

Jet-powered pony: Cavalier Mustang in 1:48

By Robin Powell

In 1968, the Cavalier Aircraft Corporation of Sarasota, Florida first flew a radical modification of an F-51D *Mustang*. The rebuilt aircraft was powered by a Rolls-Royce Dart 510 turboprop, featured a new outer wing structure carrying 110 U.S. gallon tip tanks and six underwing stores stations enabling the carriage of 5,000 pounds of ordnance. The flight performance was dramatic. The Cavalier *Mustang* could remain on station for two and a half hours with a mission radius of 150 miles, a speed envelope of 86 to 541 mph, and the ability to operate from unprepared strips of 1,200 feet. These attributes offered considerable potential for a counter-insurgency aircraft. However, only one was ever built, although the concept was later revisited in the form of the Piper *Enforcer*.

In 1969, I was given a copy of that year's *Observers Book of Aircraft*. I thought the concept of this aeroplane a wonderful idea, and the seeds of the desire to model it were sown. Thirty years or so later I finally decided to give it a go. As anyone who has embarked on such a project will know, the hardest part is finding enough information to satisfy the requirements. All I had to start with was the three views from that now very old and worn copy of *Observers*. However, they all measured out with the published dimensions, so I copied and scaled these up to 1:48 and made some drawings of the new nose that would be needed.

I also needed a donor kit of a P-51. The kit I chose was the Tamiya P-51D. This kit is endowed with superb surface detail and separate flaps. It also has a very irritating breakdown of the clear parts, but more on that later.

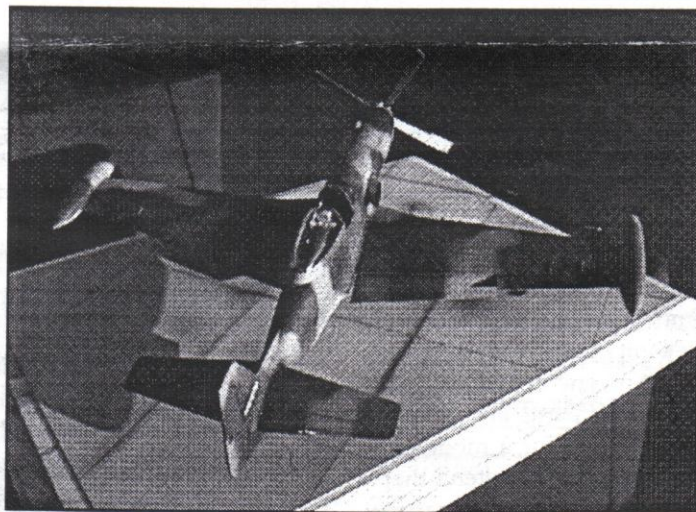
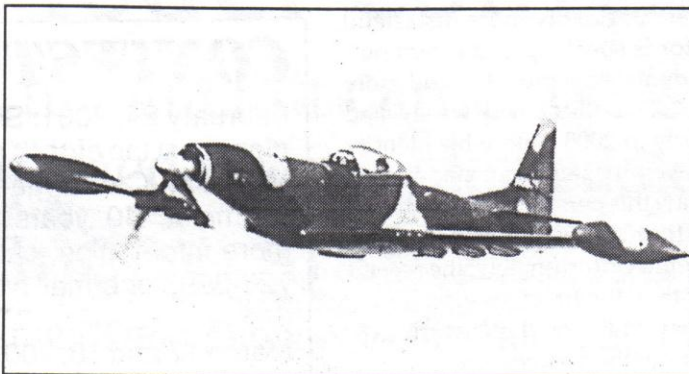
The first task was to perform the required surgery on the kit fuselage halves. Before cutting off the redundant under-fuselage radiator duct, I marked out the cut line in masking tape and then set to with the razor saw. I then cemented a piece of square section *Evergreen* strip along the inside of the cut edge. This would provide solid material into which to carve the

shape of the rounded lower corner of the new rear fuselage section. I chose the line formed by the wing root leading edge as the point to cut off the Merlin nose of the P-51 and off it came. After this point, I was on my own.

The forward part of the new proboscis is circular in section but aft of this is increasingly oval, as it develops a Coke-bottle shape in plan, but not in elevation. Behind the cowling is an adapter section where the slender Dart engine swells to match the *Mustang* fuselage section. These parts I decided to make from Renshape, a polyurethane foam material that can be likened to a synthetic wood. This machines and carves easily and is easily finished to a fine surface. The cowling itself I turned on a center lathe, but ignoring the ovality for now, keeping the shape as a circular section interpretation of the side elevation. The adapter section I carved roughly to shape. The datum

for joining these parts was the center line of the propeller shaft, so I drilled a 1/8-inch hole through both parts. This enabled me to assemble them on a 1/8-inch dowel to check repeatedly while matching the two forms. To match the adapter to the *Mustang* fuselage, the underside of the kit wing center section needed to be re-shaped as the upward slope of the under fuselage line starts back at the front of the wheel well. Before

Continued on page 10



At top, the Cavalier Mustang III in flight. Below, Robin's model shows off the wild nose job made to accommodate the Dart turboprop engine.

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

As a modeler who spends too much time on the Internet, and especially the rec.models.scale newsgroup, the editor happens upon all kinds of interesting facts and tips that he might otherwise have never known. For instance, the early F4U Corsairs were primed in areas like inside the cowling and around the landing gear bays in a color called salmon. Some late-model Bf 109s used different octane fuel, so they had red gear legs to alert the crews. An outfit by the name of *Can-Vac* released basic vacuform kits of both the Fleet *Finch* and *Fawn*, in 1:72.

You also learn other things, like the nature of your fellow modelers. Most of them, regardless of their nationality, are friendly, generous and more than helpful. A few are loud-mouthed idiots, but you get those in any group of people, and their numbers in the modeling community are disproportionately small.

There are also a few who are decidedly more distasteful among our number. The editor is speaking of a recent outbreak on R.M.S. of holocaust denial by a modeler, and more importantly, a local modeler. The editor had wisely had filtered this person's posts early in 2000, before his identity was known, because of an anti-Semitic statement made on the newsgroup. When the editor saw this person's e-mail address jotted down on a fellow club officer's notes, he decided to take a second look and un-filtered him. Unfortunately, the second look proved no less unsavory than the first look.

The membership doesn't have to hear the rhetoric employed to question the holocaust or the motives of the world's Jews. We've all heard hateful people employ these arguments in the past, especially if we have studied the war in Europe and the bizarre philosophies of the German war leaders regarding ethnicity. What is troubling is that a modeler, who builds machines from that war, has such an incomplete knowledge and such a malevolent outlook that he would argue that the persecution and purge of the Jews was unimportant, overemphasized or a creation of some underground yet all-powerful Jewish propaganda machine.

The holocaust had at least as many first-hand witnesses—in the camps, among the guards and prisoners, and within the German government—as all the tank battles, ocean combats and dogfights of World War II. Yet no one denies that these forms of combat existed; indeed, participants in our hobby build models of the implements of war. For a modeler to choose to revel in the mechanical details, yet pretend that a major component of the war never happened seems particularly hypocritical. It's like saying the American Civil War had nothing to do with slavery—and, by the way, slavery never existed.

Perhaps we shouldn't be surprised about the existence of such people among our ranks. The editor is, and he is loathe to think that one day he might not be surprised by their presence.

The good news in all of this is that the other modelers on the newsgroup were quick to denounce this person, and they did it in such a forceful way that he had to ask them to stop talking about the subject. The marketplace of ideas is quick to desert bankrupt concepts such as those espoused by this modeler. The students of history that most modelers are make them

immune from such drivel, but somehow this one person seems immune from history.

The editor thinks it's important to keep history on the table when discussing military modeling. A Tuskegee Airmen aircraft should remind us of the efforts those men made to overcome racial prejudice in this country. A B-52 should remind us of the vigilance of the allied fighting forces of the Cold War and their attempts to stave off a totalitarian threat. Similarly, a Ju 87 should at least trigger a fleeting thought that Nazi Germany had many brave men fighting for a doomed and ultimately unjust cause, one that led to the deaths of millions, including six million non-combatants selected for murder by a cold, systematic, bureaucratic machine. There is an important message there, and to miss it is to miss a major point of this hobby.

—The Editor

CONTEST CALENDAR

February 24, 2001: **Silicon Valley Scale Modelers** host the **eighth annual Kickoff Classic** in Milpitas, California. This year's theme is "Camelot, 40 years after: 1961—1963." For more information, call Chris Bucholtz at (408) 723-3995 or e-mail him at bucholtzc@aol.com.

March 17 and 18, 2001: **The Southern California Area Historical Miniature Society (SCAHMS)** hosts the **17th Annual Historical Miniature Exhibition and Competition** at the Hilton Hotel/Orange County Airport. For more information, call Jim Sullivan at (714) 593-9071 or Jim Hill at (714) 774-4076.

April 22, 2001: **IPMS/U.S.S. Hornet & IPMS/Fremont Hornets' First Annual HornetCon**. Theme: "From Midway to the Moon—27 Incredible Years." On board the aircraft carrier U.S.S. *Hornet* (CVS-12), Pier 3, Alameda Point, Alameda CA (formerly NAS Alameda). For more information, call Ken Durling at (510) 843-4419 or e-mail him at kdurling@earthlink.net. (Note: This event will coincide and coordinate with the 2nd annual Ship Modeler's Mailing List (SMML) convention, a three-day event commencing on the Friday of that weekend. For more info, contact Duane Fowler at (831) 338-7050 or by e-mail at dlfowler@uscg.net)

April 28, 2001: **IPMS/Silverwings** hosts its **Annual Contest** at the Kerr Middle School, on Elk Grove Blvd, Elk Grove, California. For more information, call Scott Bell at (916) 428-5520 or e-mail him at SnJmodprod@aol.com.

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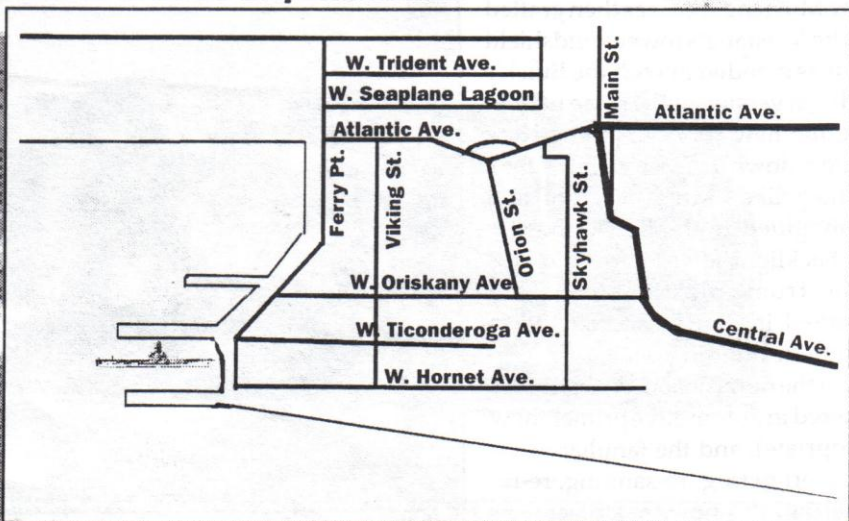
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Roof job: customizing a '62 Buick in 1:25

By Greg Plummer

In early 1999, AMT/Ertl re-introduced two ancient car kits as part of their "Pro Shop" line. These were the 1:25 '64 Ford Galaxie 500 and the 1:25 '62 Buick Electra 225. The Ford was a simple "promo" style kit. It's nicely done, complete with remastered hubcaps and well-molded components. I have the kit and I'm still not sure what to do with it. That makes me a collector, I suppose.

The Buick kit is something different. This was originally an AMT Craftsman series kit, meaning it had a stock version, several customized versions, and an engine. The custom grills, seats, and tail light treatments were the latest in style—for 1962. Nothing looks more dated than something that looked modern when it was new.

Add to this the fact the stock '62 Buick looked like a small brick on top of a large brick, and you have a model kit that screams "Help! Do something! But, uh, just don't build me out of the box, m'kay?" Well, here we go...

The first thing that had to go was the Buick's boxy roof. I, like any good custom car modeler, had several modern Mustang kits on hand for roof (and other parts) donations. In this case, the victim was a *Monogram* '95 Mustang GT kit. It was clear that the long barge like Buick body would overpower the slim Mustang roof style-wise, so the de-roofed Buick body was shortened 14mm by taking a section out above the rear wheel wells. This meant there was only one seam to smooth over. The rear wheel openings were then re-cut with a Dremel tool.

The Mustang roof was then grafted on. The Mustang's lower windshield grill was blended in with the Buick's cut down version of the same part. In back, the new roof's C pillars were thinned down (so it wouldn't look too much like a Mustang's roof) and simply glued to the Buick body. A new backlight lower surround was made from plastic stock and smoothed in. Putty conquers all in custom car building.

With the new roof on, the body was primed in automotive primer (how appropriate), and the familiar sanding, re-priming, re-sanding, re-re-priming, etc., now took place.

Despite having a new roof and a shortened stature, the rest of the body was mostly "factory." Stock front and rear bumpers were used, along with the essential Buick portholes in the

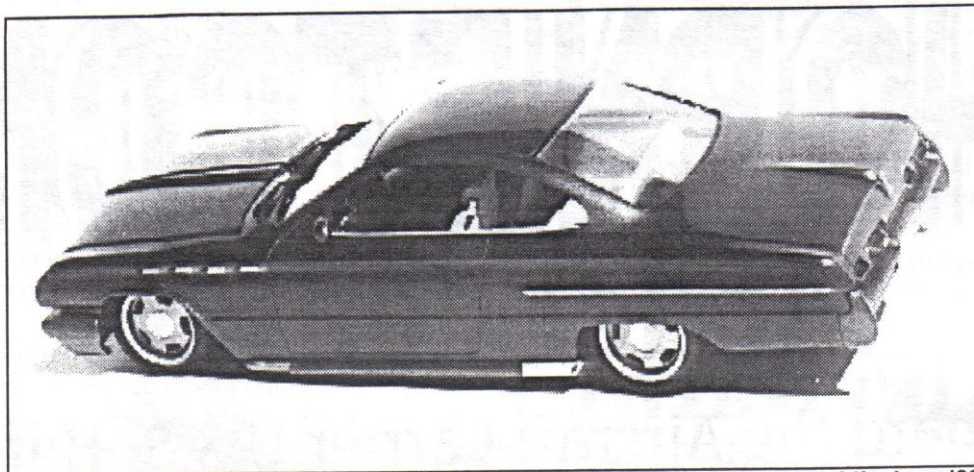
front fender. These stock body items looked better by far than the custom items in the kit or anything I could scratchbuild. You gotta know when to quit while you're ahead sometimes. The unrealistic molded on headlights on the front grill were drilled out, however, and replaced with

clear MV lenses for the projector beam look.

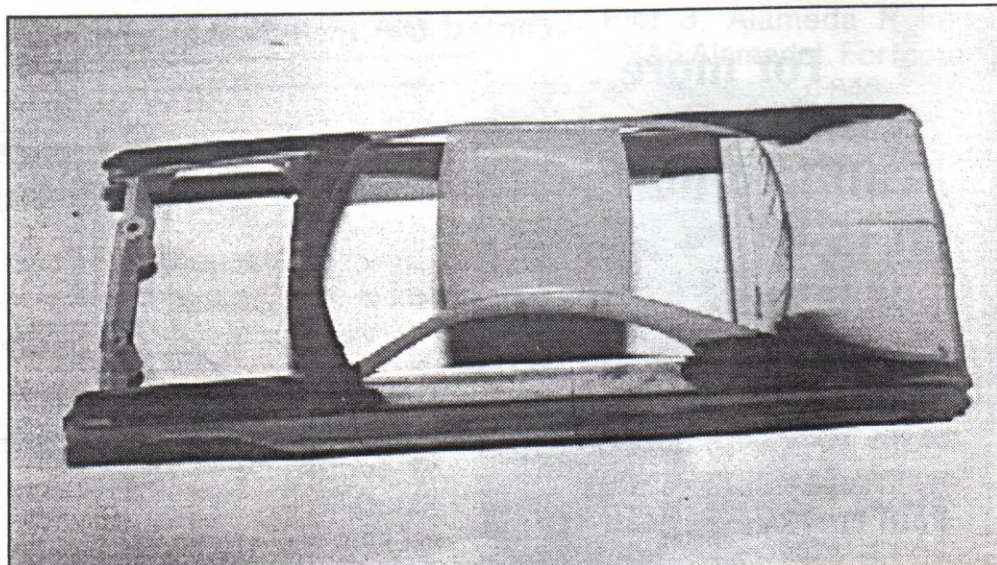
The body and bumpers were painted with *Dupli-Color* GM Ultramarine touch up spray paint, found in auto parts stores. Then they were clear coated in *Plasti-Cote* top coat lacquer, which is unfortunately no longer available in California due to CARB regulations. Gee, and it (sniff....) smells so good.

Ah, where was I? Oh—after the lacquers were all dry, the body was polished using *LMG's* polishing cloth system and then waxed. Then there's all that stuff that goes under the body...

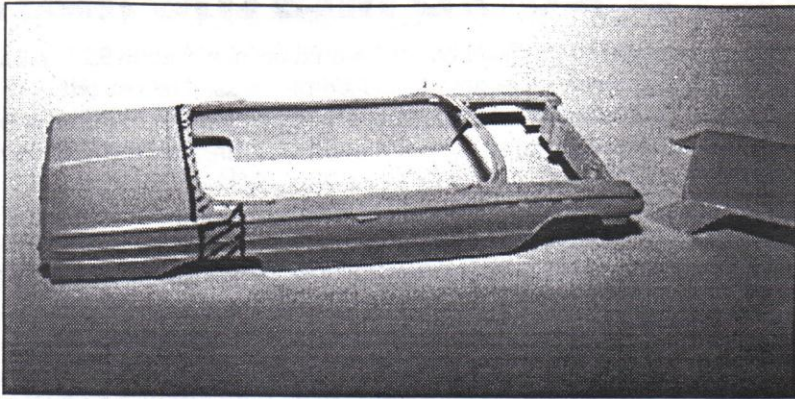
With the Mustang roof in place, the well done and up to date Mustang kit interior fit well into the body. *Testors* RAL 8020 Afrika Braun (got the armor modelers' attention, didn't I?) provided the tan leather-look paint for the seats and door panels. The interior bucket was too tall for the body, so a 1/4" section was taken off the bottom and new floors were made from .010" plastic. The floors were then flocked in black.



By adding a modern Mustang roof and some other custom features, Greg turned the boxy '62 Buick Electra 225 into a lean-looking street machine that retains the Buick-style features.



With the new roof, and plenty of putty, the Electra looks like a more modern street machine.



Before cutting into the Electra to shorten it, Greg marked out the areas he'd need to remove with a magic marker.

The kit chassis was a one piece blob with all the suspension and exhaust molded on, and thus not useable by today's standards. Likewise, the kit's Buick nailhead engine looks positively *Smer*-like compared to newer model car engines.

A new chassis was made from AMT's '62 Chevy Bel Air kit (a modern mold) and plastic stock. The front suspension came from the Mustang kit, while the rear setup was made from a Dodge Stealth axle and plastic card. The wheels and tires are aftermarket *Aoshima* items, with the wheel centers painted light metallic blue—should have painted them body color - oh well.

I had bought an '87 Buick GNX kit with the hopes that I could use the Turbo V-6 engine in the model. However, it was too tall to fit. The heads from that V-6 engine were glued together, thus forming the foundation for the scratchbuilt DOHC 3 cylinder engine that was used. Three-cylinder, you say? Geez—it's not like I'm actually going to drive it.

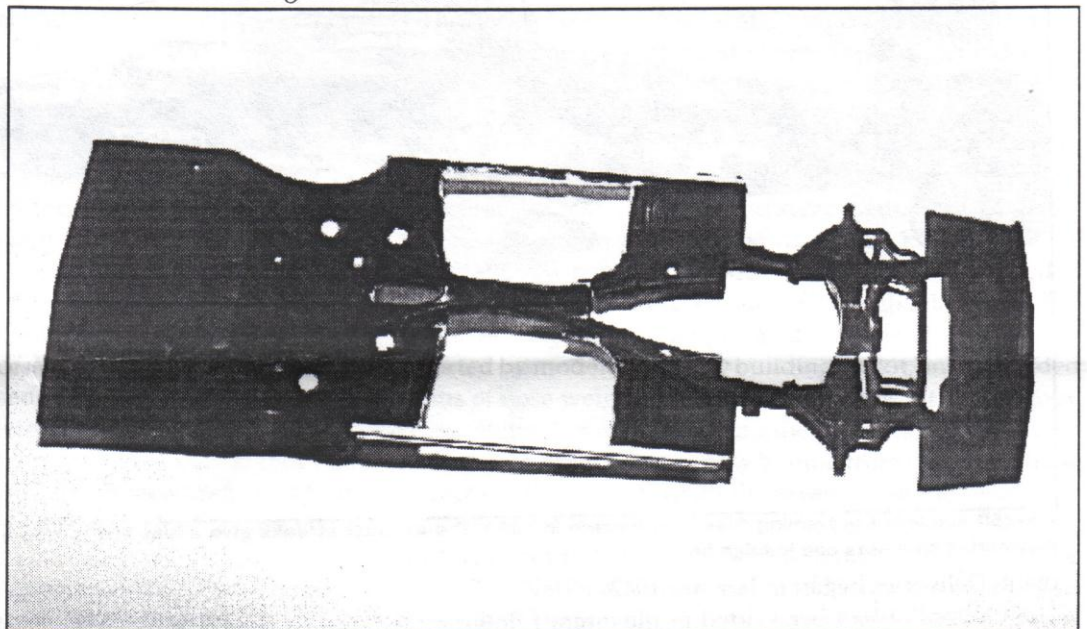
The block, oil pan, radiator, manifolds, and turbocharger were all scratchbuilt from plastic bits. The engine was paired up with the Mustang transmission and then the whole unit was painted metallic gray. It was then installed into the chassis on scratchbuilt mounts.

Final assembly involved gluing in the "glass," interior, and chassis, followed by the installation of the grill

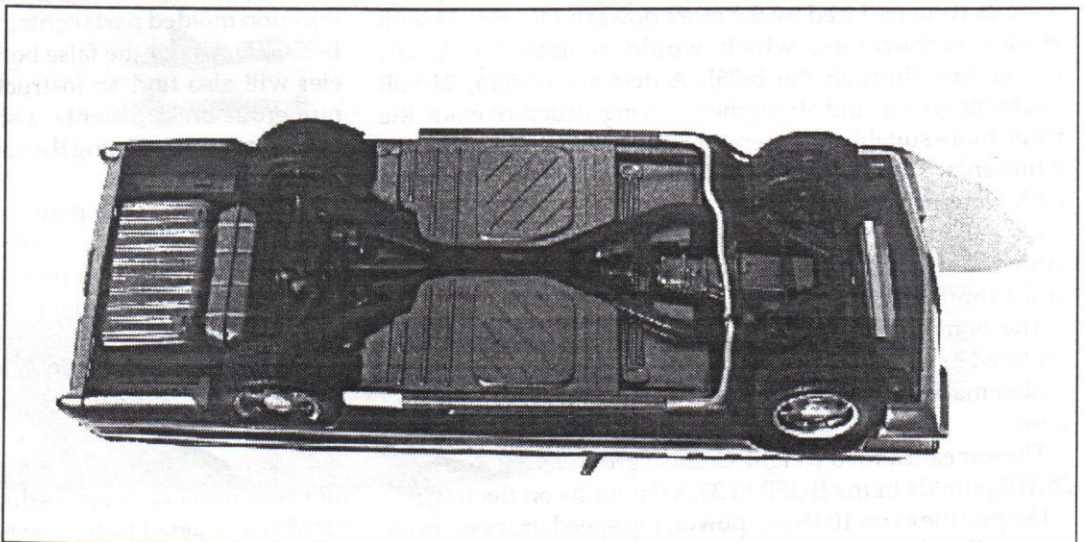
and bumper units. It all fit together amazingly well with one exception. The Frankenstein chassis stuck out below the body sides. I simply added side pipes—a good solution considering that there was no room for a conventional exhaust system under the floor pan anyway. Isn't car modeling neat? Any solution to a problem is correct as long as it looks cool.

The final touches include the Mustang kit's wipers and mirrors, plus Japanese license plates I dug up from my stash. Any plates are better than the Illinois and Wisconsin plates the domestic auto model manufacturers insist on. The wipers and mirrors are a bit heavy—I'll replace them when I get 'round to it, if ever.

The completed model was photographed and the results were sent in to the *Car Modeler* annual custom car contest. The final judgment of my work should appear in the *Car Modeler* annual magazine due out in early April. Wish me luck...



The Frankenstein chassis, as Greg described it. This unit is a combination of a '62 Bel Air, a '95 Mustang GT and a Dodge Stealth.



Once all the appropriate accessories are added, the somewhat gruesome chassis above turns into this impressive underside. Greg used wheels from *Aoshima* to make his Buick sportier.

Accurate Miniatures' B-25C/D hits the mark

By Bradley D. Chun

Although the 120 B-25Bs had an impact far in excess of their numbers, thanks to the Doolittle raid and the successful employment of the *Mitchell* I by the British as a patrol plane, the first year of the war in Europe indicated that further changes were needed for the *Mitchell* to be survivable. On 28 September 1940, the Army ordered an updated version of the B-25, and this version, the B-25C/D, was the first *Mitchell* go into mass production. North American started manufacturing the C model at the Inglewood plant, while virtually identical D model went into production at the Kansas City

3,000 pounds, although it could be increased to 5,200 pounds with the use of external bomb racks. The introduction of individual exhausts stacks for each cylinder required special exhausts fairings on the engine cowlings on the later Cs and Ds.

In all, the California and Missouri plants built 3,910 B-25Cs and Ds. The RAF received 167 B-25Cs and 371 B-25Ds and flew them as the *Mitchell* II. The Netherlands ordered 162 B-25Cs, and the RCAF bought four B-25Cs. The Brazilian Air Force also obtained 29 B-25Cs through the lend-lease program. The U.S. Navy received 50 PBJ-1C and 152 PBJ-1Ds, and

182 were sent to the Soviet Union.

The B-25D also provided the basis for the F-10 reconnaissance aircraft. Stripped of as much weight as possible and outfitted with more powerful engines, a trimetrogon camera arrangement in the nose and further cameras in the tail, 45 of these *Mitchells* were manufactured.

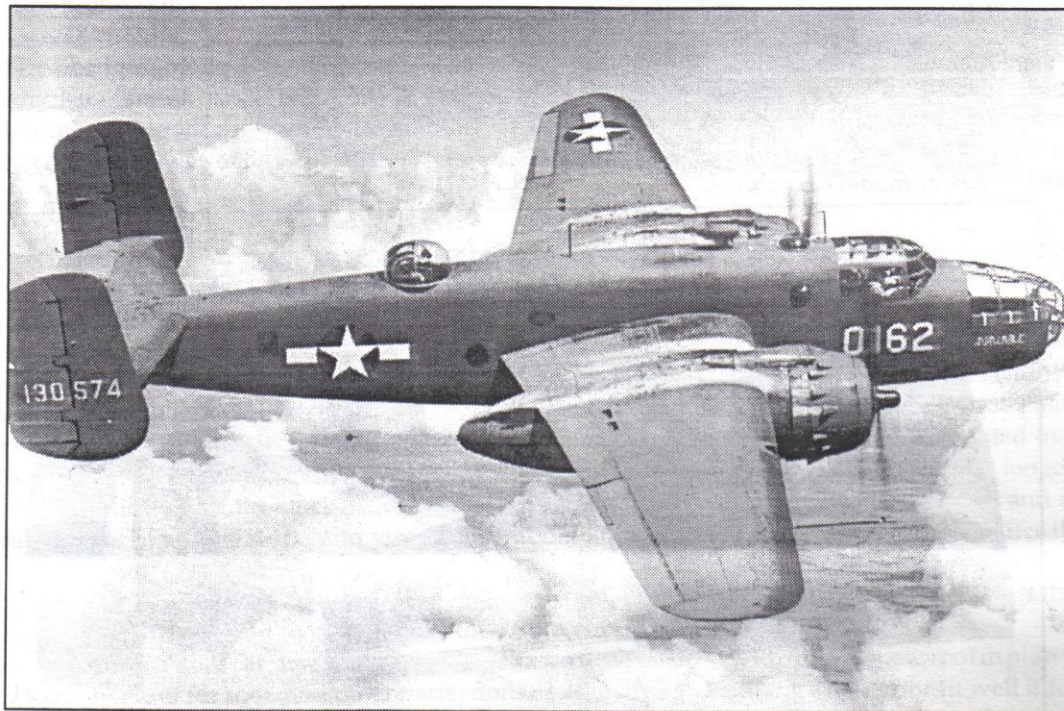
The first American B-25s to see combat were 48 B-25Cs of the 3rd Bombardment Group, which was sent to New Guinea in March 1942.

Accurate Miniatures has finally released its much-anticipated and long-awaited B-25C/D *Mitchell* in 1:48. The sturdy, two-piece box has an artist's rendition

of "Dirty Dora," while the bottom of the inner box has a photo of a built model by Mike "Beaker" Mendes.

Inside the box are all the parts included in the *Accurate Miniatures* B-25B kit, plus one bag containing a sprue of injection molded parts containing the cowlings specific to the B-25C/D. Under the false bottom of the inner box, the modeler will also find an instruction booklet, a bag containing numerous brass weights, a sheet of vinyl canopy and nose masks, a bag containing the sprue of clear parts, and the decal sheet.

The majority of the parts are contained on four injection-molded sprues. The first sprue has the fuselage halves, pilot and co-pilot seats, cockpit detail parts, machine gun turret parts, radios, the in-flight chemical toilet, nose and main wheel hubs, and other detail parts. The second sprue includes the ordnance, such as the four depth charges (the same ones found in the Avenger kits), and 100, 500, and 1,000-pound bombs. The third sprue has the bomb bay/wing spars, nose and main tires, nose and main landing gear struts, bombardier nose parts, crew access doors, and additional cockpit and bombardier detail parts. The fourth sprue has the propellers, radial engine parts, rear tail parts, and engine nacelles. All of



A B-25D employed in training files over Kansas in 1942. The exhaust streaks give a hint at the kind of weathering modelers can indulge in.

plant. Deliveries began in January 1942.

An autopilot had been fitted in the aircraft flown by the Doolittle Raiders, and this was now added as standard equipment on both the C and D models. The Wright R-2600-9 engines were replaced by the more powerful R-2600-13 with Holley carburetors, which would remain the B-25's powerplant through the B-25J. A de-icing system, 24-volt electrical system and strengthened wing structure made the plane more suitable for operation under difficult conditions, while enlarged wing tanks and a removable bomb bay fuel tank were fitted, increasing the maximum fuel capacity to 1,225 gallons for ferrying purposes. The bomb bay was enlarged, and external fittings to carry bombs under the wings and a short torpedo under the belly were included.

The bombardier's flexible .30 caliber machine gun was replaced by a .50 caliber machine gun, and another fixed .50 caliber machine gun controlled by the pilot was added to the nose.

These meant added weight. Combat gross weight rose from 28,460 pounds in the B-25B to 33,500 pounds on the B/C.

Despite the extra 100 horsepower, top speed dropped from 300 to 282 miles per hour. The standard bomb load remained

the parts are cleanly molded with no flash to be found.

The panel detail is of the finely scribed, recessed variety. Ejection pin marks are strategically placed to not be visible once the kit is assembled. There are two noticeable marks above the aft observation windows, but they will hardly be seen once the fuselage halves are glued together. I found ejection pin marks on the crew access hatches that will pose a problem to remove. There are a few sink marks, but as Bill Bosworth has stated, any injection molded piece that is molded thicker than .060 will suffer from some shrinkage. This is a result of the injection-molded process and cannot be prevented.

The second bag contains the cowlings specific to the B-25C/D, the bombardier's .30 caliber machine gun, the fake machine guns for the tail, underwing bomb racks, the different exhaust configurations, and the long range bomb bay fuel tank. As with the other parts, there was no flash to be found.

The final bag of parts contains the wing halves. The detailing is in the form of both finely scribed, recessed panel lines, and raised detail. The modeler will have no problem masking off the de-icer boots for painting.

The instruction booklet should be no surprise to anyone who has built an *Accurate Miniatures* kit before. The instruction booklet is 24 pages in length; I did say this was a booklet! It contains construction tips, a model paint reference chart, 19-step assembly process, and a decal placement section. The paint reference chart is especially handy as it not only gives the Federal Standard number, but also cross-references the *Model Master*, *Humbrol*, *Gunze Sangyo* (Aqueous), *Gunze Sangyo* (Mr. Color), and *XtraColor* paint lines.

The 19-step assembly process is based on the process the crew at *Accurate Miniatures* used when they built over 100 kits, to find the easiest and best way to build this kit. Painting, detail painting, and assembly tips are given throughout the assembly process. The decal placement section shows a four-view drawing of the aircraft and also shows the nose markings specific to "Dirty Dora."

A bag containing brass weights is also included. The brass weights come in four different sizes that are to be strategically placed in the forward area of the cockpit, in front of, and along

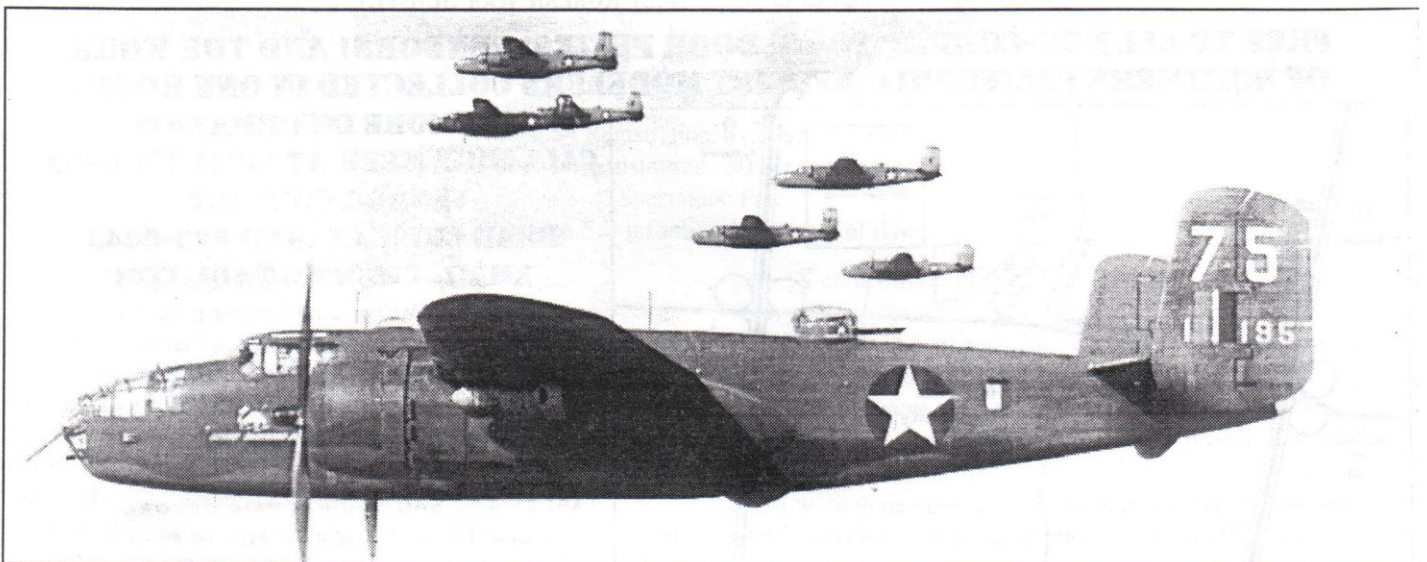
side, the instrument panel. This is a very nice addition provided by *Accurate Miniatures*. Now the modeler won't have to guess where and how much weight will be needed to keep the "Air Apache" on its tricycle landing gear.

A recent trend in modeling is the use of vinyl canopy masks. This new tool not only cuts down on the time that is required for masking greenhouses, but it also provides a mask that is specifically made for that model's canopies, the masking for the "Air Apache" nose art, and cowling masks. Other "big name" manufacturers should take note of *Accurate Miniatures'* innovation in providing this as part of the kit.

The sprue of clear parts is contained in its own bag. The sprue contains the canopy greenhouse, bombardier greenhouse, observation windows, upper machine gun turret, wing lights, instrument panel, and two different clear tail cones. The clear sprue contains all of the clear parts that are required for any early B-25 variant also. Even though the parts are separately bagged, I did find a few scratches, but they aren't anything a dip in Future won't take care of.

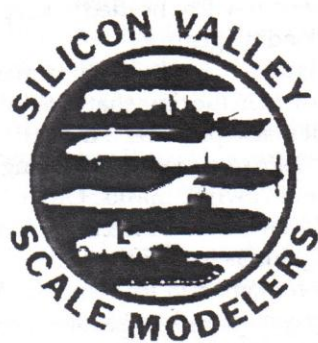
The decal sheet is also separately bagged. The decal for the instrument panel is provided in two versions. One decal is printed with the instruments facing out, and the other is reversed. This a very nice touch from this manufacturer. I could find no registration problems. There are two marking options included in this kit, the previously mentioned "Dirty Dora," and a less colorful Sand over Neutral Gray B-25D assigned to the 9th Air Force, North Africa, 1943.

There has been much discussion about the delays related to the delayed release of this kit, and of the high retail price. But when you take into account the amount of detail, the good fit reported by modelers already building the kit, and the added bonus of nose weights and vinyl masks, this kit is a bargain. From what I have heard from other sources, almost every variant of an early B-25 can now be built from this kit with the correct mixing of parts (with the exception of the separately available B-25G conversion). I was impressed by the built-up, cut-away, example that Bill Bosworth had on display at the 1998 IPMS National Convention, and I knew the wait would be worth it. There will surely be a few of these kits on contest tables in the future.



"Desert Vagabond Jr.," a 12th Bomb Group, 434th Squadron plane, on the way to a target in Tunisia with others of its group. Note the two 100-pound bombs on the underwing bomb racks.

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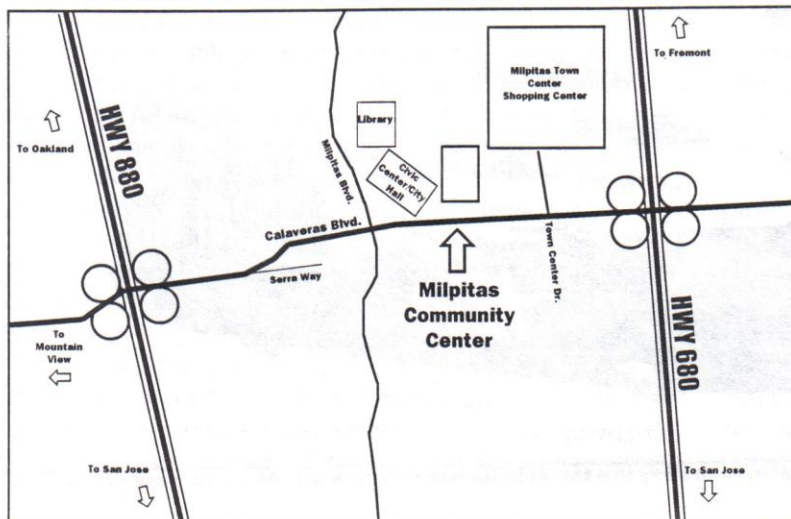
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- S7. Single-Engine Prop or Turbo-Prop Aircraft, Allied, 1:48
- S8. Single-Engine Prop or Turbo-Prop Aircraft, Axis and Neutrals, 1:48
- S9. Multi-Engine Prop or Turbo-Prop Aircraft, 1:48
- S10. Jet and Rocket Aircraft, 1:32 and larger
- S11. Prop Aircraft, 1:32 and larger
- S12. Biplanes: Fabric & Rigging, all scales
- S13. Rotary Wing Aircraft, all scales
- S14. Civil, Sport and Racing Aircraft, all scales
- S15. Jet, Prop and Rocket Aircraft, 1:144 and smaller
- S16. Military Vehicles, Softskin, 1:35 and larger
- S17. Armored Fighting Vehicles, Closed-Top, to 1945, 1:35 and larger
- S18. Armored Fighting Vehicles, Closed-Top, post 1945, 1:35 and larger
- S19. Armored Fighting Vehicles, Open-Top, 1:35 and larger
- S20. Towed Artillery and Ancillary Vehicles, 1:35 and larger
- S21. Military Vehicles, all types, 1:48 and smaller
- S22. Ships, 1:350 and larger
- S23. Ships, 1:351 and smaller
- S24. Automobiles, Stock, all scales
- S25. Automobiles, Custom, all scales
- S26. Automobiles, Competition, Open-Wheel, all scales
- S27. Automobiles, Competition, Closed-Wheel, all scales
- S28. Space Vehicles, Fictional (Science Fiction or Fantasy), all scales and types
- S29. Space Vehicles, Real, and Missiles, all scales and types
- S30. Figures, Historical, all scales
- S31. Figures, Fantasy and Fiction, all scales
- S32. Out of the Box, all types and scales
- S33. Dioramas, all types and scales
- S34. Hypothetical Vehicles, all types and scales
- S35. Miscellaneous
- S36. 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 Westland Aircraft
- SA7. Best British Subject
- SA8. Best Aircraft in Foreign Service
- SA9. Best California Subject
- SA10. Best AFV (including softskins)
- SA11. Best Arab-Israeli Wars Subject
- SA12. Best U.S. Armor Subject, ETO, 1942-45
- SA13. Best Air Racer
- SA14. Best Vacu-Form
- SA15. The Kennedy Years
Theme Award: Best Kennedy Era (1961-63) Subject
- SA16. Desert Storm: 10th Anniversary
Best Desert Storm Subject
- SA17. Korea: Fifty Years Later Best Korean War Subject
- SA18. Tim Curtis Award
Given to honor service to the Silicon Valley Scale Modelers .

SCHEDULE OF EVENTS

- 9 a.m.-noon—Registration; Contest Opens
- 11:45—Judges' Meeting
- 12:30-2 p.m.—Judging
- 3:15 p.m.—Awards Presentation

FEES

- Seniors: \$4 Registration, \$1 per model entered
- Juniors: \$1 Registration, .50 per model entered
- Spectators: Free
- Vendors: See information on front of flyer

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 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 number and nature of the entries.
3. No model that has won an award at an IPMS National contest is eligible, nor are any models that were first entered in any Re-

gion IX competition prior to Feb. 27, 2000. 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 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 done on model entries must be done by the entrant.
6. All contestants must have fun—otherwise, they aren't doing this right!

More modern Mustang: Cavalier conversion in 1:48

Continued from page 1

carving away at the *Tamiya* plastic I filled the inside with Milliput, as otherwise I would be carving right through.

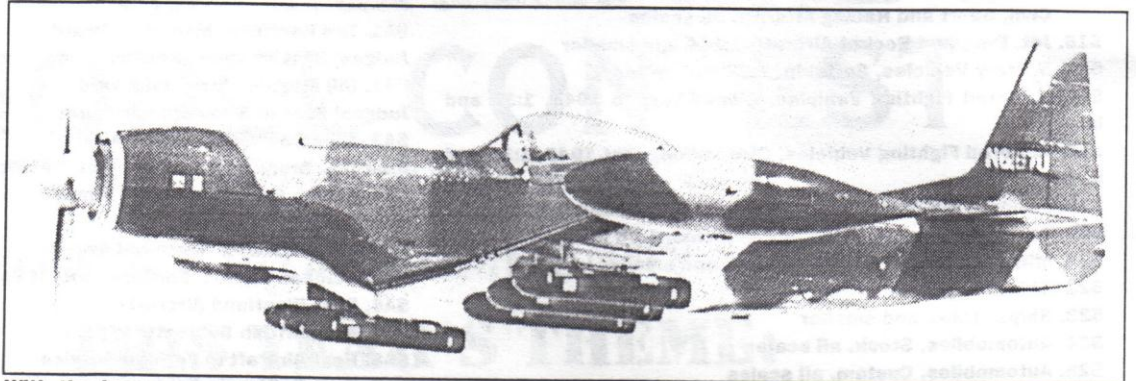
About now, I started taping the parts together as the embryonic model already looked rather dramatic to my eye. I took it along to the club gatherings in San Jose and started showing it to friends. My reward was the start of a stream of information on the original as my fellow modelers took it upon themselves to search their respective libraries for the pictures and facts that had eluded my previous efforts on my natural side of the Atlantic. Soon I had pictures, data and drawings enough to do this model justice.

One of the new discoveries was that the aircraft was configured with two seats and that the cockpit was rather different from a standard *Mustang*. As a basis for my new cockpit I used a resin detail set from *True Details*. This gave me some nice side wall detail for the pilots' position, and I made up some extra parts to extend this to the new rear crew station from plastic and fuse wire. I cut off the resin fuel tank from the set cockpit floor section and made a new floor, bulkhead, rear instrument panel and seat mount. For the rear seat I used the *True Details* item after reducing the height of the base to put the seat pan at the right height. The front instrument panel I made up from scratch, using a color photo as reference, from plastic card with instrument faces and bezels from *Reheat*. Extra switch panels and control boxes also needed making up for the coaming and both sides of the cockpit. These came from spare etchings and odd plastic

slivers.

With all this in place the cockpit looked good enough for me. Only the front seat remained. The *Turbo Mustang* pilot was equipped with a Stencil extraction seat similar to the one used by U.S. Air Force *Skyraiders*. I used the seat from a *KMC Skyraider* detail set, which fitted in the front office well, if a little on the snug side.

The fin tip also needed extending as Cavalier used a tall fin similar to that used on the P-51H. I cut off the kit fin tip at the top of the rudder balance and grafted on an oversized piece of card to blend in later to the new profile. Now I could join up



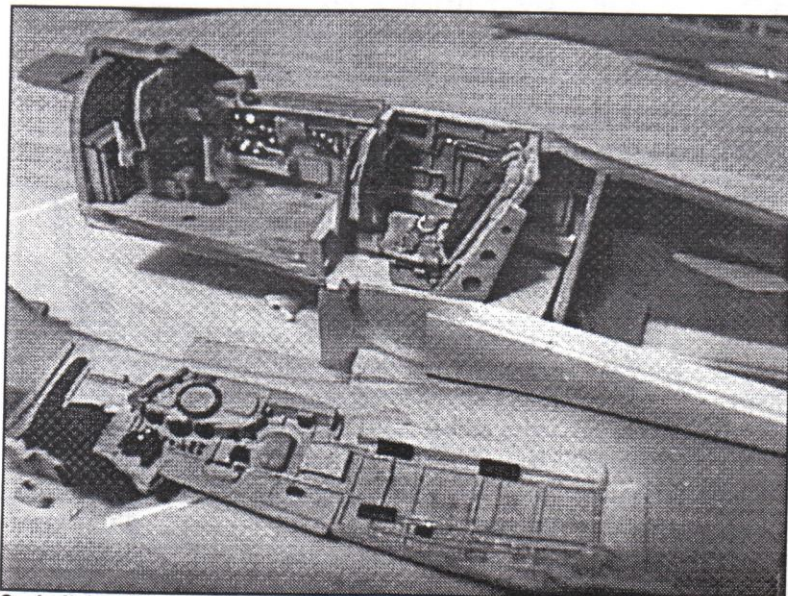
With the longer nose, tip tanks and the absence of the underside radiator, the *Mustang III* was a radically departure from the original *Mustang* layout.

the fuselage halves and start fitting the new nose.

With the wing temporarily taped in place the two Renshape parts could be slid onto the location dowel and carved into the final shapes. With these contours achieved I cut out the oval hole for the enormous Dart jet exhaust, this pipe being cut from a piece of *Evergreen* tubing with the edge thinned down by judicious scraping. The two NACA intakes on the upper cowling were first scribed into the Renshape using a *Verlinden* scribing template and a needle, followed by deepening the aft ends with a Swann-Morton No. 11 scalpel blade. I carved two more small intakes from Renshape scraps.

The wings now got some attention. I needed some tip tanks. I had thought it would be easy to find some drop tanks of the right size and shape to simply glue onto the wing tips. Not so. After an exhaustive search of my spares box and then of my unmade kits, I came up with nothing. Again the modeling fraternity came to the rescue and after searching through other people's spares the solution found was to use drop tanks from a 1:72 kit of an F/A-18, which had the right diameter and trailing end shape. Thanks Chris. I cut off the front 10mm and cemented on 4mm of solid plastic. Once set I filed and sanded the fronts to the required, blunt shape. Now I could fit them to the wing tips. Fitting the wings to the fuselage, I could enjoy the superb standard of fit of the *Tamiya* parts. The joins looked just like the panel lines along which the parts were broken.

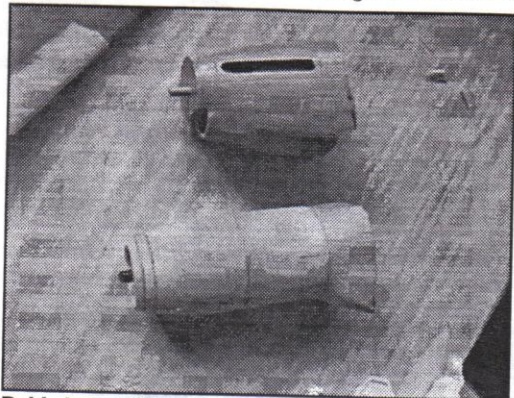
The tailplane tips were extended on the original so I used the same technique as on the fin tip, grafting on some extra plastic and then shaping this into the new outline and then scribing the elevator hinge detail



Cockpit details included a more modern control panel, a Stencil zero-zero seat for the pilot, and a new seat and control panel for the observer.

across the join and into the extensions.

The basic airframe was now complete and looking rather tasty. It was time to prime. It is worth packing *Halfords* primer in your suitcase when modeling overseas. A coat or two of this



Robin turned the new nose on a lathe from a chunk of Renshape. The adapter section was hand carved.

played their part in *Jointline Revisited* and the *Halfords* encore showed all was now well.

Now for some color. My paint stocks have very little in the way of U.S. colors so I had shopping to do. I do like the way *Floquil* enamels airbrush straight from the jar and their range contained the four South East Asia camouflage colors I needed, so these I duly obtained and, using a fine head on my Badger 150, I sprayed the camouflage pattern freehand. The finish was very smooth and very matte. After a day to dry thoroughly I used a dark gray wash to add some contrast to the panel lines. This also softened the overly matte surface to a more realistic satin look.

The external details now deserved attention. The *Turbo Mustang* had weapons pylons that were unique. I would have to make these from scratch, well, one anyway. After a few hours with stock styrene I had one pylon that fit the bill. It also fit the wing, which was a nice bonus. And now, for a little more help from my friends. RTV and resin are wonderful materials when blended with the expertise required to use them. With all three ingredients having been offered to help out, I was grateful to have my pylon used as a master for the production of six resin items, all faithfully reproduced down to the sway braces.

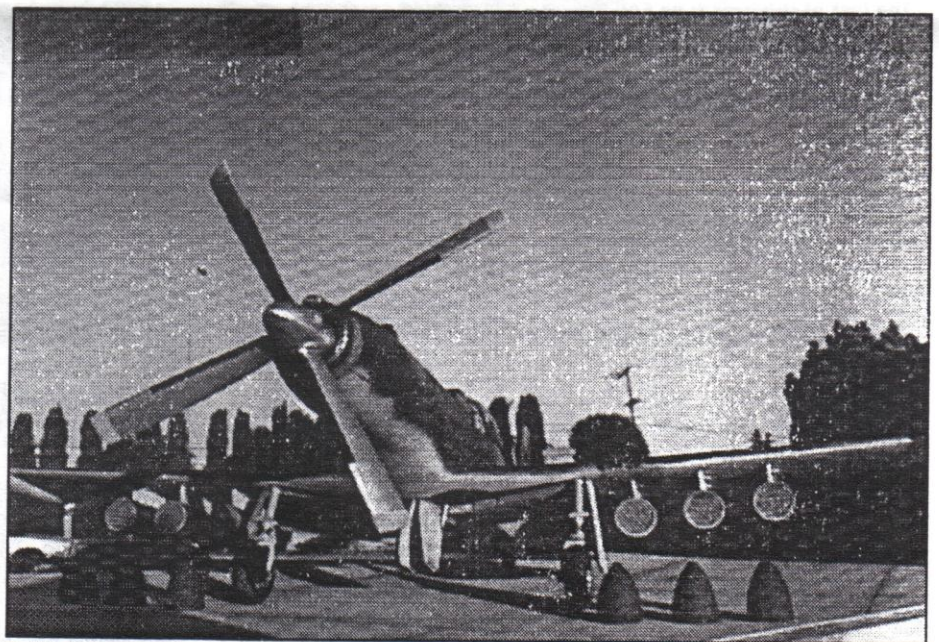
I faced a similar problem with the propeller blades. The *Turbo Mustang* used the dame Dowty Rotol blades as the *Vickers Viscount*. There are no 1:48 *Viscount* kits around so these blades would also have to come from scratch. Luckily, as I do get to fly back to England from time to time, I took the opportunity to go to Brooklands and measured the prop of the *Viscount* preserved at the museum there. Back in San Jose I carved one blade from laminated strip and once again availed myself of the local expertise in casting to gain a set of four. The spinner to mount them in I was trying to make in plastic, but although I could achieve the profile, I could not drill the blade

mounting holes accurately enough by hand to look right. Therefore I turned a new item in aluminum and drilled the holes in a vertical mill. I could also polish the finished item and get a REALLY authentic metal finish.

What should have been a straightforward part of the model turned out to be a real nuisance. *Tamiya* have seen fit to break the windscreen right on the edge of the clear parts, meaning that there is no way of hiding the join. Only perfection will do in joining the windscreen to the fuselage, and my stock of that commodity is rarely adequate. I was not happy with my efforts. The same manufacturing approach has been taken with the main canopy, with the clear portion and the solid lower frame being molded as separate parts, again with a join to be made using nothing but fresh air, lest the clear section be marred. I spoil this part too. After a cry for help I had enough spares to try again. For the main canopy I substituted the item from the *Hasegawa* P-51K, which is molded with the clear and solid portion as one piece and while not fitting exactly in a closed position, worked fine in the open one. For the windscreen the only choice was to try again with another scrounged *Tamiya* item and apply more diligence. This time I got away with it.

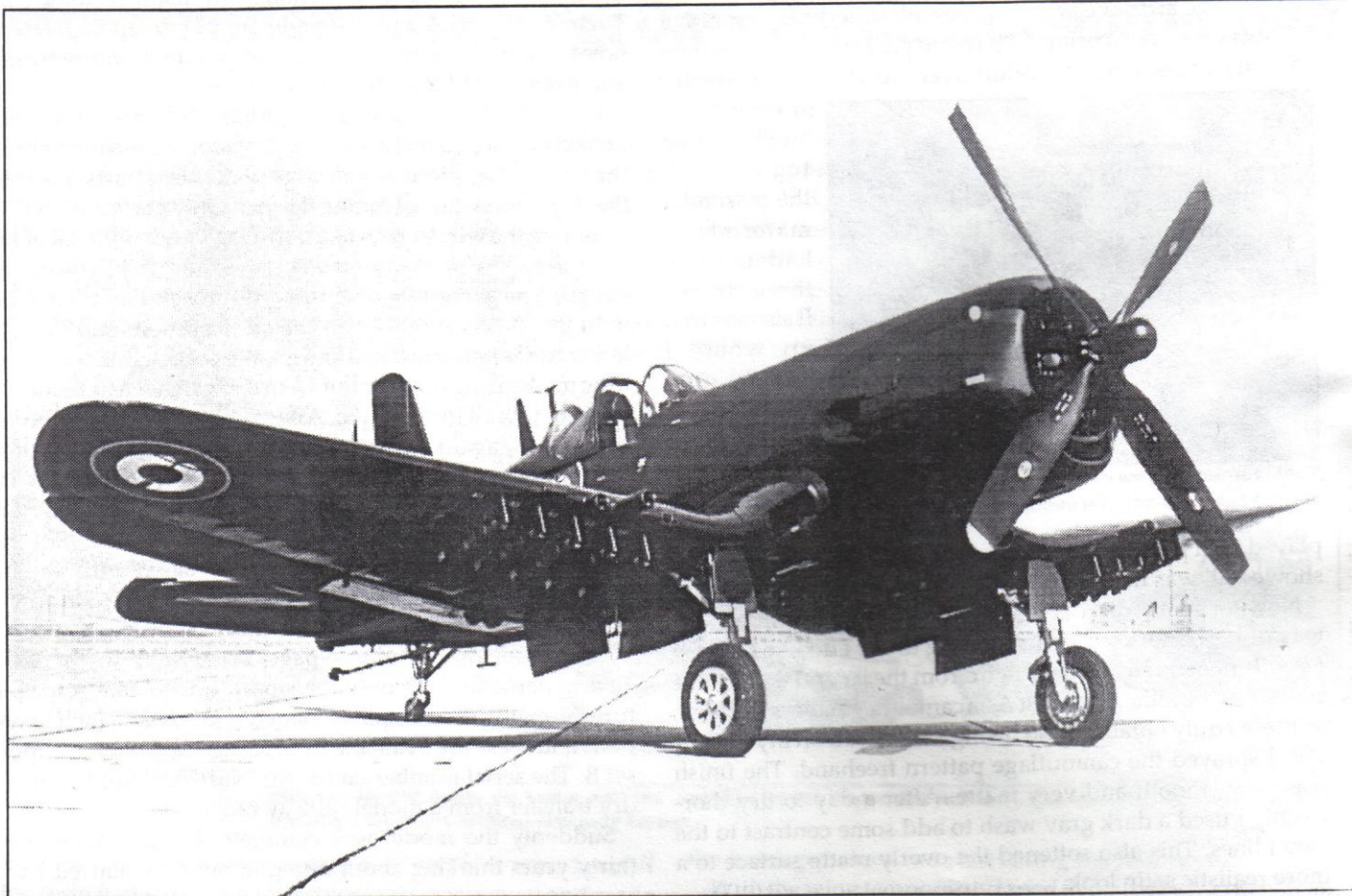
The wheels and undercarriage all came from the stock *Tamiya* parts, leaving only the stores. I had some color pictures showing the aeroplane loaded with six 2.75 inch rocket pods and these are available from *Hasegawa* in their weapons set B. The serial number on the fin, N6167U, I applied using dry transfer from a model railway range.

Suddenly the model was complete. I might have spent thirty years thinking about doing it, but once started I was



Robin's Cavalier Mustang at its home base (his backyard). This shot shows off the underwing pylons, new nose and propeller very nicely.

enjoying myself so much that it all seemed to come together really quickly. However, without all the help it would have been a much poorer model, so I must say thanks to Pat for the pictures and drawings, to Bill for the casting, to Mike, Chris and Mike for the use (and abuse) of their spares boxes, and to all those who spent time looking through paper and Internet records tracking down the details of the elusive original.



The last of the breed: an F4U-7 Corsair, already in Aeronavale markings, awaits delivery at Vought's Grand Prairie, Texas factory.

Hasegawa's French Corsair misses the boat

By Bradley D. Chun

The F4U-7 was the last model in the *Corsair* fighter line, a design that had a production run of over 15 years that produced over 12,500 aircraft.

The F4U-7 was produced under the Military Assistance Plan (MAP) to provide the Aeronavale with a carrier-borne aircraft to replace the aging F6F-5 *Hellcats* the French had used since the end of World War II. The F4U-7 was an updated AU-1 airframe mated with the Pratt & Whitney R-2800-18W engine originally used on the F4U-4. The -7 was produced by Vought at its Dallas/Grand Prairie factory. A total of 94 F4U-7 *Corsairs* were delivered.

Although their armament of four 20mm cannon was identical to the F4U-5 and AU-1, and the R-2800-18W was a tried and tested engine, maintenance problems plagued the French aircraft. In 1954, Korean War ace Guy Bordelon was sent to France to help with the problems. "They had a terrible maintenance procedure," Bordelon said. "If it's loose, tighten it as far as it will go. They usually had one aircraft out of 16 up. On a day when we got two or three up it was really unusual." Eventually, extra efforts at training from U.S. sources righted these problems.

Modifications to the aircraft made specifically for the French Navy included the conversion of ten rocket pylons under the wings to make them compatible with French wire-guided missiles and the Matra 116G anti-tank missile. A couple of the

French F4U-7s were configured to carry the wire-guided SS-11 air-to-ground missiles.

The F4U-7 served with Flotilles 12F, 14F, 15F, and 17F as well as training squadrons in the French Navy, seeing combat in Indochina, Algeria, Tunisia, and in the Suez Crisis of 1956. These *Corsairs* fought along side English and Israeli units in the attempt to re-take the Suez Canal from Egyptian Forces. While operating off of the carrier *Arromanches* during the crisis, F4U-7s of Flotille 14F and 15F were painted in overall gloss sea blue with special yellow and black identification stripes.

A small number of F4U-7s were returned to the U.S. and today a few of them still fly on the airshow circuit. In fact, an F4U-7 (BuNo. 133704) is on display at the U.S.S. *Alabama* Battleship Memorial and is painted to represent an AU-1 of VMA-212.

Hasegawa has finally released some late-model *Corsairs* in the form of the F4U-5N and F4U-7. Much as the French had problems maintaining their -7s, Hasegawa has had problems in maintaining their usual high standards of quality.

The instruction sheet is typical of what is found in most of Hasegawa's kit. It is of the fold-out variety and contains a brief history of the French *Corsair*, the universal symbols for assembly, 14-step assembly process, marking and painting section, and the usual decal application instructions, and the "read before you begin" and caution instructions. The instructions

are modified from the instructions of the F4U-5N release, but *Hasegawa* still asks the modeler to open the hole in the fuselage for the exhausts shields in Step 2 and the radome on the starboard wing in Step 14. *Hasegawa* does tell the modeler that if they are building version #1, a Suez campaign aircraft, to apply the identification stripes prior to attaching the underwing rocket pylons.

The gray injection molded parts are all contained in one bag, and this results in a number of fine scratches on some of the parts. The fuselage is modified from the F4U-5N molds and, unfortunately, it shows. When *Hasegawa* inserted the different mold for the front fuselage area, the mold was not properly aligned. This resulted in an offset step across the fuselage that the modeler will have to putty, sand, and re-scribe the lost recessed detail. The severity of the offset varies from kit to kit. I also found an offset step on the modified cowling.

The ordnance sprue is doubled in this kit, as it is in the F4U-5N kit, and also has the same ejector pin marks that will need removal or filling on the rocket bodies. There are numerous ejector pin marks on most of the parts which will require a lot of time for cleanup. One would not think that there would be so many ejector pin marks to fill and remove with a newly tooled model, especially in today's modern age. I did not find any flash on this kit.

As with the F4U-5N, it appears that the sprues are broken down so that an AU-1 will be released in the future. It should also be noted that the instrument panel is the same one included in the F4U-5N kit. The flaps are molded separately in the lowered position; unfortunately, the wings are molded in such a way that there is no option to display it in the folded position.

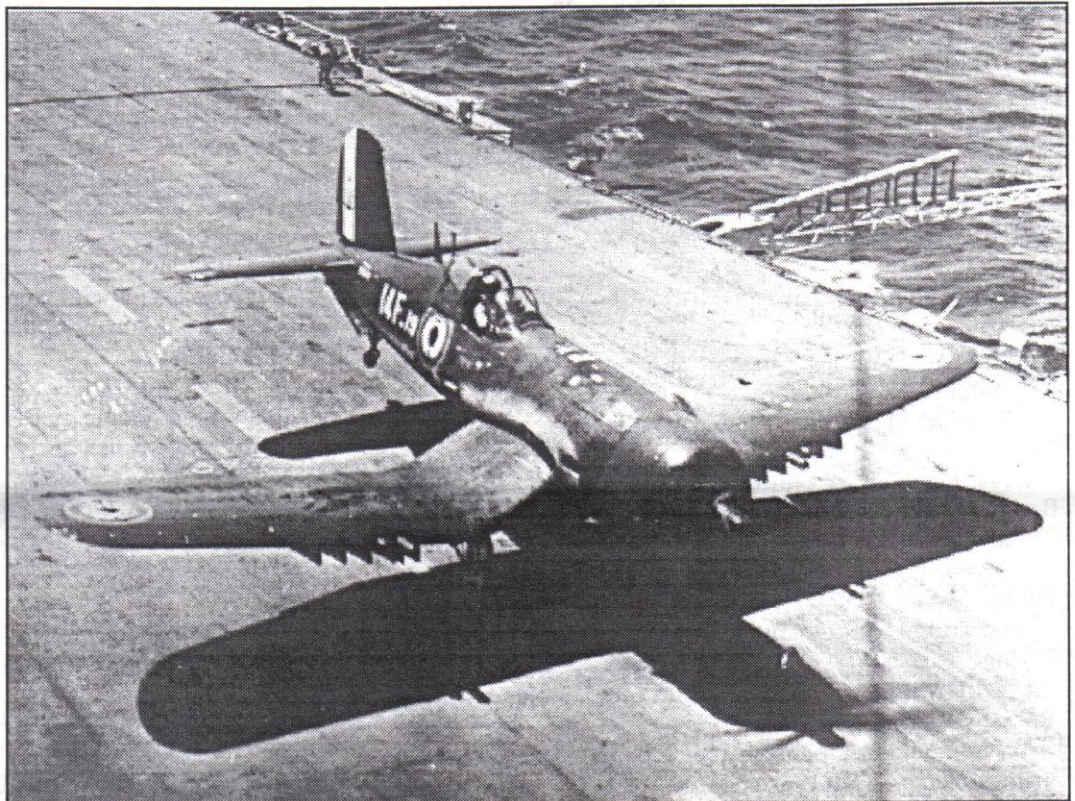
The R-2800 is one of the best representations that I have seen in a while, just paint and drybrush, and the engine will look good in any other manufacturer's kit that requires an R-2800. There is a separate sprue for the underwing pylons and air intakes specific to the F4U-7.

The clear sprue contains the canopy and windscreen. The clear parts look good, but there is a seam on the canopy that will need removal, and both parts will benefit from a dip in Future. The seam on the canopy is necessary, as there is a cross section that needs to be molded properly. A few minutes with a sanding stick and some polish will take care of the seam.

There are decals for two versions of the French *Corsair* included in this kit. The first version is for a F4U-7 assigned to Flotille 14F, French Navy, on board the *Arromanches*, 1956,

and the second version is for a F4U-7 Flotille 15F, French Navy, also on board the *Arromanches*, 1956. While the fuselage identification stripes are the same, *Hasegawa* has included two different wing identification stripes for each version. The instrument panel decals are also included in two versions, one on a clear background and one on a black background. I prefer the clear background, as the modeler can produce a realistic looking instrument panel without having to buy an aftermarket photoetch set.

Once the instrument panel is painted, all you need to do is apply the decal, hit it with some solvent, clear coat, and add some epoxy or clear to replicate the glass on the instruments and presto, one realistic instrument panel. The decals are nicely printed, and I could find no problems concerning registration on the multi-colored decals.



An F4U-7 makes a touch-and-go pass on the carrier *Beau Belleau*, the former U.S. light carrier *Belleau Wood*.

I have completed some work on this kit and have noticed a few more areas that will require attention. Besides the mold part line removal that is required for the forward fuselage area and engine cowling, the modeler will also have to add strips of 0.030 strip styrene along the wheel well wall edges to close the gap. Unfortunately, this is required, as the wheel well walls do not touch the lower wing, unlike their *Tamiya* counterparts. The modeler will also have to modify part N14 by adding styrene to mount the exhaust stacks properly. Unfortunately, *Hasegawa* failed to modify this part as the F4U-7 has a different exhaust configuration than the F4U-5N, for which this part was designed.

With the number of ejector pins marks on the majority of the parts, and the seam cleanup of the mold part line, this *Corsair* will require considerable cleanup for an OOB entry, not to mention the modification for the mounting of the exhausts stacks.

DECEMBER MINUTES

There were no minutes as such at the December Pizza Party/Gift exchange. However, since the editor did a lot of writing, he feels obligated to share the results of this with you. So...

1:48 *Tamiya* Do 335 Pfiel: Opened by Mike Braun; stolen by Frank Beltran, stolen by Angel Balderrama, stolen and taken home by Frank Babbitt.

1:72 *Hasegawa* Macchi MC.202: Opened by Jim Priete, stolen by Vladimir Yakubov, stolen and taken home by Jim Lund.

1:48 *Revell* F-8E *Crusader*: Opened by Bob Turner; stolen and taken home by Mike Braun.

Book *The Luftwaffe in the Battle of Britain*: Opened by Barry Bauer; stolen by Mark Schynert; stolen by Chris Bucholtz; stolen and taken home by Dave Balderrama.

Book *U.S. Navy Aircraft, 1921/1941 and U.S. Marine Aircraft, 1921/1961*: Opened by Robin Powell; stolen and taken home by Wendy Sloneker.

1:48 *Tamiya* *Beaufighter* Mk. V: Opened by Robin Powell; stolen by Hubert Chan; stolen by Eric McClure; stolen and taken home by Robin Powell.

1:72 *Roden* He 111B: Opened by Jim Lund; stolen by Kent McClure; stolen by Mark Schynert; stolen and taken home by Steve Quock.

1:48 *Fujimi* F-14 *Tomcat*: Opened and taken home by Greg Plummer.

1:48 *Esci* Skyraider: Opened and taken home by Aiden McMackin.

1:72 *MPM* E11Y "Glen": Opened and taken home by Anita Travis.

1:144: *Revell* Space Shuttle and Booster Stack: Opened by Barry Bauer; stolen and taken home by Ernie Balderrama.

1:48 *AMTHs* 129, 1:48 *Hasegawa* F-104, 1:48 *Hasegawa* N1K2-J; 1:48 *Academy* F4U-4: Opened and taken home by Bob Turner.

"Star Trek" U.S.S. *Defiant*: Opened and taken home by Mike Burton.

1:72 *KP* Mil Mi-4: Opened by Jim Lund; stolen and taken home by Vladimir Yakubov.

Aurora Godzilla: Opened by Barry Bauer; stolen by Luciana Arim; stolen by Scott Wartenberg; stolen and taken home by Tom Trankle.

1:24 *Lindberg* Dakota Sport: Opened and taken home by James B.

1:48 *Accurate Miniatures* TBM-3 *Avenger*: Opened by P.A. Aguirre; stolen by Vince Hutson; stolen by Hubert Chan; stolen and taken home by P.A. Aguirre.

1:32 *Trumpeter* MiG-15bis: Opened by Laramie Wright; stolen by Cliff Kranz; stolen by Bruce McBride; stolen and taken home by Cliff Kranz.

1:144 *Academy* Boeing 377: Opened by James B.; stolen and taken home by Ken Miller.

1:24 *AMT* 1941 Woody Wagon: Opened and taken home by Mark Schynert.

1:72 *Hasegawa* Ki-44 Shoki: Opened and taken home by Sami Arim.

1:48 *Hasegawa* Ki-84 "Frank": Opened by Frank Babbitt; stolen by Greg Plummer; stolen by Ron Wergin; stolen and taken home by Brian Sakai.

1:48 *Testors* PT-20: Opened and taken home by Bill Ferrante.

1:72 *Hasegawa* *Tornado* GR.1: Opened by Jim Lund; stolen and taken home by Ben Pada.

1:144 *Minicraft* *Electra*: Opened by Jim Lund; stolen by Bill Abbott; stolen by Bill Ferrante; stolen and taken home by Eric McClure.

1:35 *ICM* BS-3 Soviet Artillery: Opened by Dave Balderrama; stolen and taken home by Vladimir Yakubov.

1:48 *Hasegawa* P-51D *Mustang*: Opened by Bill Ferrante; stolen by Mike Burton; stolen by Frank Beltran; stolen and taken home by Mike Burton.

Heller *Amerigo Vespucci*: Opened by Bill Abbott; stolen by James B.; stolen and taken home by Bruce McBride.

1:144 *Airfix* deHavilland *Comet*: Opened by Mike Meek; stolen and taken home by Robin Powell.

1:48 *Revell* F-15C with resin parts and vacuformed F7F *Tigercat*: Opened and taken home by Patty Balderrama.

1:72 *Hasegawa* P-51D *Mustang*: Opened by Luciana Arim; stolen and taken home by Bill Abbott.

1:72 *Minicraft* Blue Angels F/A-18 *Hornet*: Opened by Steve Quock; stolen and taken home by Bill Abbott.

1:72 *Hasegawa* Kubelwagen: Opened by Mark Schynert; stolen by Eric McBride; stolen by Adam Haack; stolen and taken home by Kent McClure.

Gundam Griffon Labor: Opened by Luciana Arim; stolen by Roy Sutherland; stolen and taken home by Sami Arim.

1:35 *Tamiya* Centaur: Opened by Laramie Wright; stolen by Frank Beltran; stolen by Adam Haack; stolen and taken home by Frank Beltran.

1:400 *Heller* *Admiral Scheer*: Opened by Mark Schynert; stolen and taken home by Bert McDowell.

1:24 *AMT* 1970 Buick SS: Opened and taken home by Mike Meek.

1:48 *ICM* Yak-7A: Opened by Ken Miller; stolen and taken home by Mike Braun.

1:48 *Testors* F-14+ *Tomcat*: Opened and taken home by Frank Babbitt.

1:35 *Testors* M47: Opened by Barry Bauer; stolen by Ron Wergin; stolen by Barry Bauer; stolen and taken home by Ron Wergin.

1:72 *Special Hobby* Ju EF 128 and Me P.1106: Opened by Pia Lott; stolen and taken home by Brian Sakai.

1:32 *Revell* P-38 *Lightning*: Opened by P.A. Aguirre; stolen and taken home by Steve Travis.

1:24 Dale Earnhardt Jr. stock car: Opened and taken home by Brad Chun.

1:48 *Monogram* Ju 87 Stuka: Opened and taken home by Duane Fowler.

1:72 *Hasegawa* CF-104 *Starfighter*: Opened by Barry Bauer; stolen and taken home by Angelo Deogracias.

1:35 *Italeri* M4A1 Sherman: Opened and taken home by Thang Le.

1:72 *Mastercraft* TS-11 *Iskra*: Opened by Randy Ray; stolen and taken home by Chris Bucholtz.

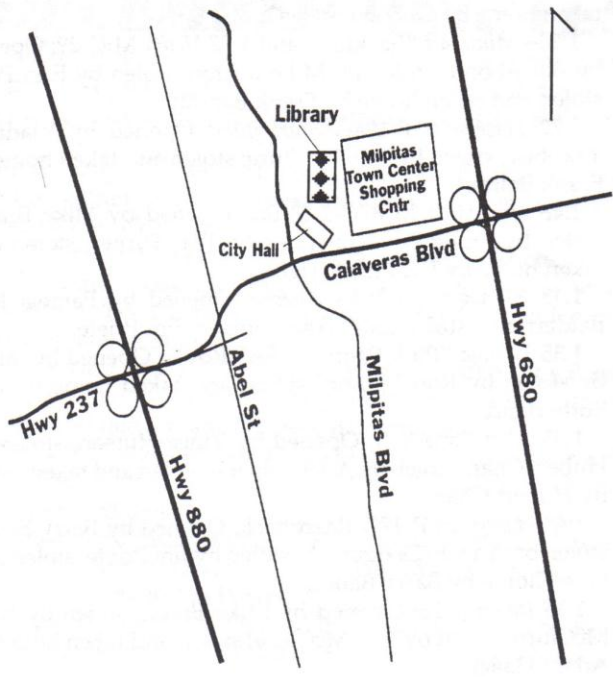
1:48 *Special Hobbies* Sack AS.6: Opened and taken home by Angel Balderrama.

1:48 *Tamiya* Ki-46-II "Dinah": Opened by Hubert Chan; stolen by Mark Schynert; stolen by Hubert Chan; stolen and taken home by Kent McClure.

1:48 *Hobbycraft* Ju-87: Opened by Laramie Wright; stolen and taken home by Angelo Deogracias.

1:72 *Italeri* AC-47 "Spooky": Opened by Brad Chun; stolen by Barry Bauer; stolen by Brad Chun; stolen and taken home by Steve Quock.

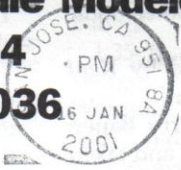
- 1:48 *Monogram* Me 410: Opened by Laramie Wright; stolen by Hubert Chan; stolen by Mark Schynert; stolen and taken home by Mary Balderrama.
- 1:700 *Fujimi* H.M.S. *Nelson*: Opened by Mike Burton; stolen by Bert McDowell; stolen by Rich Pedro; stolen and taken home by Bill Shipway.
- 1:48 *Accurate Miniatures* TBM-3 *Avenger*: Opened by Vince Hutson; stolen by Hubert Chan; stolen by P.A. Aguirre; stolen and taken home by Vince Hutson.
- 1:76 *Airfix* Mk. I Male tank: Opened and taken home by Vladimir Yakubov.
- 1:48 *Hasegawa* F-4J *Phantom II*: Opened by Barry Bauer; stolen by Frank Babbitt; stolen by Frank Beltran; stolen and taken home by Brad Chun.
- 1:25 *Monogram* Alternomad Custom Car: Opened and taken home by Pia Lott.
- 1:700 *Skywave* U.S.S. *Ohio* and "Oscar"-class submarines: Opened by Vladimir Yakubov; stolen by Sami Arim; stolen by Rodney Williams; stolen and taken home by Greg Lamb.
- 1:72 *Huma* Ta 283: Opened by Jim Lund; stolen by Mark Schynert; stolen by Angel Balderrama; stolen and taken home by Mark Schynert.
- 1:24 *Polar Lights* Cale Yarborough stock car: Opened and taken home by Mark Hernandez.
- 1:72 *Revell* Ar 240: Opened by Vince Hutson; stolen and taken home by Angel Balderrama.
- 1:72 *Hasegawa* RF-4B *Phantom II*: Opened by Joel Rojas; stolen by Bill Ferrante; stolen by Pia Lott; stolen and taken home by Erin Pfau.
- 1:600 *Airfix* H.M.S. *Fearless* and *Revell* 1:48 P-61 *Black Widow*: Opened and taken home by Joel Rojas.
- 1:72 *Tamiya* P-51D *Mustang*: Opened by Pamela Jean Balderrama; stolen by Jim Priete; stolen by Barry Bauer; stolen and taken home by Mike Burton.
- 1:48 *Tamiya* MiG-15: Opened by Robin Powell; stolen by Frank Babbitt; stolen by Mike Burton; stolen and taken home by Hubert Chan.
- 1:700 resin destroyer U.S.S. *Hannan*: Opened by Kent McClure; stolen and taken home by Tom Harrison.
- 1:35 *Italeri* "Ferdinand" Tiger: Opened by Barry Bauer; stolen by Jim Priete; stolen by Barry Bauer; stolen and taken home by Jim Priete.
- 1:72 *Huma* DFS 346: Opened by Linda Shandell; stolen by Mark Hernandez; stolen by Mark Schynert; stolen and taken home by Angelo Deogracias.
- 1:35 *ICM* Lynx: Opened by Jim Lund; stolen and taken home by Ron Wergin.
- 1:72 *Hasegawa* F-14 *Tomcat*: Opened by Roy Sutherland; stolen by Chris Bucholtz; stolen and taken home by Bill Ferrante.
- 1:72 *Revell* B-26: Opened by Cliff Kranz; stolen and taken home by Richard Pedro.
- "Flying Leathernecks" video: Opened by Robin Powell; stolen and taken home by Rodney Williams.
- 1:48 "Airwolf" Helicopter: Opened by Chris Bucholtz; stolen and taken home by Chris John.
- 1:72 *Minicraft* PBY-4 *Catalina*: Opened by Laramie Wright; stolen by Brad Chun; stolen by Ron Wergin; stolen and taken home by Laramie Wright.
- 1:72 *Revell* He 177: Opened by Mike Burton; stolen by Bill Abbott; stolen by Patty Balderrama; stolen and taken home by Chris Bucholtz.
- 1:72 *Italeri* F4U-5N and *Hasegawa* F4U-1D: Opened and taken home by Duane Fowler.
- 1:144 *Minicraft* "Backfire" and 1:72 *Heller* MiG-29: Opened by Bill Abbott; stolen by Mike Burton; stolen by Erin Pfau; stolen and taken home by Frank Babbitt.
- 1:72 *Hasegawa* F-104G *Starfighter*: Opened by Vladimir Yakubov; stolen by Eric McClure; stolen and taken home by Frank Beltran.
- 1:48 *Hasegawa* Ju 87G-2 *Stuka*: Opened by Mike Braun; stolen by Frank Beltran; stolen by Bob Turner; stolen and taken home by Laramie Wright.
- 1:48 *Monogram* AH-64 *Apache*: Opened by Pamela Jean Balderrama; stolen and taken home by Jim Priete.
- 1:35 *Tamiya* "Pink Panther" SAS Rover: Opened by James B.; stolen by Ron Wergin; stolen and taken home by Roy Sutherland.
- 1:35 *Alan* Panzer II: Opened by Vince Hutson; stolen by Hubert Chan; stolen by Adam Haack; stolen and taken home by Hubert Chan.
- 1:48 *Hasegawa* P-47D *Razorback*: Opened by Barry Bauer; stolen by Angelo Deogracias; stolen by Jim Priete; stolen and taken home by Barry Bauer.
- 1:35 *Italeri* T-26: Opened by Mike Braun; stolen by Kent McClure; stolen by Eric McClure; stolen and taken home by Adam Haack.
- 1:35 *Verlinden* "Tankers at Rest" figures: Opened by Wendy Sloneker; stolen and taken home by John Carr.
- 1:72 *Hasegawa* SP-5B *Marlin*: Opened by Bill Abbott; stolen by Chris Bucholtz; stolen by Jim Lund; stolen and taken home by Linda Shandell.
- 1:72 *Hasegawa* P-40N *Warhawk*: Opened by Vladimir Yakubov; stolen by Barry Bauer; stolen and taken home by Ben Pada.
- 1:24 *Monogram* Bel Air Sports Coupe: opened and taken home by Randy Ray.
- 1:72 *Italeri* F/A-18E *Super Hornet*: Opened by Steve Quock; stolen and taken home by Joel Rojas.
- 1:72 *Tamiya* Fw 190D-9: Opened by James B.; stolen by Ben Pada; stolen by Bill Ferrante; stolen and taken home by Ben Pada.
- Star Trek Bridge set: Opened by Anita Travis; stolen and taken home by Pia Lott.
- 1:72 *Italeri* Bf 110: Opened and taken home by Dave Balderrama.
- 1:72 *Hasegawa* *Hurricane* Mk I and P-51B *Mustang*: Opened by Duane Fowler; stolen by Erin Pfau; stolen by Jim Priete; stolen and taken home by Eric McClure.
- 1:24 *Revell* *Chevelle* SS: Opened and taken home by Mark Hernandez.
- 1:24 *Tamiya* *Acura Integra* Type R: Opened by Pia Lott; stolen and taken home by Eric McClure.
- 1:24 *Revell* Bigfoot Monster truck: Opened and taken home by Jesse Balderrama.
- 1:24 *Revell* '70 Ford Torino: Opened by Rodney Williams; stolen and taken home by Bob Turner.
- 1:24 *Tamiya* Ferrari F-40: Opened by James B.; stolen and taken home by Rodney Williams.
- 1:25 *AMT* "Dukes of Hazard" General Lee: Opened and taken home by Adam Hack.
- 1:24 *Tamiya* Ferrari 312T3 Formula 1 car: Opened by Adam Hack; stolen and taken home by Mike Meek.



Next meeting:
7:30 p.m.,
Friday,
January 19
at the Milpitas
Public Library
40 N. Milpitas Blvd.
For more information, call the
editor at (408) 723-3995
E-mail: bucholtzc@aol.com



Chris Bucholtz, Editor
Silicon Valley Scale Modelers
P.O. Box 361644
Milpitas, CA 95036



DAN BUNTON
910 NIDO DRIVE
CAMPBELL CA 12345

Don't forget: If your renewal date is red, it's time to pay your dues!