca.us](mailto:Manny.Tamayo@ci.sj.ca.us).

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

## STYRENE SHEET

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or, by E-mail, to [bucholtzc@aol.com](mailto:bucholtzc@aol.com)**

## CONTEST CALENDAR

February 7: **Valley Con 2000**, sponsored by the Pasadena Modelers Society, at the Wydham Garden Hotel, 700 W. Huntington Dr. For more information, call George Creed at (626) 359-7360.

February 27: **The Seventh Annual SVSM Kickoff Classic**, to be held at the Milpitas Community Center. This year's theme: A Century of Victory. For more information, call Chris Bucholtz at (408) 723-3995 or check the Web site at [www.svsm.org](http://www.svsm.org).

May 20, 2000: **The IPMS/USA Region IX Regional Contest**, hosted by IPMS/Fresno at the Fresno Air National Guard Main Hangar. This year's theme: History in Your Hands. For more information, call Domenic Ortiz at (559) 222-1042.

# Taking a stab at a Tuskegee Texan

By Mike Burton

North American's AT-6 *Texan*, along with its relatives, is still competing with the DC-3, MiG-21, T-33 and *Hercules* for the record for longevity of service. Starting life as an the BT-9 in 1935, the aircraft evolved to provide potential buyers with an advanced trainer or a cheap second-string pursuit/attack plane. The first true "Texans" were built as part of this campaign and were designated as *Harvard Mk IIs*; these planes served in abundance with Canada long before the first American T-6 was ordered.

The T-6's service in training the pilots of the free world's air forces went far beyond North American's wildest dreams and initial marketing plans. The U.S. Army Air Corps' AT-6 and U.S. Navy's SNJ trained thousands of pilots, and close cousins built in Australia (CAC *Wirraway*) and Canada (Noorduyn *Harvards*) added to the family fame. *Texans* performed a variety of tasks beyond training as well, ranging from target towing and other passive roles through ground

support, forward air control and counter insurgency work, and with the plane's 60th anniversary approaching, *Texans* remain a popular racing and warbird choice. It seems the rattling roar of the *Texan's* round engine is sure to heard well into the new millennium.

With the huge variety of missions and paint schemes the applied to the *Texan*, it's amazing how infrequently we see models of them built. The rather daunting 1:72 *Hawk/Testors Texan* and the aged *Airfix Harvard* are difficult to finish to acceptable levels no matter your skill level, but the marvelous 1:48 *Monogram* release and the *Heller* 1:72 release were reasonable starting points. Now, there are kits by *Academy* in 1:72

and *Occidental* in 1:48 that are less than two years old, and perhaps these new models will bring some scale *Texans* to the display tables.

Having the *Heller* AT-6G in hand, and having built it before for my Blue Angels collection, building a Tuskegee Airman *Texan* was a matter of getting the references and spending some time building! Tuskegee Army Airfield used *Texans*

(along with PT-19 *Stearmans* and Vultee BT-13 "Vibrators") for flight training. The AT-6 was the principal tool for the advanced training component. It brought new things for the cadets to learn; it had a gunsight and trigger on the stick, and controls to raise and lower the landing gear! The cadets at Tuskegee memorized a simple checklist: the word GUMP.

G=Gas selector on the fullest tank, fuel pumps on

U=Undercarriage down and locked

M = Mixture (fuel) control on full (or auto) rich

P = Propeller pitch control set for landing (low pitch, high RPM)

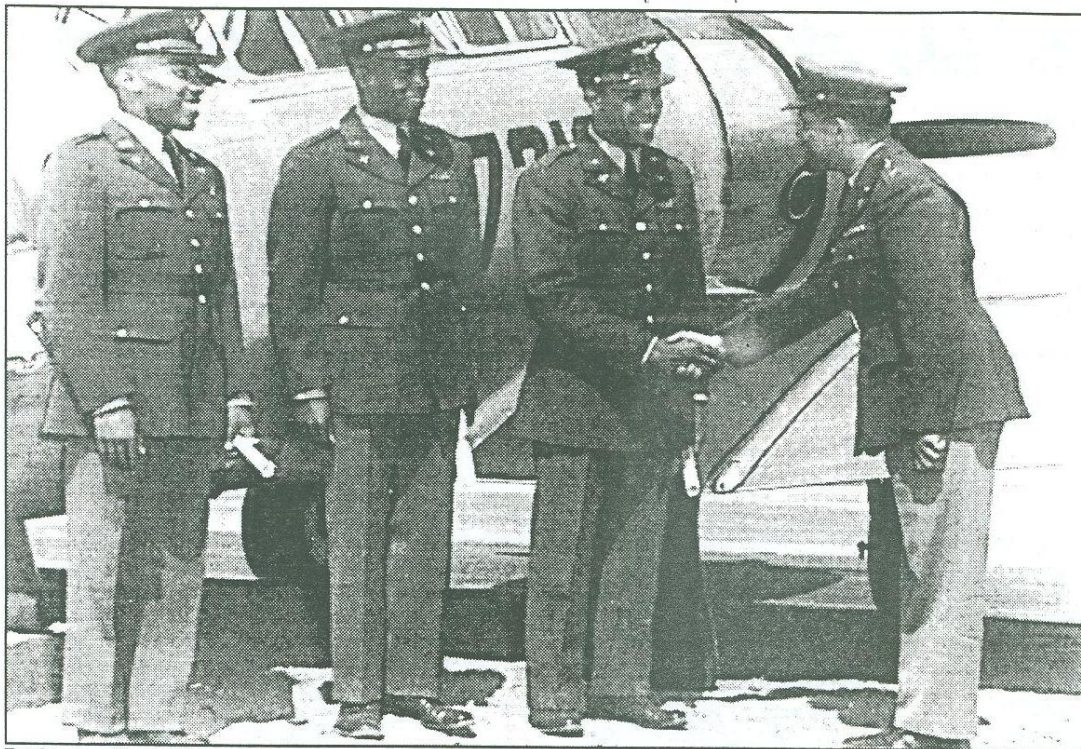
Once that was memorized, there were few problems flying the AT-6 until such skills as

night flying and aerial gunnery were required.

The *Heller* kit has only 42 parts plus decals, and it's molded in bright lemon yellow plastic which is a devil to paint over and makes seeing seams during assembly almost impossible. The model's parts are very well molded, with fine raised panel lines, crisp, thin moldings throughout and the clarity of the clear canopy is near perfect. Out of the box options are for a French Algerian Campaign fighter bomber from 1957 with a tiger mouth and full underwing outfit (guns, rocket racks, rocket pods) in yellow overall or a pretty dark blue Presidential Barge Guard scheme of "Air Force One," an escort for Gabon's chief of state from 1976.



The AT-6 *Texan* was the chief pilot maker of World War II, being used by all major combatants including, in small numbers, Germany and Japan!



**Tuskegee Class 42-D, perhaps the smallest U.S. Army Air Corps graduating flight school class of all time: 2LTs Clarence C. Jamison, Charles W. Dryden and Sidney P Brooks are congratulated by CAPT Roy F. Morse. Note the AT-6 with the numbers-only side markings behind them.**

Since mine was to be an earlier model, these decals and the parts for attack aircraft were set aside this time around. The cockpit is a multi-piece miracle, with delicate seats, a floor, bulkheads at rear and joined joysticks all as separate pieces. Two different sized instrument panels complete the cockpit. With proper references, such as the *Monogram* kit in 1:48, one could provide the missing interior frames which would be about all one might fit in here; the fuselage walls are quite thin but there is a limit! I chose not to go through this because this detail could hardly be seen on the shelf, which is where my T-6 will reside. Still, a careful painting of interior greens and blacks will dress up the parts.

Closing up the fuselage halves after the installation of the interior parts went smoothly, with no alignment surprises. A two-piece roll-over frame was carefully glued between the

cockpits.

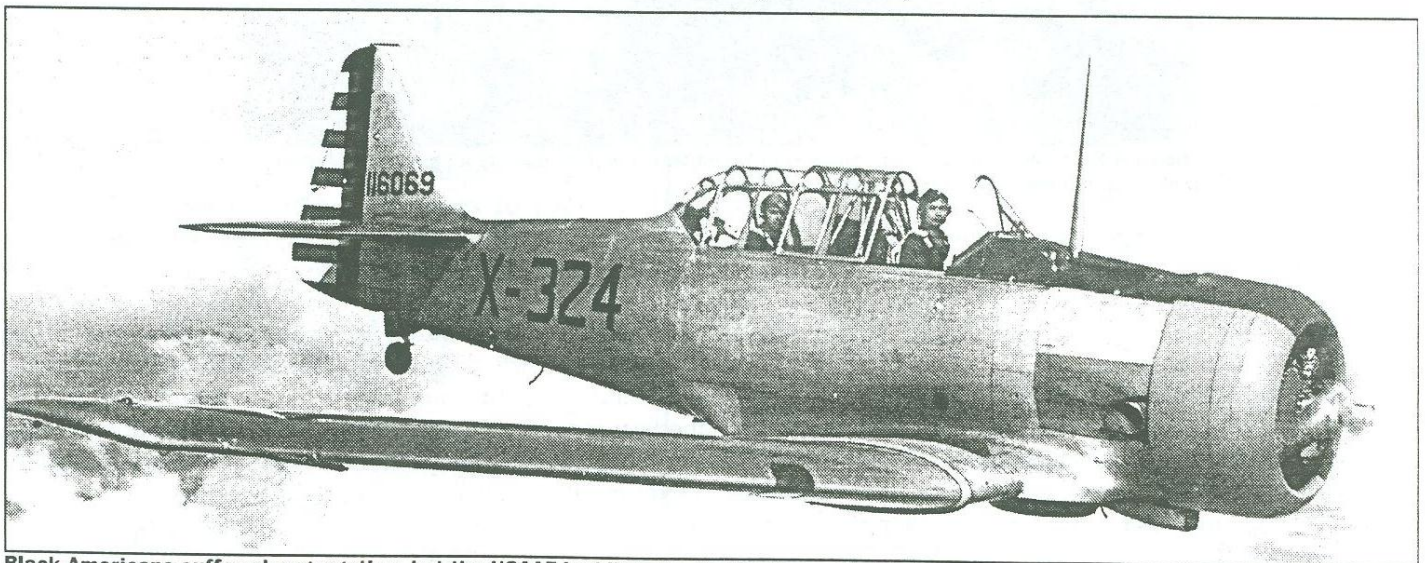
Since my T-6 was to be an earlier variant, I now had to carve down the blister antenna mount and remove the mast antenna on the rear spine. In addition to making the model more accurate, this also makes sanding the rear fuselage seam much easier! On the nose, there are three separate auxiliary intakes; of these, the two big ones on the underside and 90 degrees left are needed, with third little one just bit above the 90 degrees left. For a Tuskegee model, leave it off; this is present only on "G" model *Texans*.

*Heller* provides a nifty engine, with an exhaust manifold provided as a one-piece ring, cylinders on a bulkhead with the gear

case, and atop this a scale-appearing rocker arm array as one piece molding. Negligible trimming is needed to get the rocker arm array to fit precisely, but it's very attractive when done. The exhaust manifold is not so easy to get an exact fit with, as there are no alignment holes in back of the engine bulkhead. By using the assembled fuselage as a guide, mating the engine to the manifold can be made tolerable.

Modelers may want to drill out the exhaust pipe, as the big flat face of the pipe does detract from realism. For me, painting it black will be sufficient.

*Heller's* cowling is provided in two pieces and is very thin, providing a good scale appearance. You'll need to take care to get the two halves to match up and for the glue to adhere on such thin edges. Once assembled, it fits like a glove over the engine assembly.



**Black Americans suffered segregation, but the USAAF had little hesitation in sending Chinese recruits like this pilot to standard schools.**

The wings are three parts: a continuous lower wing with the correct angle of dihedral molded in, with a tray for the gear bay to be added, and each upper outer wing. Painting the gear bay and the entire inner face of the wings is highly recommended now, since this is visible through the cockpit. Forgetting this fact meant cutting a hole in the nose and "toss painting" this area for me. Adding the outer wings can be done before or after the lower wing is mounted to the fuselage; I have done it both ways on this kit and this time the fit at the fillets was nearly perfect with the wings fully assembled before they were added to the fuselage. Fitting the wing light covers on the leading edges was not so spectacular, requiring super glue and sandpaper to blend them in without a step at the backs and sides of the clear parts. The thin airfoils of the wings and razor-like trailing edges are a bonus of the kit's molding.

The horizontal stabilizers are one piece beauties, again thin airfoils with delicate engraved and raised panel line detail.

The canopy is very thin, clear and fits very closely. The tail wheel is a single piece assembly that fits neatly into its bay. The thin main landing gear legs are so fine you must be careful to place the aircraft with light touch or else you will bend the struts. The wheels and tires are single pieces.

With the model nearly assembled, it was time to decide of the paint scheme. With very few photos available of Tuskegee Army Airfield T-6 *Texans* in my possession, research became a bit sticky. The photos I used were very clear and most useful for establishing the basic airframe details along with the specific markings for this bird. Photographic evidence of the plane's markings, however, was not so clear, with one book showing a two page photo with aircraft lineup identified as a background of Vultee BT-13s, that most frustrated me. The Tuskegee Airmen flew BT-13s, and there are some in the picture in the older USAAC blue/yellow colors, but in the background are several metal finish *Texans*, three of them with painted cowlings, each in unique color. With no other data, one can only speculate on the colors. These *Texans* have the all-number fuselage codes on them, but starting in 1942, *Texans* had the prefix TU followed by two or three numbers used as codes on the fuselage. In the HBO movie *Tuskegee Airmen*, the *Texans* are shown with TU-## codes, and from



**Top: the lineup at Tuskegee Army Airfield, with several *Texans* ranged behind the BT-13s. These early AT-6s have the simple number-only marking. Bottom: two AT-6s come to grief at Tuskegee. These planes have the TU prefix that became standard on May 20, 1942.**

them I chose to do a representative bird: overall natural metal, flat black antiglare panel and simple star and bars. The fuselage codes? TU-26, which were used in the movie and also make a statement. Tu-26 is also the Russian bomber NATO code named "Backfire." So my *Texan*, when it joins up with its fellow Tuskegee aircraft in my 1:72 collection, will be thumbing its nose at those imbeciles who set out to "prove" something via an experiment only to have it backfire when the men of Tuskegee proved they were as capable as any other Americans.

With simplicity and elegance, *Heller's Texan* provides a kit that can be built quickly into a classic. I submit that this will provide a good alternative for those unable to obtain the newer *Academy* molding.

References used:

*Tuskegee's Heroes*, by Charlie and Anne Cooper. Copyright 1996, Motorbooks International.

*T-6: A Pictorial Record of the Harvard, Texan and Wirraway*, by Peter C. Smith. Copyright 1995, Motorbooks International.

Monogram's 1:48 T-6 *Texan* kit

# C-model: the gun-nosed F-89C Scorpion in 1:48

By Bradley D. Chun

The F-89 *Scorpion* was the first turbojet, all-weather, fighter/interceptor developed for the United States Air Force and provided the backbone of the USAF's defensive force in the late 1950s and early 1960s. Designed as the successor to the P-61 *Black Widow* nightfighter, the F-89 would serve with the USAF and National Guard units for almost 20 years.

As with such revolutionary aircraft, the F-89 had its share of teething problems. The solutions to these problems were the genesis of the -C model. The F-89C incorporated all the changes demanded by the USAF to make the F-89A fully operational and safe. Externally, the F-89C differed little from the F-89B with one exception. The first forty F-89Cs had the external mass balance horns on the horizontal stabilizers deleted. These would be replaced with internal balance mass balances in the next 124 F-89Cs built.

Internally, several system upgrades were made to the F-89C to improve its performance. A fuel purging system was added to the fuel system which decreased the possibility of fuel vapor explosions. The wingtip fuel tanks had dump valves installed in them, which allowed the wingtip tanks to be emptied while in-flight. The cockpit air-conditioning and pressurization system was also upgraded to allow the pilot to select between 2.75 psi and 5 psi, and a Lear vertical gyro was added to provide artificial horizon information for the autopilot. The Instrument Landing System (ILS), the zero reader and the F-5 autopilot were integrated into a single unit to safely land the plane in the harsh conditions in which it was expected to operate.

The *Scorpion* continued to be plagued by technical problems, including engine failures. This problem was solved by retrofitting early production F-89Cs (Blocks -1, -5, -10, -15, and -20) with Allison J35-A-21A engines. Beginning with Block -25 aircraft, the engine was changed once again to the Allison J35-A-33A, creating 5,600 lbs. thrust. The J35-A-33A not only had more power, it also featured a redesigned inlet, de-icing equipment, inlet guide vanes, and redesigned forward engine mounts.

Although the F-89C made its maiden flight Sept. 18, 1951, the engine and wing failures kept the *Scorpion* from reaching its intended force levels until 1954. In January 1952, the 74<sup>th</sup>

FIS based at Presque Isle AFB, Maine, was declared operational with the F-89C, but soon the first of six nearly identical crashes occurred that would mar the summer of 1952 for Air Defense Command. The fifth of these happened on Labor Day at the International Aviation Exposition in Detroit. Two F-89s were flying in formation at 200 feet when one of them disintegrated, killing the crew and sending debris flying, injuring five spectators.

On Sept. 22, the entire F-89 fleet was grounded due to wing failure. The wing failure was due to wing attachment points that failed under high "G" maneuvers and aero-elasticity that caused the wing to twist at the wingtip. The wing attachment was an older design that had been used as early as the Gamma and DC-1, -2 and -3. This, combined with a lack of understanding of the mechanical properties of the alloys used to make the attachments, led to some parts failing after just two and a half hours of flight. An expedited effort was made to modify, reinforce and replace the components to blame for the problems, but by June 1953, only 31 F-89Cs were

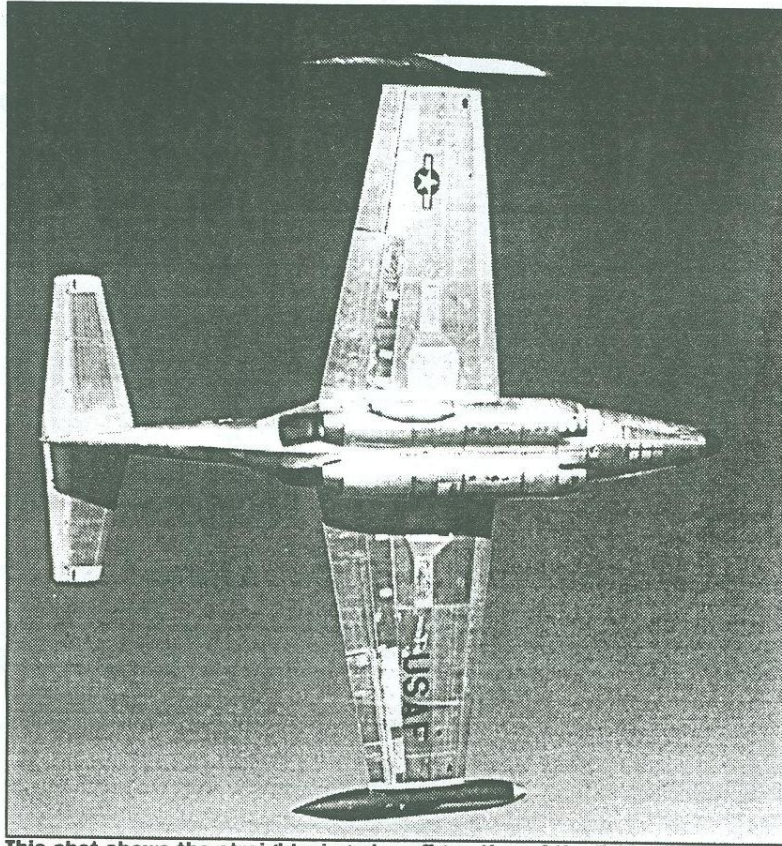
operational. Eventually, the entire fleet would be modified and back in service.

With the modified wings and upgraded engines, the F-89C became one of the safest aircraft in the USAF. The 74<sup>th</sup> FIS completed a full year in Thule, Greenland without any accidents.

The F-89Cs were phased out of service when newer F-89s became available. The C-models would then be transferred to the Air National Guard, becoming a vital interceptor force, equipping up to seven squadrons. National Guard squadrons would fly the F-89C into the 1960s.

I had known about the *Revell* 1:48 F-89C *Scorpion* for some time now. I knew that it was originally tooled back in the late '80s or early 1990 at the same time as *Revell's* F-89D, but wondered if it would ever see the light of day, with the exception of a very few molded prototypes. Needless to say, when I saw an ad in a model magazine I realized that at last the F-89C would finally be released.

The new kit is packaged in the new-style flimsy, clam-shell, cardboard box *Revell* has been using recently, apparently not understanding that many of these kits go into stacks that depend on the structural integrity of the kit boxes! The



This shot shows the straight-winged configuration of the F-89, a transitional design that taught designers many lessons about jet construction.

modeler will find an instruction sheet, one bag containing the "new" fuselage and wings, another bag containing the detail parts, a clear sprue, and decal sheet.

The instruction sheet is typical of what *Revell-Monogram* has been supplying in its kits as of late. It is eight pages in length and contains a brief history of the F-89C *Scorpion*, the usual "universal" assembly symbols, the "read before you begin" warnings, a painting guide, five step assembly process (with many sub-steps), and decal placement section. *Revell-Monogram* has once again included the parts name with the parts number. Detail painting is also called out during the assembly steps. Even though there isn't a lot of text in the assembly diagrams, the drawings are clear and concise and do not leave the modeler "guessing" as to where each part is to be assembled.

Some other manufacturers should take notice to *Revell-Monogram's* style of instruction layout.

The first bag of silver-gray colored injection molded sprues contains the parts that are specific to this version that weren't available in the previously released F-89D/J version. These parts include the "new" F-89C fuselage, vertical fin tip, and wings. The F-89C fuselage has the six-cannon nose and the wings have the rocket launch rails. The F-89D carried its rockets in the nose of its wingtip tanks and the six cannons were deleted for a radar equipment bay. The detailing is of the raised variety and no flash could be found on these parts.

The second bag contains two more sprues of silver-gray injection molded parts. One sprue that is shared with the previous F-89D/J kit has the ejection seats, nose landing gear, nose wheels, nose gear bay with doors, main landing gear, doors, and wheels. The RIO instrument panel and jet exhausts are also on this sprue. The second sprue, parts of which were included in the F-89D/J release, has the jet engine faces and intakes, fuselage bottom, cockpit, pilots, and canopy frame. Attached to this sprue are the "new" parts specific for the F-89C: the rockets, wingtip tanks, radome, and pilot's

instrument panel. As with the other sprue, detail is of the raised variety and no flash was found.

The clear sprue, which surprisingly wasn't bagged separately, contains the windscreen, canopy, landing light, radio compass, and support peg. It would have been nice if this sprue was bagged separately also as my windscreen detached itself from the sprue. There are a few scratches on the canopy, but its not something a little polish or a dip in Future can't solve.

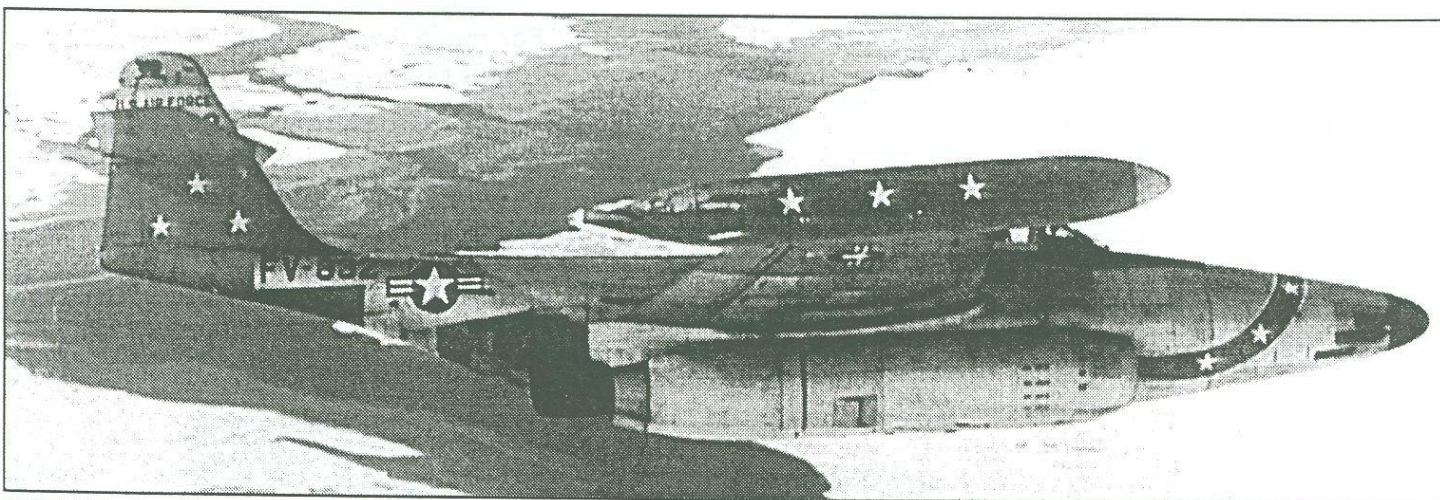
The decal sheet contains markings for two versions. The first version is an F-89C-30-NO, 51-5777, from the 57<sup>th</sup> FIS, Presque Isle, Maine, and is a natural metal aircraft with black bands with white stars, and black and white checkerboards on the main landing gear doors. The second version is for F-89C-40, 51-5851, from the 74<sup>th</sup> FIS,

Thule, Greenland, and is also a natural metal aircraft with the insignia red panels. The decals are printed in Italy, no doubt by *Cartograph*. The USAF and stars and bars markings for the 74<sup>th</sup> FIS are printed on a silver background so the modeler wouldn't have to mask off the insignia red on the wings. Nice touch, *Revell-Monogram!* I could find no problems with registration.

If the modeler looks under the left wing, they will notice the typical *Revell-Monogram* trademark copyright, and they will also notice that the copyright year is 1990. As many know, or don't know, *Revell* tooled this version a long time ago, and for some reason, a company decision maker decided not to release it back in 1990. I have in my possession, a prototype version, that was tooled by *Revell*. These parts that I now have were once owned by the late Mike Dario. As far as I know, there are only a few of these sets around. These early release parts have the Genie rocket mounting holes in the wings with the rocket rails, and are molded in bright red styrene (an obvious sign of its prototype stature). I'm happy that *Revell-Monogram* finally decided to release the F-89C and I will build my kit as a tribute to Mike. Here's to you, Mike!

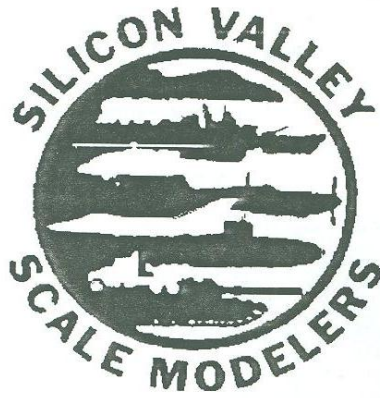


**An F-89C scrambles in full afterburner. The lack of tip-tank fins indicates this photo was taken before re-winging program.**



**A 74th FIS aircraft, patrolling from its home base in Thule, Greenland. The squadron originally stood up at Presque Island AFB in Maine.**

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Sunday, February 27, 2000

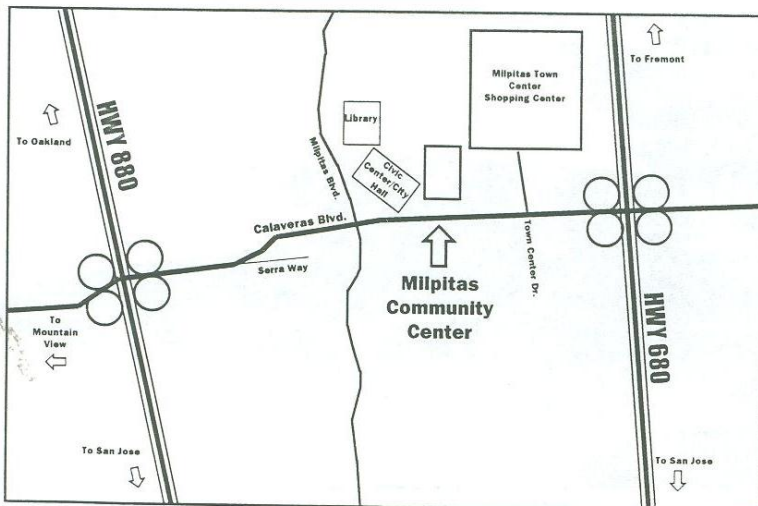
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- S4 - Multi-Engine Prop or Turboprop Aircraft, 1:72 or smaller
- S5 - Single Engine Jet or Rocket Aircraft, 1:48
- S6 - Multi-Engine Jet Aircraft, 1:48
- S7 - Single Engine Prop or Turboprop Aircraft, 1:48 Allied
- S8 - Single Engine Prop or Turboprop Aircraft, 1:48 Axis and Neutrals
- S9 - Multi-Engine Prop or Turboprop Aircraft, 1:48
- S10 - Jet and Rocket Aircraft, 1:32 or larger
- S11 - Prop Aircraft, 1:32 or larger
- S12 - Biplanes, all scales and eras
- S13 - Rotary Wing Aircraft, all scales
- S14 - Missiles, all scales and eras
- S15 - Civil, Sport and Racing Aircraft, all scales
- S16 - Jet, Propeller and Rocket Aircraft, 1:144
- S17 - Monogram Mastery: 1:48 Single engine Monogram Fighters
- S18 - 1:35 Softskins and Support vehicles
- S19 - 1:35 Armored Fighting Vehicles, closed top
- S20 - 1:35 Armored Fighting Vehicles, open top
- S21 - 1:35 Artillery, towed and Ancillary vehicles
- S22 - Military Vehicles, 1:48 or smaller
- S23 - Ships, 1:350 and larger
- S24 - Ships, 1:351 and smaller
- S25 - Automotive, Stock
- S26 - Automotive, Custom
- S27 - Automotive, Competition, Open wheel
- S28 - Automotive, Competition, Closed wheel
- S29 - Space, Science Fiction or Fantasy vehicles
- S30 - Space, Real vehicles or subjects
- S33 - Figures, Military, Historic, others
- S34 - Figures, Science Fiction or Fantasy
- S35 - Prehistoric Subjects (Dinosaurs, etc.)
- S36 - Out of the Box, all types and scales
- S37 - Dioramas
- S38 - Hypothetical Vehicles, all types and scales
- S39 - Miscellaneous
- S40 - Collections (5 or more subjects in a theme, as a single entry)

Junior (13-17)

- J1 - Aircraft
- J2 - Military Vehicles
- J3 - Automotive, all scales and types
- J4 - Dinosaurs and Figures
- J5 - Miscellaneous

Sub Junior (12 and under)

- SJ1 - Aircraft
- SJ2 - Military Vehicles and Ships
- SJ3 - Automotive
- SJ4 - Miscellaneous

## SPECIAL AWARDS

- SA1 - Ted Kaufman Memorial Award (Best of Show, Senior)
- SA2 - Bill Magnie Memorial Award (Best of Show, Junior)
- SA3 - Arlie Charter Memorial Award—Best USAAF Pacific Theater Aircraft
- SA4 - Ayrton Senna Memorial Award—Best Competition Car
- SA5 - Mike Williams Memorial Award- Best Science Fiction, Space or Fantasy Subject
- SA6 - Best Westland Aircraft
- SA7 - Best Canadian Subject
- SA8 - Best British Subject
- SA9 - Best French Subject
- SA10 - Best Armed Fighting Vehicle (including softskins)
- SA11 - Best Arab-Israeli Wars Subject
- SA12 - Best U.S. Armor, ETO, 1942-1945
- SA13 - Best Firebomber
- SA14 - Best Air Racer
- SA15 - Best NASCAR
- SA16 - Best Conversion
- SA17 - Best Vacuum
- SA18 - Tim Curtis Award for Service to SVSM

## Schedule of Events

- 9 a.m.-noon—Registration
- 11:45—Judges' meeting
- 12:30-2 p.m.—Judging
- 3 p.m.—Awards Presentation

## Fees

- Seniors: \$4 Registration, \$1 per model entered
- Juniors: \$1 Registration, .50 per model entered
- Vendors: \$30 per table

## General Rules:

1. IPMS/USA rules and criteria will be used for this contest. However, no model may be handled by the judges. Model placement will be handled by the builder. SVSM invites members of other chapters in our region to participate by joining our judging teams.
2. The contest director will make the final ruling on all disputes during the contest and may split or combine categories based on the nature and number of entries.
3. No model that has won an award at an IPMS National Contest is eligible, nor are any models that first were entered in any Region IX competition prior to February

28, 1999. SVSM appreciates the honor system, and hopes participants will as well.

4. SVSM asks that all contestants keep away from judging teams during the course of the judging to ensure impartiality. Interference with judging teams by the contestants will be handled per IPMS/USA rules, and could render the offenders' models ineligible for award consideration.

5. All work on model entries must be done by the entrant.

6. All contestants must have fun—otherwise, they aren't doing this right!

# Converting Hasegawa's P-51D into "Roto-Finish"

Continued from page 1

instrument cover back to the beginning of the vertical tail fillet and down to the first horizontal panel line using a razor saw and X-Acto knife. The new rear fuselage had some areas to fill but it didn't fit too badly, and I put this down to the fact that it was made to fit the *Tamiya* kit.

For the front of the cockpit, I carved a bass wood mold and vacuformed a new piece.

The wingspan was reduced in the standard *Mustang* way by removing the outer wing panels and fitting Hoerner-style wing tips that were designed by Jim Larsen. I cut the wing to the desired top and bottom shapes, filled the opening with sheet styrene, and built up the curvature with superglue. Then, I used a 1/8-inch rat tail file to get the curved shape I was after.

The long rear wing fillets were made the same way, with styrene and super glue, since I don't like using putty.

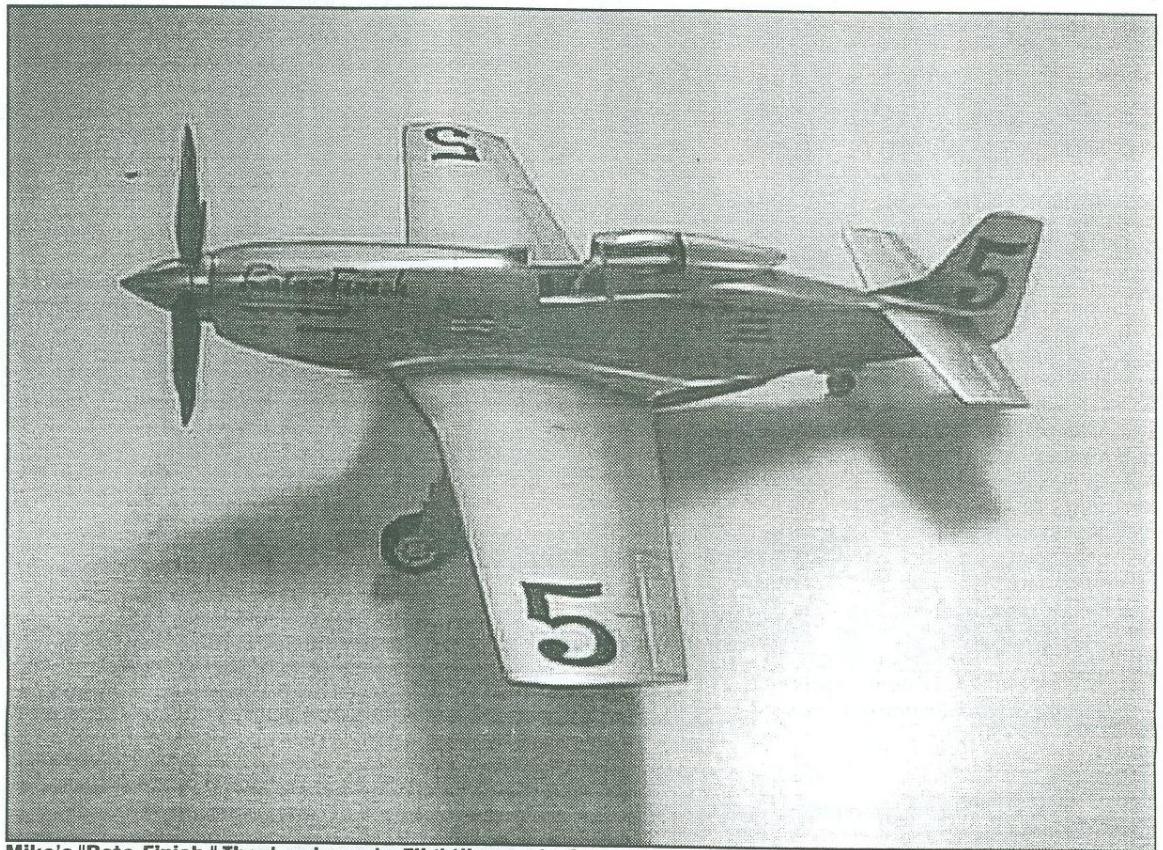
Using the windscreen/canopy vacuformed part from the conversion, I made my own mold by filling the part with auto body filler and then vacuforming new clear pieces over this. I then primed the model with *Halfords* white primer out of a spray can—from England, no less! You can spray this stuff as is, and it dries very fast and sands very nicely.

Now for the paint on what was described as one of the smoothest *Mustang* racers ever. I went over the model with 1200-grit wet sand paper and sprayed it with *Testors Model Master* non-buffing aluminum, which I decided was too bright. I pulled a Ben Pada and stripped the model with denatured alcohol. I went at it again with the 1200-grit sandpaper and sprayed it with *Model Master* non-buffing steel. I thought this was more representative of the dull silver finish of the aircraft.

The decals, which were made by *Flightline*, went on very nicely. I sealed the paint with *Model Master* sealer thinned to a 1:1 ratio

with diosol.

With this done, I did the final assembly, using exhausts and wheels from the *Tamiya* kit. The wheels and brakes should be

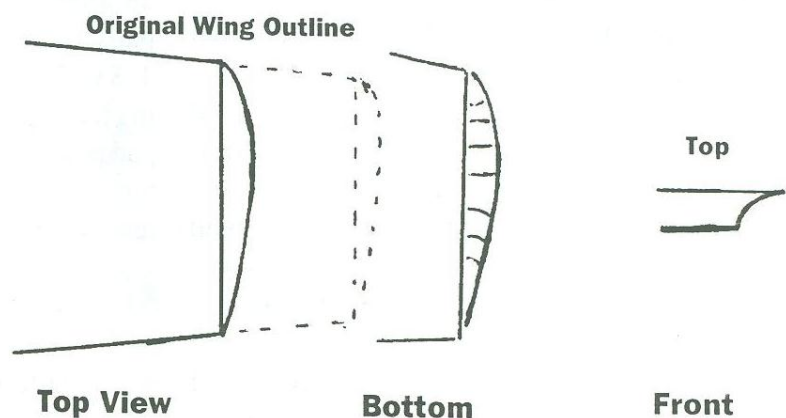


Mike's "Roto-Finish." The decals are by *Flightline*, and a few parts came from the *Speed Demons* conversion, but most of the work is scratchbuilt.

P-63 items; maybe some local resin outfit could do these as an aftermarket product. Hell, maybe they could even do a whole new conversion!

In all fairness, even though I used very few of the parts from the conversion in the long run, *Speed Demons'* new stuff is supposed to be vastly improved. We'll see how well they do in the future. Until then, fly fast, fly low and turn left!

## Modifying "Roto-Finish's" wing





Air France was one of the earliest major adopters of the Boeing 727-200, starting service between London and Paris on April 15, 1968.

## A big Boeing: Kendall Model Company's 1:72 727

By Bill Abbott

The Boeing 727-200, with 1250 examples sold, is perhaps one of the most successful and reliable medium-range airliners ever built. A year after the 727-100 entered service, operators began calling for a stretched version for greater passenger capacity. The result was the 727-200. The only major change was the addition of two fuselage plugs about 10 feet in length ahead and behind the wing. This increased the passenger capacity by 58.

The first flight of the -200 model was on July 27, 1967, with the first airline delivery to Northeast Airlines in December that year. The 727-200 had all the selling points of that had made the 727-100 an instant hit with airlines—a then-unique ability to deliver passengers over regional routes at jet speed at economical costs, and a tail-mounted air-stair door that allowed service to fields without expensive passenger handling equipment. It was the first medium range airliner to have an APU (Auxiliary Power Unit) so it could be used at less sophisticated airports. At the time of its release, it was considered to have exceptional takeoff performance and had the optional capability to operate on unprepared surfaces if necessary.

When I arrived home to be greeted by a huge box it could only mean the *Kendall Model Company* Boeing 727-200 in 1:72 had arrived, and the return address confirmed it! I had to wait until we got our son to sleep before taking two minutes to look in the box, read the instructions, and go to bed myself. Merry Christmas to me!

Oh boy, is this thing HUGE! The fuselage has open windows and indented surface detail, and lots of it! There is a sheet of really bright decals, and the instructions are nice, too. On the down side, the trailing edges are pretty thick, and the eyebrow windows aren't open.

KMC's parts breakdown is straightforward: fuselage, wings, horizontal surfaces and engines #1 and #3 are in two halves. These, four landing gear doors and a bulkhead to divide the cockpit from the cabin, 19 pieces in all, are cleanly molded in stiff, medium gray styrene with a matte-to-eggshell finish. Panel line details are indented and at a glance matches what my 727 Reference Guide says should be there. A sheet of soft plastic foam cushions the parts but doesn't really restrict their movement—my left side fuselage half is slightly warped ahead of the #2 (center) engine intake and this might have happened after packing.



Many 727s soldier on with secondary carriers, like this Grand Bahama Island aircraft. This airframe started life with Western Airlines in 1972.

The clear parts sprue is very large, since all the cabin windows are provided as separate parts! This sprue is bagged, a nice touch to prevent scratching. I counted over 100 cabin windows, four landing light lenses, clear wing-tip lamp covers and of



**While Californians grew accustomed to seeing 727s in Pacific Southwest Airlines (PSA) livery, 727s flew in more exotic locales. This one belonged to the Iraqi national airline.**

course the one-piece cockpit transparency. There are no eyebrow windows, but you can understand why if you consider what it would take to tool the fuselage for them.

A medium size bag contains 31 resin castings, and a quick glance showed them to be of KMC's typical very high quality. The three engine exhausts and thrust reversers are each single resin pieces, as are #1 and #3 intake trunks and fans. Landing gear legs, axles, shimmy braces, steering rams, accumulators and tires and wheels are all separate resin parts. The nose-gear well, eight separate flap-track fairings, the other four gear doors and a replacement set of fin-root-fairings complete the resin parts.

The instructions, in their detail, quality and presentation, are quite similar to the best instruction sheets provided by *Monogram*—I wonder if their artist moonlights? No markings view of the horizontal surface top or bottom is provided, though a note says "Top & Bottom [Natural Metal/high gloss]" and "Leading edge [Gray]." Various demarcations and combinations of tones are seen on real 727s, so there's some research for the modeler to do for themselves here.

American Airlines paint codes are given for red, white, blue, black and gray, with suggested FS matches and Pantone color matches. Interestingly, the gray is called out as BAC751, not the familiar BAC707. The FS match is given as 16515, "(but a tad lighter)," the *Voodoo* (F-101) Gray from *Testors' Model Master* line.

The painting guide includes a full-size template for that gray panel on the starboard side of the nose, below floor

level, between the cockpit windows and the galley door. This will be handy for 1:72 737s too.

The decal sheet is about 7 X 11 inches and includes red-white-and-blue fuselage stripes with silver window frames and clear windows in 6 segments on each side, separate door decals, titles, tail markings, four sets of blue N + A + digits 0-9, U.S. flags, wing escape-path markings and anti-skid surface color. Any AA 727-200 can thus be depicted, provided its registration includes no more than two of any digit and you make no mistakes.

Two small and four very small "AA" markings-on-white-rectangles are provided, along with three rows of small, white numbers. I can't find any hint in the instructions where these might be used, but the large color photo of a real airplane apparently landing on the box top may help. No maintenance or service markings, cargo-hatch or cabin-door instruction placard texts or other written markings are provided.

Other than the cabin/cockpit bulkhead, no interior detail is provided, none of the doors or hatches are separate and the control surfaces are all molded in the neutral position. No antennas, pitot tubes, fuselage or fin-mounted lights, gear door hinges, actuators, static-discharge wicks or windshield wipers are provided or shown in the plans, except one blade antenna, not provided, under the fuselage, at the front of the wing fairing. The center engine intake trunk ends not far inside the lip and adding a tube to represent the front curve of the "S" duct would be advisable. I wonder if KMC will offer an "update" set for us AMS (Advanced Modeler Syndrome) sufferers?

The instructions suggest sanding of the small fairing at the

base of the fin and substituting the supplied resin parts to match the #2 engine exhaust. This is a nice touch reminiscent of the *DACO* 1:144 737. In general this kit reminds me of the *DACO* 737, enlarged, but without the photo-etch fret or Danny Coremans' comprehensive detail decals. The panel lines have the same sure-looks-right quality, though I think *DACO* might have gotten them better by making them



**Although newer jets are coming into fleet, Delta still relies on its 727-200s for domestic operations.**

smaller.

KMC's indented lines are uniform and not *Matchbox*-sized trenches, but fall short of the petite lines of the *Hasegawa* 1:200 777-200 or the minute features of *Dragon's* 1:400 kits. In some ways the surface treatment reminds me of the current crop of "detailed" sci-fi kits with their wealth of weathering opportunities. The possibilities of a fully weathered Boeing 727, depicting a plane on its fourth owner somewhere away from the bright lights and big cities, is intriguing. Maybe we can get an armor modeller to "cross over!"

KMC's molds include small raised details such as rain gutters over the doors and external stiffeners near the tail cone—make no mistake, this is a first-class effort, particularly for a first kit, and particularly for a 1:72 kit of an airliner! None of my nit-picking should suggest otherwise. I'm just trying to describe it completely.

I find the trailing edges of the flying surfaces a bit thick and may experiment with rubbing down the inside of the mating surfaces—the down side of the extensive indented detail is that it would be glaring to sand down the exterior surface without rescribing a lot of detail.

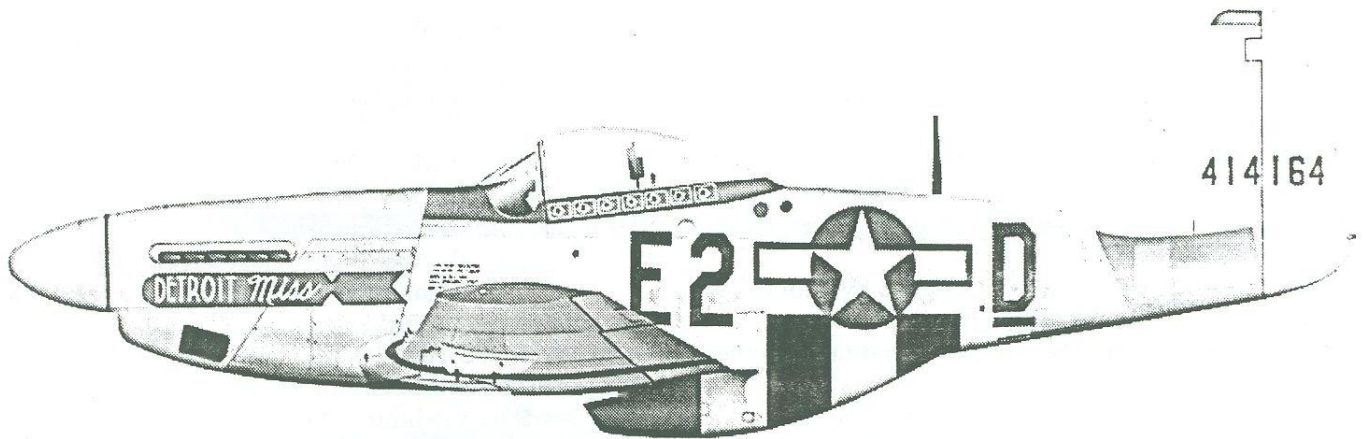
Putting the fuselage halves together experimentally I found the warpage noted above, but at the nose and tail the halves went together well enough. A NACA duct centered under

the wing-fuselage fairing is going to be tough to finish nicely, and there was a little flash there that will need a knife and/or file to clean up before gluing and finishing the seam. The distinctive Boeing "bullet" nose seems to be captured well, though I'll want to look it over more before jumping to any conclusions.

A little cabin detail would probably go a long way, if only the instrument panel glare-shield, some kind of seats and center console—basically, what you can see when you look into the cockpit at the airport. I may copy the front bulkhead and put the copy aft to help with the warped part. Some strip styrene under the main seam might be good too. The last big, round, fuselage I did was *Monogram's* B-36 and I wasn't completely happy with my seams. I failed to get the parts aligned while gluing and had to fill and sand what must have been five linear feet of little cliffs. Establishing a positive alignment and wicking in the glue, even though it may damage some of the surface detail by wicking out along the tape, seems a useful approach. I don't want to pre-stress a glued joint this big.

Conclusion: If you like 727s, you need this kit! If you like airliner models, you need this kit! If you have limited time and limited space, you can always use it as a reference when building smaller kits. Now, how will I find time to build this thing?

## January's Club Contest: **Detroit's Finest Hour**



**Subjects related to the Motor City are the order of the day!  
Muscle Cars and more are on the menu as we get  
Michigan madness!**

**Coming up:  
February: Ladies' Night Out  
March: Antipodean Antics  
April: Football Heroes**

# DECEMBER MINUTES

The pizza party and gift exchange was a big success, as the president's message on page 2 will attest. The gift swap went smoothly from a logistical point of view despite a slightly smaller room, and the thievery was hot and heavy! Here's how it went:

*Azimuth* SdKfz. 250/3 conversion: Opened by Hubert Chan, stolen by Jim Priete, stolen back by Hubert Chan, stolen back and taken home by Jim Priete.

*Tamiya* 1:48 A-1H *Skyraider*: Opened by Hubert Chan; stolen by Bill Abbott; stolen back by Hubert Chan; stolen and taken home by Laramie Wright.

1:48 *Hasegawa* F6F *Hellcat* and *Revell* Su-27: Opened by Laramie Wright; stolen by Bill Ferrante; stolen by Ben Pada; stolen back and taken home by Bill Ferrante.

DML North Vietnamese Army T-34: Opened by Ray Lloyd; stolen by Ben Pada; stolen back by Ray Lloyd; stolen and taken home by Steve Quock.

*Monogram* 1:32 F3F-3: Opened by Matt McMackin; stolen by Ken Fadrigon; stolen back by Matt McMackin; stolen back and taken home by Ken Fadrigon.

*Hasegawa* 1:72 F4U-1 "Birdcage" *Corsair*: opened and taken home by Chris Bucholtz.

*Revell* 1:72 *Tornado* and Me 410: Opened by Randy Vandraiss; stolen by Roy Sutherland; stolen by Joel Rojas; stolen back and taken home by Roy Sutherland.

*Monogram* F-105D *Thunderchief*: Opened by Ray Lloyd; stolen by Frank Babbitt; stolen back by Ray Lloyd; stolen and taken home by Randy Vandraiss.

*Tamiya* 1:35 *Leopard*: Opened by Bill Abbott; stolen and taken home by Mark Schynert.

*Monogram* Cylon Base Star: Opened and taken home by Wendy Sloneker.

*Airfix* 1:72 RAF Rescue Launch: Opened by Jim Priete; stolen by Mike Burton; stolen by Mark Schynert; stolen back and taken home by Mike Burton.

*Model USA* 1:48 O-1E *Bird Dog*: Opened by Frank Babbitt; stolen by Kent McClure; stolen and taken home by Bob Miller.

Ki-61 and Ki-43 books: Opened and taken home by Brian Sakai.

*Tamiya* Lamborghini Countach: Opened by Paul Cabana; stolen and taken home by Richard Pedro.

Hobbycraft 1:72 *Sabre* Mk. 6: Opened and taken home by Bob Miller.

*Italeri* M8 Greyhound: Opened by Robin Powell; stolen by Frank Babbitt; stolen by Matt McMackin; stolen and taken home by Steve Quock.

*Testors* 1:35 M47 Patton: Opened by Ray Lloyd; stolen by Ron Wergin; stolen and taken home by Mark Schynert.

*Skybow* 1:35 M38A1: Opened by Steve Quock; stolen by Mike Burton; stolen by Rich Pedro; stolen and taken home by Frank Beltran.

*Tom's Modelworks* 1:48 Halberstadt CL.11: Opened by Ken Fadrigon; stolen and taken home by Jim Priete.

AMT Mustang SVT Cobra: Opened by Steve Travis; stolen and taken home by Rodney Williams.

*Monogram* Battlestar Galactica: Opened and taken home by Frank Babbitt.

*Tamiya* 1:48 Zero Type 53: Opened by Duane Fowler; stolen

by Ron Wergin; stolen by Arnel Flandez; stolen and taken home by Paul Cabana.

AMT "Color Me Gone" racer: Opened and taken home by P.A. Aguirre.

*Testors* 1:35 M47 Patton: Opened by Joel Rojas; stolen by Hubert Chan; stolen by Ron Wergin; stolen back and taken home by Hubert Chan.

*Hasegawa* 1:72 U.S. Navy A-1H *Skyraider*: Opened by Joel Rojas; stolen by Bill Abbott; stolen by Laramie Wright; stolen back and taken home by Bill Abbott.

AMT 1993 Chevy Impala: Opened and taken home by Bill Abbott.

*Hasegawa* 1:48 Hs 129: Opened by Frank Babbitt; stolen by Hubert Chan; stolen back by Frank Babbitt; stolen and taken home by Chris Hughes.

AMT 1:48 P-40N *Warhawk*: Opened by Jim Lund; stolen by Mike Burton; stolen and taken home by Arnel Flandez.

*Heller* 1:50 *Alouette*: Opened by Bob Miller; stolen and taken home by Richard Pedro.

*Monogram* 1:48 Me 110G-4: Opened by Bill Ferrante; stolen by Hubert Chan; stolen by Ben Pada; stolen and taken home by Bob Turner.

*Hasegawa* 1:72 B-17G: Opened by Greg Plummer; stolen and taken home by Eric McClure.

*Special Hobby* 1:48 XF-85 *Goblin*: Opened by Joel Rojas; stolen by Frank Babbitt; stolen by Eric McClure; stolen and taken home by Mike Burton.

*Monogram* "Star Trek: Voyager" Maquis ship: Opened by Joel Rojas; stolen and taken home by Mike Burton.

*Monogram* Kodak Monte Carlo stock car: Opened and taken home by Steve Travis.

*Hasegawa* 1:48 F4U-4 *Corsair*: Opened by Kent McClure; stolen and taken home by Ron Wergin.

AMT 1957 Corvette Gasser: Opened and taken home by Adam Hauch.

*Tamiya* Cooper Mini: Opened by Paul Cabana; stolen by Kris John; stolen by Kent McClure; stolen and taken home by Dave Balderrama.

DML Panzer IV Ausf J Late: Opened by Laramie Wright; stolen by Hubert Chan; stolen by Jim Priete; stolen and taken home by Hubert Chan.

*Hasegawa* 1:72 TBM-1C *Avenger*: Opened by Roy Sutherland; stolen by Frank Beltran; stolen by Bob Miller; stolen and taken home by Vladimir Yakubov.

Macross VF-15 Valkyrie: Opened by Chris Hughes; stolen by Paul Cabana; stolen by Kent McClure; stolen back and taken home by Paul Cabana.

*Revell* 1:32 *Mosquito*: Opened by Randy Vandraiss; stolen by Bob Turner; stolen back by Randy Vandraiss; stolen and taken home by Frank Babbitt.

AMT 1986 El Camino: Opened by Joel Rojas; stolen and taken home by Adam Hauch.

AMT Monte Carlo stock car: Opened and taken home by Anita Travis.

*Toko* Hansa-Brandenburg W.29 and "Robot Explorers" book: Opened by Matt McMackin; stolen and taken home by Greg Plummer.

MPM 1:72 Bf 109H: Opened by Vladimir Yakubov; stolen

by Mark Schynert; stolen and taken home by Matt McMackin.

*Tamiya* 1:8 Luftwaffe figure: Opened and taken home by Matt McMackin.

*Spitfire: The Flying Legend* book: Opened by Brian Sakai; stolen by Mike Burton; stolen by Chris Bucholtz; stolen and taken home by Tom Trankle.

*Italeri* 1:72 Pe-2: Opened by Steve Quock; stolen by Frank Beltran; stolen by Mark Schynert; stolen and taken home by Frank Beltran.

*Zvezda* Soviet Soldiers "Barbarossa": Opened by Vladimir Yakubov; stolen and taken home by Hubert Chan.

*Italeri* Sd.Kfz 234/3 Puma: Opened by Ken Fadrigon; stolen by Laramie Wright; stolen by Ron Wergin; stolen back and taken home by Laramie Wright.

*Monogram* 1:48 AH-1 *Cobra*: Opened and taken home by Ben Pada.

*Monogram* "Star Trek: Voyager": Opened and taken home by Mike Meek.

*Testors/Fujimi* F7U-2 *Cutlass*: Opened by Hubert Chan; stolen and taken home by Jim Lund.

AMT "Star Trek IV" *Enterprise*: Opened by Ray Lloyd; stolen and taken home by Dave Balderrama.

*Tamiya* 1:72 *Skyray*: Opened by Randy Ray; stolen by Jim Priete; stolen by Steve Quock; stolen and taken home by Bob Miller.

*Academy* 1:72 *Hurricane II*: Opened by Jim Priete; stolen by Linda Shandell; stolen by Vladimir Yakubov; stolen and taken home by Robin Powell.

*Tamiya* 1:700 IJN cruiser *Kuma*: Opened by Joel Rojas; stolen by Brian Sakai; stolen by Kent McClure; stolen back and taken home by Brian Sakai.

*Monogram* 1997 *Corvette*: Opened by Rich Pedro; stolen and taken home by Norm Cabana.

*Hasegawa* 1:72 Fw 190F-8: Opened and taken home by Chris Hughes.

*Monogram* 1934 Ford Cabriolet: Opened by Steve Quock; stolen by Rodney Williams; stolen and taken home by Mia Lott.

DML 1:700 *Ohio vs. Alfa* and *Revenge vs. Victor*: Opened by

Duane Fowler; stolen by Jim Priete; stolen by Steve Quock; stolen back and taken home by Duane Fowler.

1:48 Blohm und Voss Bv 40: Opened by Vladimir Yakubov; stolen by Mia Lott; stolen by Dave Balderrama; stolen and taken home by Kris John.

*Monogram* "Voyager" Maquis ship and "Deep Space 9" *Defiant*: Opened by Richard Pedro; stolen and taken home by Joel Rojas.

*Tamiya* 1:48 V-1: Opened by Wendy Sloneker; stolen by Bill Ferrante; stolen by Dave Balderrama; stolen and taken home by Mark Hernandez.

*Airfix* Avro RJ 85: Opened by Hubert Chan; stolen by Joel Rojas; stolen by Bob Miller; stolen and taken home by Eric McClure.

*Monogram* Lotus Esprit: Opened and taken home by Norm Cabana.

Imai Suit of Armor: Opened and taken home by Ken Fadrigon.

*Testors* F8F *Bearcat*: Opened and taken home by Ray Lloyd.  
DML U.S.S. *Cochrane*: Opened by Ken Fadrigon; stolen and taken home by Duane Fowler.

MRC 1:35 AH-1 *Cobra*: Opened by Eric McClure; stolen by Ken Fadrigon; stolen by Ray Lloyd; stolen and taken home by Randy Ray.

AMT 1:48 P-40N *Warhawk*: Opened by Bob Turner; stolen by Jim Priete; stolen and taken home by Jeanette Turner.

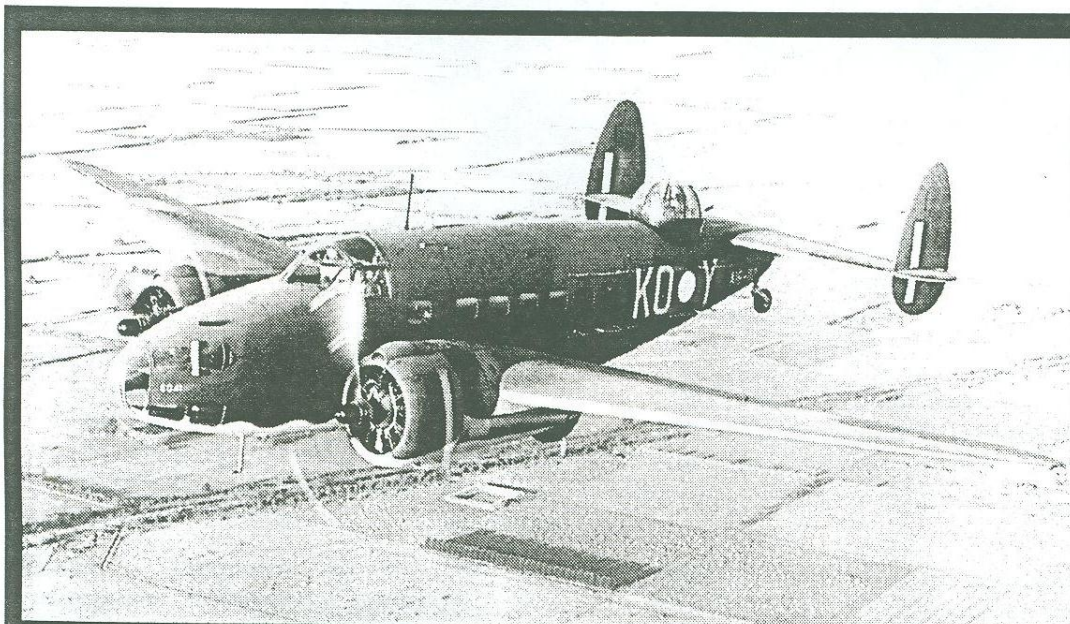
*Hasegawa* 1:72 South Vietnamese A-1H *Skyraider*: Opened by Steve Quock; stolen by Jim Priete; stolen by Ray Lloyd; stolen and taken home by Jim Priete.

Die-Cast 1934 pick-up: Opened and taken home by Ron Wergin.

Die Cast 1940 pick-up: Opened by Duane Fowler; stolen and taken home by Mark Schynert.

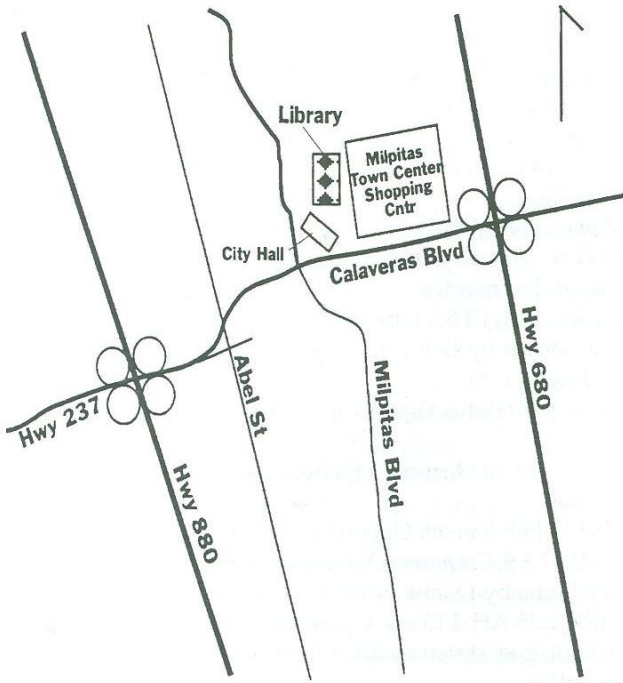
*Tamiya* 1957 Lotus: Opened by Jim Lund; stolen by Chris Hughes; stolen by Hubert Chan; stolen and taken home by Kent McClure.

*Airfix* 1:72 PBV *Catalina* with *Eduard* detail set: Opened by Robin Powell; stolen and taken home by Linda Shandell.



## Hudson epilogue

Last month, Bob Miller wondered in his excellent piece on the *Hudson* whether any of these aircraft still flew. Mike Meek sent in this photo of a stock restoration still flying in New Zealand as of 1995. At that time, the plane was for sale, so its whereabouts today are unknown—but at least this important plane has been looked after!



Next meeting:  
**7:30 p.m.,**  
**Friday,**  
**January 21**

**at the Milpitas  
Public Library**

**40 N. Milpitas Blvd.**

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