



Building Schrader's killer Kiwi Tempest in 1:72

By Chris Bucholtz

262s and at least four Fw 190D-9s.

The *Tempest* was perhaps the hottest piston-powered fighter of World War II at low-level, which may have partially contributed to its relative obscurity. Its speed made it ideal for intercepting German V-1s, and that kept it from starting to score heavily until after the Luftwaffe had largely been broken.

The *Tempest* began as an adaptation of the *Typhoon*, which had demonstrated buffeting and aileron reversal in high-speed dives. This tendency made it impossible to aim the guns and rockets of the *Typhoon* accurately at speeds approaching 500 mph, so the Hawker design team developed a thin-section laminar-flow wing five inches thinner at the root than the *Typhoon's* wing. Not only did this improve high-speed handling but it boosted top speed at 18,000 feet to 427 mph, and when the V-1 began to menace England at the same time the *Tempest* began to appear in number, the aircraft's early role was all but spelled out. Of the 1,771 V-1s destroyed by the RAF, 638 fell to *Tempests*.

One of the top units in this "anti-Diver" campaign was 486 Squadron RNZAF, which accounted for 241 V-1s and counted 22 of the 55 V-1 aces among its ranks.

Once the V-1 had been eliminated as an issue, the *Tempest* moved to the continent and began to demonstrate its true value as a tactical fighter-bomber and as perhaps the finest low-level dogfighter in Europe, and 486 Squadron was one of the pace-setters. From September 28, 1944 to the end of the war in May 1945, 486 Squadron destroyed 49 aircraft in the air, including two Me

One of the chief contributors to this tally was Squadron Leader Warren

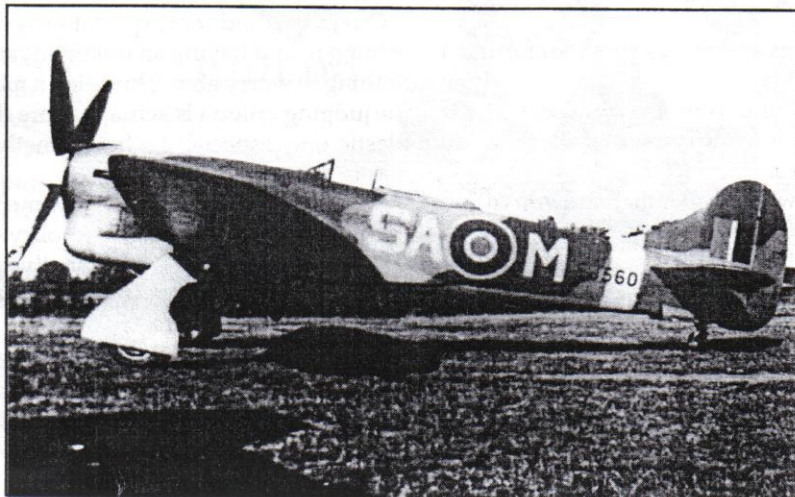
Warren "Smokey" Schrader, who came to 486 Squadron on March 8, 1945. Schrader had previously flown *Spitfires* with 1435 Squadron in Malta and Sicily, where he had scored two Bf 109s killed and one shared. With 486 Squadron, he would become the second-highest scoring *Tempest* pilot of the war and probably the most successful fighter pilot in all of Europe in the war's final month.

Schrader arrived as a Flight Lieutenant, but his career advanced rapidly

once he joined the squadron at Volkfel, Holland. On April 10, Schrader destroyed an Fw 190 near Nienberg. On the 13th, the squadron's commanding officer, Squadron Leader Keith Taylor-Cannon, while strafing a column of German transport, took a direct hit from an 88 and, although he baled out, was never seen again. Schrader unofficially assumed the role of CO, and five days later, he gained a measure of revenge by leading a sweep that downed eight Fw 190s, including two dispatched by Schrader's guns. The next day, another 190 fell victim to Schrader, who was then promoted to Squadron Leader and given official command of the unit.

On the 21st, Schrader caught a Bf 109 attempting to land and shot it down after a brief turning battle, the Messerschmitt slamming into the ground, bouncing up into the air and flipping over on its back. Since it didn't burn immediately,

Continued on page 12



After flying *Spitfires*, Squadron Leader Warren "Smokey" Schrader (below) scored 9 confirmed and 2 shared kills after coming to 486 Squadron, Royal New Zealand Air Force, which flew Hawker *Tempest* Mk. Vs including EJ560, pictured above.



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EDITOR'S BRIEF

Welcome to the January Styrene Sheet. The editor's hat is off to our contributors this month, namely Brad Chun, Steve Travis, Greg Plummer and Randy Ray. Hopefully, we can keep this up in the future. Next month promises to be a *Savage* one, and not only because the contest is fast approaching (see Mike Burton at the meeting). If you have anything to contribute, please send it our way—we'd love to share it with the membership.

March is coming fast, and for our club that means election time. All our offices—president, vice president, treasurer and secretary/editor—are up for grabs. Here's a rundown of what these titles really mean:

President: runs the meetings and makes sure the club has a place to meet every third Friday.

Vice-President: organizes and runs every aspect of the Kickoff Classic, from the venue to the trophies to the little "do not touch" signs on the tables.

Treasurer: keeps track of who's a member and who's not, balances the books and minds the treasury.

Secretary/Editor: puts out this.

If any of you wish to assume one of these roles, send the editor a statement of why you'd like that job and what you'd do if you were to win. In March, we'll vote on a new slate of officers. The only caveat is that our president can't repeat, so Brad Chun will be out as president come March, like it or not.

Also, by March, the Kickoff Classic will be history. One interesting aspect of these contests is how technology almost always loses to workmanship, a wonderful by-product of the IPMS rules. This is never better demonstrated than in the car categories at the contest. Increasing numbers of pre-painted die cast metal models are showing up, but for the most part these are finishing out of the money. Sure, the finish is "factory," but there are some cases where a metal body just doesn't lend itself to a convincing build. Doors and hoods tend to be over-scale at their edges. The factory painting process is prone to problems of sloppiness. And the need to join plastic to metal often creates a need to compromise between realism and sturdiness.

But the real reason that plastic cars carry the day is human. Someone opting to buy a pre-painted model is already inclined to cut corners, and cutting corners is a sure way to miss the mark in a contest. Most of the die cast entries the editor has seen are good enough on the outside, but break down when

LETTERS TO SVSM

Folks,

Thank you all for making my wife Jean and our son Benjamin feel VERY welcome at the Gift Exchange. Young Benjamin put the *Lindberg* Galley together using blue masking tape (no glue, it takes too long) the next night and we began gluing the *S.S. France* together shortly after Christmas. We've completed steps 1 and 3 from the instructions and while he's getting too much help for a contest entry, it may be done for display at the Kickoff...It was as good as I'd been promising them it would be.

Happy Modeling!
Bill Abbott

the rest of the basics are examined. Interiors are rudimentary or even unpainted, suspensions are out of alignment, and a host of other essential mistakes tend to crop up on these entries.

There's something about starting with unpainted plastic that arms you to deal with all of these problems. We all like nice kits, but would we have the ability to build them as well if we had not been confronted by legions of poor-fitting *Airfix* and *Revell* kits in earlier days? Similarly, where would the club's crack car modelers be if they'd had painting done for them for all these years?

Our judges and some spectators worry about metal models coming in and having an unfair advantage. In reality, there's nothing to worry about; building a metal model and meeting the judging criteria is actually more difficult than building a plastic one, especially when something is amiss about the model's shape.

In other contest news... By now members of the IPMS have probably already seen the new policy on what is admissible at contests. In the editor's opinion, this policy is another waste of the IPMS' time and resources; worse yet, it disregards the common sense and creativity of the contest directors, who know their towns and their peers' sensibilities better than any IPMS board member might. The fuss is over "offensive" models, primarily figures, and seems to reinforce the idea that the IPMS is an exclusive club of airplane and tank builders.

Of course, this is all hogwash; one of the offenders at the 2001 nationals, a figure of bigfoot, is currently "offending" people from the pages of *FineScale Modeler*. One fears that the next step will be a requirement for trousers for all male horses, dogs and other mammals in dioramas.

It's no stretch to say that SVSM is much more mature than this. If someone's model is there strictly to shock or offend, the contest director will take appropriate action. Otherwise, we plan on behaving like mature adults pursuing a hobby, not morality monitors eager to point a finger at some suspicious protuberance. Our club members have spoken out about these useless rules, and our club is not the only one. Let's see how—and if—our elected national officers respond

—The Editor

CONTEST CALENDAR

February 17, 2002: **Silicon Valley Scale Modelers** host their ninth annual **Kickoff Classic** at Napredak Hall, 770 Montague Expressway, Milpitas, California. This year's theme is "The Need for Speed." For more information, call Chris Bucholtz at (408) 723-3995 or e-mail him at bucholtzc@aol.com.

March 9, 2002: **IPMS/Seattle** hosts its annual **Spring Show** in Bellevue, Washington. For more information, call Terry Moore at (425) 774-6343 or e-mail him at moorethan4@worldnet.att.net.

Building Norick Abe's Yamaha YZR500 in 1:12

By Greg Plummer
Part 1 of 2

The 500cc motorcycles of the World Road Race Grand Prix are at the top of the bike food chain in terms of speed around a course, but there's always room for improvement. These scoots have used liquid cooled two-stroke motors for nearly two decades to get the most power out of the 1/2 liter displacement limit, the most popular arrangement being the dual crankshaft four-cylinder. Two-stroke pistons have a power (combustion) stroke for each revolution of the crankshaft, giving them their high output. However, full power (nearly 200 HP in the case of the GP engines) is only available within a somewhat narrow RPM band.

Starting next season, four-stroke engines using F-1 race car technology are to make their debut. Unless you drive an old three-cylinder Saab, the engine in your car (and any street bike sold in the U.S.) is a four-stroke type. A four-stroke piston has one power stroke for every two crankshaft revolutions—seemingly a step back from the two-stroke—but they do have advantages. These new racing motorcycle engines, having the ability to rev near 20,000 RPM, make good power over a wide RPM range and therefore should be able to pull out of a corner faster, theoretically making the two-stroke obsolete. Honda tried racing a 500cc four-stroke V-4 in the early '80s with poor results (although the project did give birth to the Interceptor, the grand-daddy of crotch rockets), but the new developments, including pneumatically sprung valves and advanced fuel injection, may finally allow four-strokes to take over. It should be interesting to see how the riders, the companies, and the fans handle this significant change in motors.

One of those riders is Japan's Norick Abe (AH-bey, not Abe Lincoln). Racing in the 500cc GP series since 1995, he's somewhat of an old hand in this young man's sport. Norick started racing professionally at the age of 13. He's also placed in the top ten in points since 1996, making him one of Japan's best

riders in a field where all the top machines are Japanese.

Tamiya makes a 1:12 kit of Abe's sleek red and black Yamaha YZR500 from the 1999 season. Sponsored by the Spanish cable station Antena 3 and part of the D'Antin team, this machine is tastefully spared the acid house graphics of many

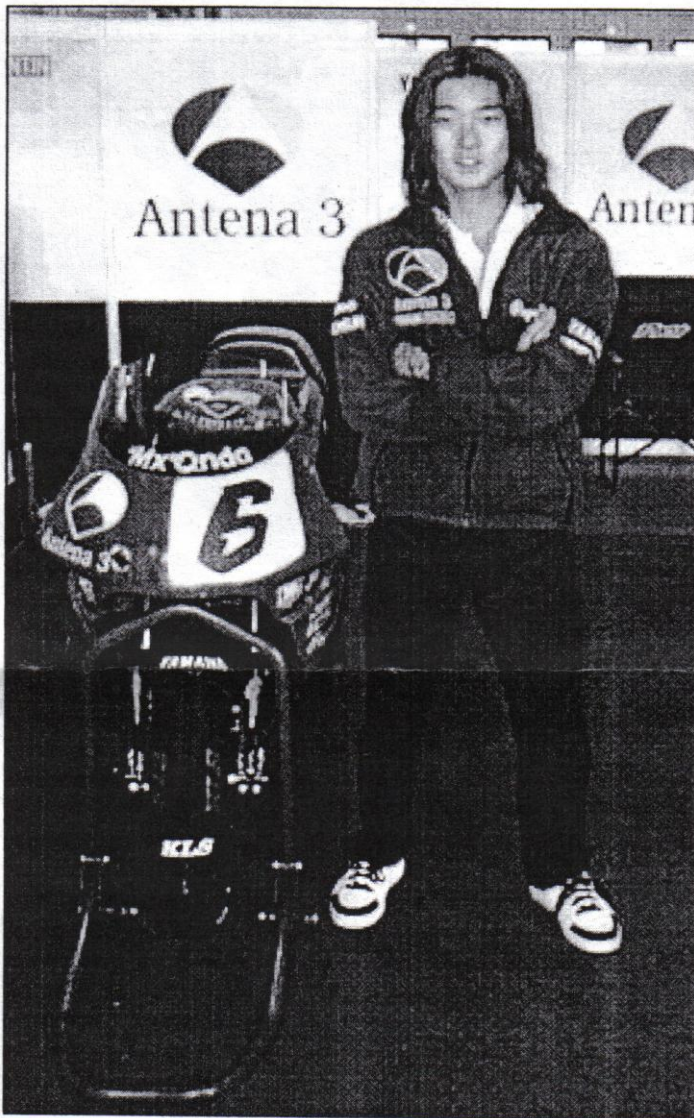
bikes in the series, one of the reasons I'm building this particular kit. Like all of the recent top scoring bikes, it is a two-stroke, four-cylinder engined machine.

Typical of newer *Tamiya* kits, the parts are crisply molded in white and silver-gray, and the fit is excellent. Metal screws hold the subassemblies and body panels together—teeny tiny isty bitsy screws. At least *Tamiya* gives you a tiny screwdriver to go with them. Also included are two nice rubber slicks, a metal rear spring, thin vinyl tube for detailing the many cables and lines on the bike, and *Tamiya's* typical thick "peel 'n' stick" decals, though they're not as bad on a 1:12 bike as they are on a 1:72 aircraft.

One thing about motorcycle kits: do not ignore the instructions! Bikes, both models and the real items, have an engine, a frame, front forks, a rear swing arm, two wheels, a fuel tank, a seat assembly, exhaust pipes, body panels, and various other bits like a radiator, brakes, rear shock unit, a chain, handle bars, etc. All these parts intertwine with each other and must be assembled in order. Fortunately,

Tamiya's good fit makes assembly easier and the instructions are clear, except for the painting call-outs. One of the first things I did was take a pencil to the instructions and write the actual name of the color under every one of *Tamiya's* paint number pointers. I paint parts semi-gloss black and aluminum, not X-18 and XF-16.

Before assembling any auto (or motorcycle) kit, I paint the body parts first as to ensure the rest of the kit will be worth the effort. A good gloss paint job is motivation to finish the model; a poor paint job is motivation to chuck the thing against a wall. I glued the tank halves together and filled the seam with superglue. I sprayed the body panels and tank with *Tamiya*

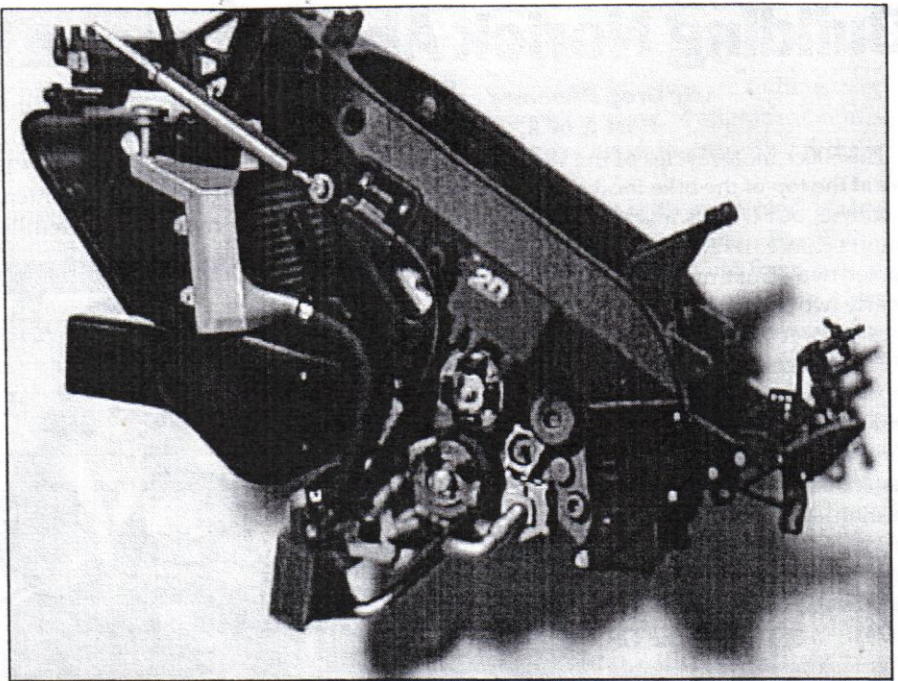


Norick Abe stands by his 1999 Yamaha YZR500. Abe has been racing motorcycles since the age of 13.

TS-49 (Bright Red) with satisfactory results.

One note here: Norick Abe's ride had a unique dual air outlet on the very bottom of the fairing. *Tamiya* molded the bottom fairing with the Yamaha's factory standard single air outlet. It would have taken quite a bit of work to change this configuration, and considering that Abe's bike may not have always used the dual outlet fairing, I elected to just leave it as it was molded. There were also subtle changes in Norick's side fairings (see sketch); I did make these modifications as they were easy to do. I airbrushed the insides of the panels with semi-gloss black, finishing this ticklish part of the model. Now it was time to start the assembly proper.

The kit instructions start with the engine. The engine on the real item is a 499cc dual crankshaft two-stroke unit with the two banks of two cylinders, each leaning forward. It's remarkably similar to the engines used by Honda and Suzuki, the other two major players in the game. On the kit, the crankcase halves, cylinders, intake air box, and radiator duct are all molded in just a few pieces, making painting tricky. There is also a nasty seam between the crankcase halves after assembly; I simply covered this section with



Tamiya's rendition of the 499cc Yamaha engine on Abe's 1999 ride. This is molded in just a few pieces, so it took Greg's skillful painting to make it look like a collection of components.

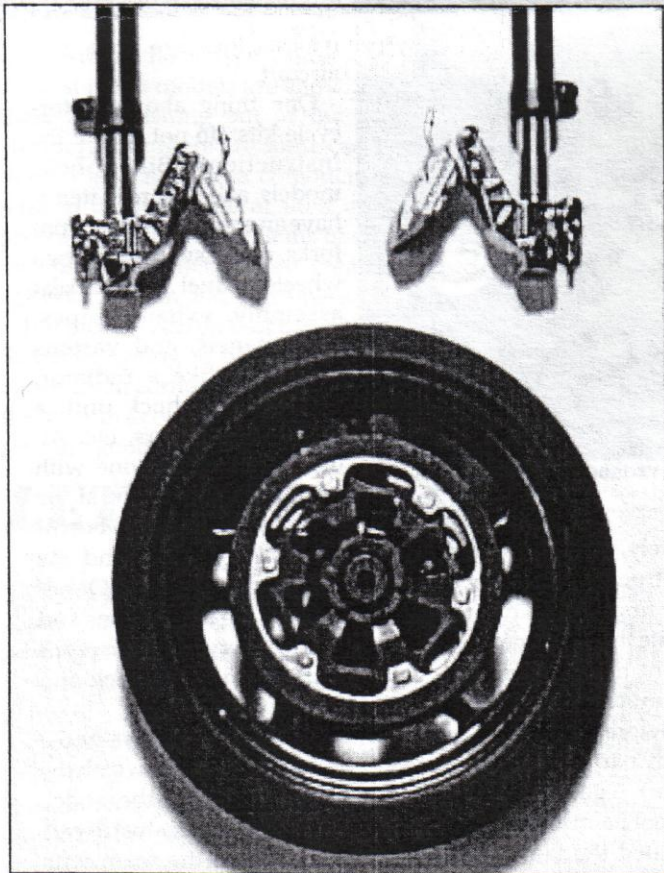
scotch tape and painted over it. No, that's not cheating.

I used *Testors* metalizers to paint the aluminum and metallic grays of the engine. I then had to mask those parts of with Post-it notes and airbrush the air box and duct in semi-gloss black. Some additional parts that attach to the engine, like the cylinder heads and clutch unit, are cadmium silver in color. I mixed a little metalizer brass with stainless steel (at a ratio of about 1:3) to get this color with good results. The main radiator (there are two of them) was sprayed aluminum and installed onto the engine unit. The spark plug boots with their vinyl tube wiring was also added at this point.

Next came the frame. This consists of only a few parts but they must be aligned correctly. The color of the Yamaha frame is black, unlike the polished aluminum of the other makes (*Tamiya* includes plated frame parts for those models) I airbrushed the assembled frame with *Testors Model Master* semi-gloss black using a light mist spray to get a scale "wrinkle" finish effect. This texture is not completely accurate, but it looks cool. The inside of the frame beams on Yamaha YZRs are actually polished aluminum, but life is too short and the inside sections are not visible enough to try to duplicate this.

The lower front fork clamp and engine are now attached to the frame using those aforementioned screws. These things are tiny—the four engine mounting screws are 1.2 by 4mm, for example—but they make for a strong join. The problem with screws, though, is that they have a visible and unrealistic phillips head on them. The real machines may be light, but they use bolts to hold the motor, not screws. After assembly I covered the screw ends with resin bolt heads from a *Verlinden* set using superglue to attach them. These bolt heads, along with others molded on the frame, were then painted silver.

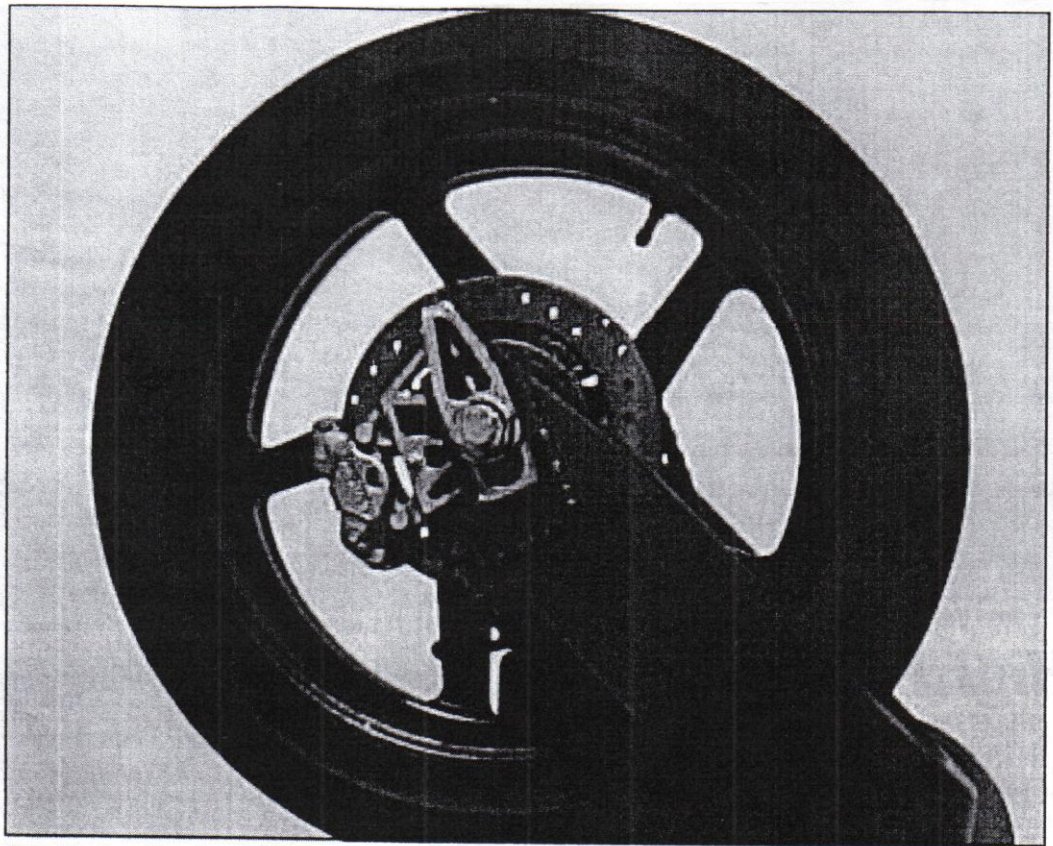
Next comes the coolant pipe and hose pieces. These were painted metalizer aluminum with tire black hoses. I added hose clamps by using thin strips of *Bare Metal* foil and short



The fork halves and brake assembly after some detailing.

sections of stretched sprue to represent the screw housings. There are eight of them—fun. The small lower radiator is also added at this time; two-strokes need plenty of cooling. As there are no radiator fans, they need to keep moving also.

I drilled out the cooling holes in the rear brake rotor before painting it metallic gray. My full-size Suzuki has these holes—that must mean I'm a racer too. Anyway, the rear wheel was sprayed semi-gloss black and the slick tire was stretched onto it. I sanded the tread area of the tire to get rid of the seam and to add that race-worn look. The brake rotor attaches to the wheel. The rear shock unit was assembled with the metal spring included in the kit.



Greg used a strategically-placed resin bolt head to hide the screw that holds the wheel in place.

Like the brake rotor, there are areas in the right hand swing arm piece and rear brake caliper frame that *Tamiya* has molded closed and should be open. I hollowed out these areas with drill bits and a file. Check the box top painting for these areas—it's actually a good reference. Also at this time, an inboard half for the rear brake caliper made out of plastic sheet was added, as *Tamiya* only molds half a caliper on both the front and rear brakes.

The black-painted swing arm pieces, the chain and sprocket, rear wheel, brake caliper and shock unit were then sandwiched together. A screw serves as the rear axle; once again, the screw head was covered with a resin bolt head.

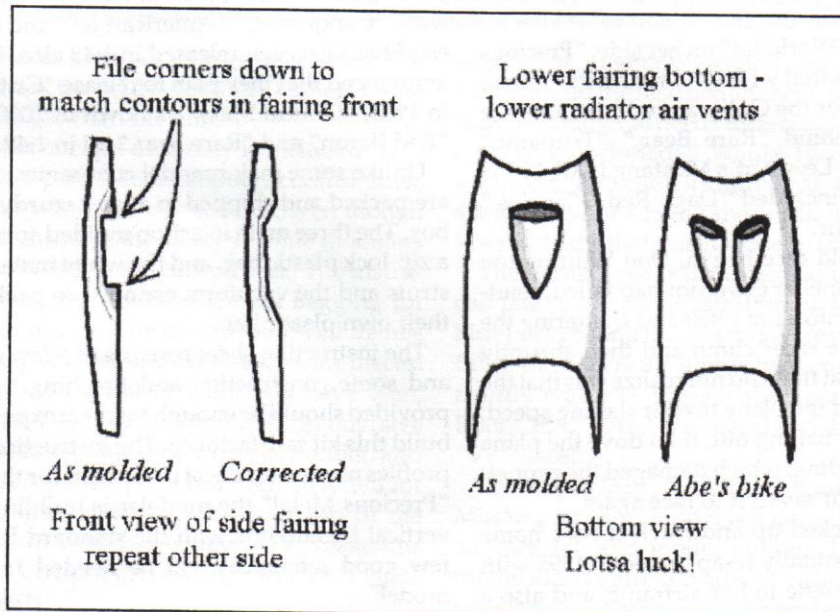
After the rear swing arm was attached to the frame using a screw, it was time to turn to the front forks. The forks on the Yamaha are an inverted type, that is the "cylinder" section of the fork tubes is on top with the piston section is at the bottom. This is the opposite of most street bikes you'll see. This lower slider section of the fork is coated

with titanium nitride, a shiny golden material. To duplicate this look, I painted the fork lowers *Testors* gloss black. When that was dry, I gave it a couple of coats of *Alclad II* chrome (a wonderful product by the way), and then topped that with an airbrushed coat of *Tamiya* clear orange and yellow in a 50/50 mix.

The clear paint was a bit heavy in sections, but overall it came out very nice. The rest of the fork assembly is semi-gloss black.

The front wheel was painted and given the tire treatment as per the rear. The front wheel, having much more stopping power under braking, has two huge carbon brake rotors. These were detailed in gunmetal, metallic gray, and silver and then glued to the front wheel.

At this point I stopped assembly as the detail painting was driving me to drink - and that's a short drive. So, stay tuned for part II, when the bike starts looking like a bike.



File corners down to match contours in fairing front

Lower fairing bottom - lower radiator air vents



As molded Corrected



As molded Abe's bike

Front view of side fairing repeat other side

Bottom view Lotsa luck!



"Precious Metal" in the pits at Reno in 1988. A promising week of racing ended with a propeller governor failure that led to a crash landing.

High Planes turns plastic into "Precious Metal"

By Brad Chun

"Precious Metal" was first modified into a racer in 1975 by the late Gary Levitz. The Whittington brothers acquired the aircraft in 1976 and raced it for two years as "Miss Florida III," but changed back to "Precious Metal" in 1978.

In 1984, the plane went into storage while the Whittingtons pondered how to improve on the initial design. The modifications were completed in just nine months, although they were extensive, and included the substitution of a powerful Griffon engine to drive contra-rotating propellers from a *Shackleton* patrol plane, clipped wing tips and horizontal stabilizers, an extended vertical fin, smaller main wheels, modified belly intake, and other changes.

In addition to the legend "World Jet" on her side, "Precious Metal" showed a lot of potential when she returned to Reno in 1988. She qualified fifth for the Gold race with an average speed of 453.437 mph, behind "Rare Bear," "Tsunami," "Dreadnought" and Jimmy Leeward's Mustang NX79111 in a legendary field that also included "Dago Red," "Furias," "Stiletto" and "Super Corsair."

Unfortunately, as the Gold race began, Don Whittington declared a mayday. The propeller governor had failed, sending all six propeller blades into a flat pitch and shattering the spinner. The crowd saw the racer climb and then abruptly dive into Lemon Valley. What they did not realize was that the propeller failure had slowed the plane to near stalling speed; Whittington fist considered bailing out, then dove the plane to gain speed for a crash landing, which damaged the propeller and belly of the plane but saved it to race again.

"Precious Metal" was packed up and trucked back home for a major rebuild. She eventually re-appeared in 1995 with a few more modifications made to her airframe, and also a new paint scheme with bright green wings. There were rumors in 2000 that the aircraft would be restored to its original, stock configuration, but it was soon bought by Ron Buccarelli with the intention of racing it at Reno in 2001. The Reno Air

Races were cancelled for 2001.

Until recently, if an air racer fan/modeler wanted to build a model of World Jet in 1:48, they would have to start by modifying a *Hasegawa*, *Tamiya*, or *Revell-Monogram* 1:48 P-51D, obtaining the vertical fin from the *Classic Airframes* P-51H kit or scratchbuild one themselves, borrow a Griffon engine from the *Academy* 1:48 *Spitfire* Mk. XIV kit, make up a set of scratch-built propeller blades, and make their own bubble canopy, modified deck/spine and curved wingtips. *High Planes* has been producing many air racers in 1:72, and is now producing kits in 1:48, the latest being the "World Jet" incarnation of "Precious Metal." Their first 1:48 releases were "Conquest I," "American Jet" and "Smirnoff." "Nemesis" has also been released in 1:48 also. *High Planes* has also announced that they plan to release "Critical Mass" as flown in 1996, "Critical Mass" as flown in 2000, "Miss Ashley II," "Red Baron" and "Rare Bear," all in 1:48.

Unlike some major model companies, the *High Planes* kits are packed and shipped in a very sturdy flip-top cardboard box. The three main injection molded sprues are packaged in a zip-lock plastic bag, and the white metal main landing gear struts and the vacuform canopy are packaged separately in their own plastic bag.

The instruction sheet consists of a few exploded diagrams and some construction and finishing tips. What has been provided should be enough for most experienced modelers to build this kit satisfactorily. The instruction sheet contains the profiles needed for decal placement for the specific version of "Precious Metal" the modeler is building, one with the tall vertical fin and one with the standard P-51D vertical fin. A few good references will be needed to build an accurate model.

There are 37 injection-molded, light blue, styrene parts (a *High Planes* trademark) on four sprues. As with all of the *High Planes* kits that I have, my initial impression is that the moldings appear to be a bit crude by today's standards, and

this is evident by the fact that there are thick sprues and sprue gates. Many of the parts have a great deal of flash on them. There will definitely be some clean up required during the construction of a kit of this nature, particularly during the dry-fit stages as this kit would not be suited for the "assembler."

A closer examination reveals that the parts appear to be very accurate in shape, a good representation of the subject aircraft, and may have had its origins from a *Tamiya* 1:48 P-51D kit. The panel lines are of the scribed, recessed variety, and appear very fine. Some modelers may wish to rescribe these panel lines to suit their particular taste, and while others will fill most of the panel lines, except those around the engine cowling and access hatches.

There are no parts provided to mount the propeller/spinner for rotation or for ease of removal during transportation for contests, and is to be glued directly to the fuselage. I'll probably install the usual brass rod and aluminum tubing to mount the prop and spinner. Also

included as separate pieces are the six propeller blades. The modeler will have to check the blades carefully as there is one set of blades that are longer than the others.

A very basic five-piece cockpit assembly is included. This includes the instrument panel, cockpit floor, control stick, rear bulkhead, and seat with molded on belts. Even though there isn't much to see through the canopy, some modelers may wish to add some details to the cockpit area. The instrument panel has recessed instrument dials just begging for instrument decals to be added. The cockpit sidewall details are molded to the fuselage halves and are not separate pieces.

The fuselage halves are typical of what you have seen, detail-wise, from *Tamiya*. The appropriate modifications have been made for the Griffon engine, larger radiator outlet, and extended vertical fin. A separate piece has been included for the upper air intake. Some work will be needed to fit the exhausts. A pair of *Moskit* exhausts would really make this model stand out (like the bright green wings wouldn't make it stand out on the table?).

The wings have some nicely molded gear well details, but some modelers may want to replace the gear bay with either the *Aires* resin wheel well, or by splicing in the *Tamiya* gear well. The wings have their origin from the *Tamiya* kit as

evidenced by the missing outer reinforcing rib on top of the wing, and include the dropped flaps. The tail wheel detail is a bit soft, and some may wish to replace this also. The curved wingtips are also separate pieces, and appear to be very accurate in shape! (Has Greg Meggs been over to Mike Meek's shop?)

The main landing gear doors have some nice detail molded on, but the white metal landing gear struts are what makes this kit really, really nice. Too bad *High Planes* doesn't release them as an aftermarket accessory; I'd buy enough for all of my 1:48 F/P-51D kits!

The two-piece wheels are a bit soft in detail, but have the

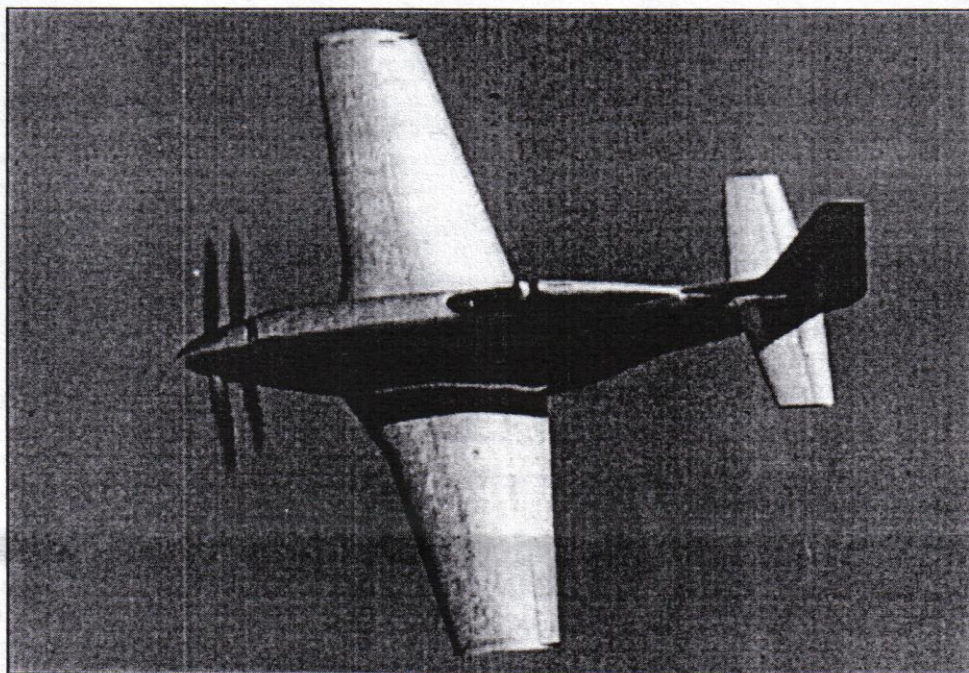
brake caliper detail molded on them, and should clean up nicely. The landing gear doors are exactly like their *Tamiya* counterparts, minus the ejector pin marks.

Before one begins trimming the one vacuform canopy, the modeler should take a really good look, or two, or three, or four, before cutting out the canopy. The canopy contains part of the fuselage decking and

is molded integrally with it. By carefully examining the fuselage and the instruction sheet, the modeler should be able to determine what needs to be removed, as only one vacuform canopy is included! I would have preferred to have two vacuform canopies included, as not all modelers have a steady hand or a really sharp Mk. 1 eyebal, myself included. It would add that much more to the value of the kit.

The decals appear to be printed in register, but the American flag has some registration problems. It appears that the blue background for the stars were printed off-register. Hopefully, the *Superscale* decal sheet containing U.S. flags is still readily available. There is also a correction sheet for the "The Room Store Furniture" decal and the red background for the "VP" decal.

The *High Planes* "Precious Metal"/"World Jet" unlimited *Mustang* air racer model is a definitely must-have kit for the air race fan and model builder. Even though *High Planes* model kits require considerable cleanup, I doubt that any big name model company would ever produce a kit of this subject matter or magnitude. This kit is a bit on the high side as far as the retail price is concerned, but *High Planes* has released a complete kit of this famous racer, and has definitely reduced the amount of time required to build this subject.



"Precious Metal" in action at Reno in 1988, where she qualified with a speed of 453.437 mph. The contrarotating propellers (along with the Griffon engine) were taken from an Avro Shackleton.

Refined, versatile and timeless: the 1934 Ford

By Steve Travis

The story of the '34 Ford actually began with an introduction of the all-new '33 Ford the previous model year. Ford discovered that it took more than performance to sell cars although the V-8 engine, introduced in the '32 Fords, didn't do any harm in the sales race. While Henry Ford made improvements in the V-8 engine and chassis for '33, his son Edsel and stylist Joe Galamb designed a new, elegant and stylish body for the '33 Ford line. Because of a late introduction in the 1933 model year, the '33 suffered from the sales gains made by Chevrolet and the other competitors in the market. Even out-selling the '32 Fords by 100,000 units wasn't enough to offset the inroads made by the other companies.

Having learned the lessons of style, Ford now applied the lessons of marketing and advertising. The refined '34 Ford was introduced a month before any of the competitors at the Ford Dearborn headquarters with a great deal of publicity and fanfare. (This was also the first time Henry Ford, a non-drinker, allowed the serving of alcoholic beverages at a company function.)

The introduction was quite successful and gave the model 40, as the '34 Ford was called, a great deal of publicity. Not stopping there, the Ford Motor company had a pavilion at the Century of Progress where the public could drive a new '34 Ford over a four-tenths-mile track, incorporating sections of

all roads in the world. This road was located along the Lake Michigan shoreline in Chicago, next to the Art Deco Ford Rotunda building. In the Rotunda, Ford hung three '34 Fords from a single spoked steel wheel to show the strength of the car's components.

Performance was also selling the sharp looking '34 Fords. As hot-rodders and racers soon discovered, the flat-head V-8 engine responded quickly to minor modifications to make a lot more horsepower. In August of '33 at Elgin, Illinois, a 205-mile road race was held on a 8.5-mile track. The first seven finishers were stripped '33 Ford roadsters, beating a field of Chevrolets, Dodges and Plymouths. The winner of that race was Fred Frame, winner of the '32 Indy 500. The good reputation from the Elgin race proved to be a great sales booster, proving the old adage, "Win on Sunday, sell on Monday."

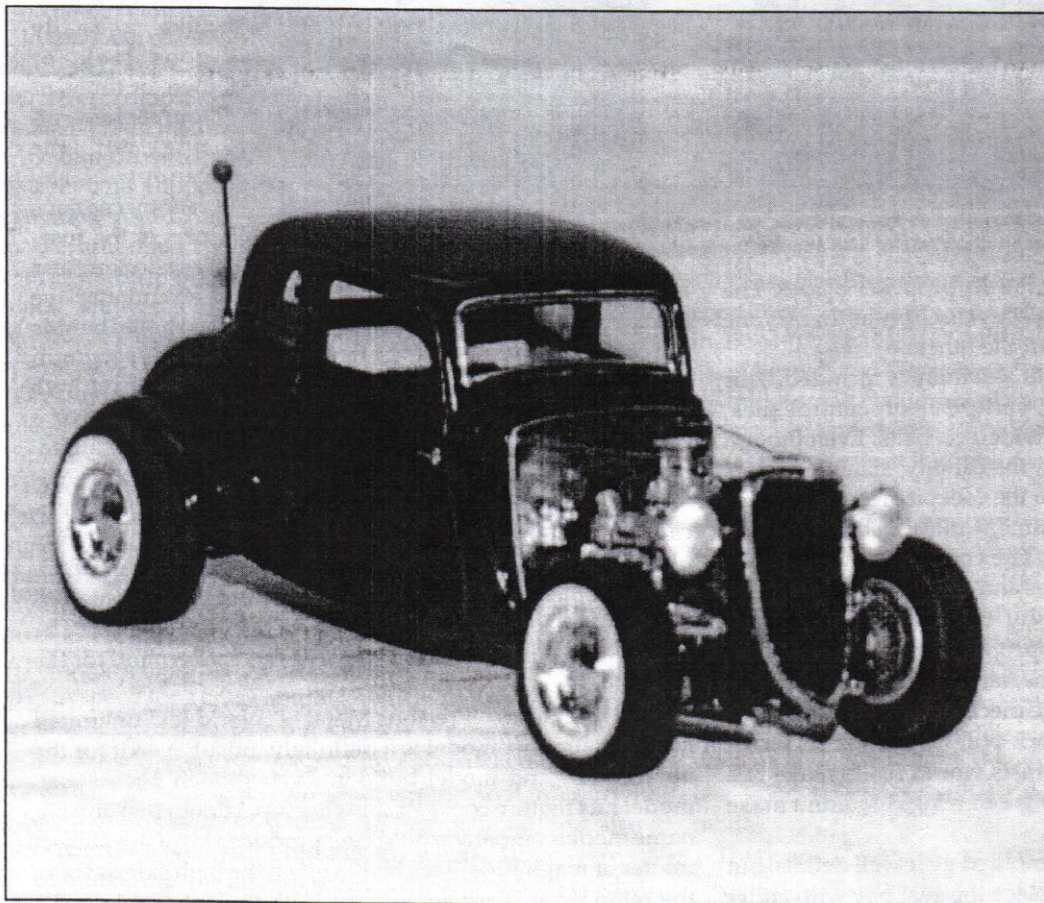
Even criminals liked the fast Fords, with the likes of Clyde Barrow of Bonnie and Clyde writing a letter to Henry Ford praising the virtues of the fast V-8! In fact, Bonnie and Clyde were ambushed in a police trap while driving a '34 Ford.

Today, '34 Fords are being restored by collectors, made into street rods by car nuts and even being replicated in fiberglass. It is actually possible to build a "new" '34 Ford street rod by utilizing custom-made frames, new running gear, new wheels and tires and of course, a replica '34 Ford body.

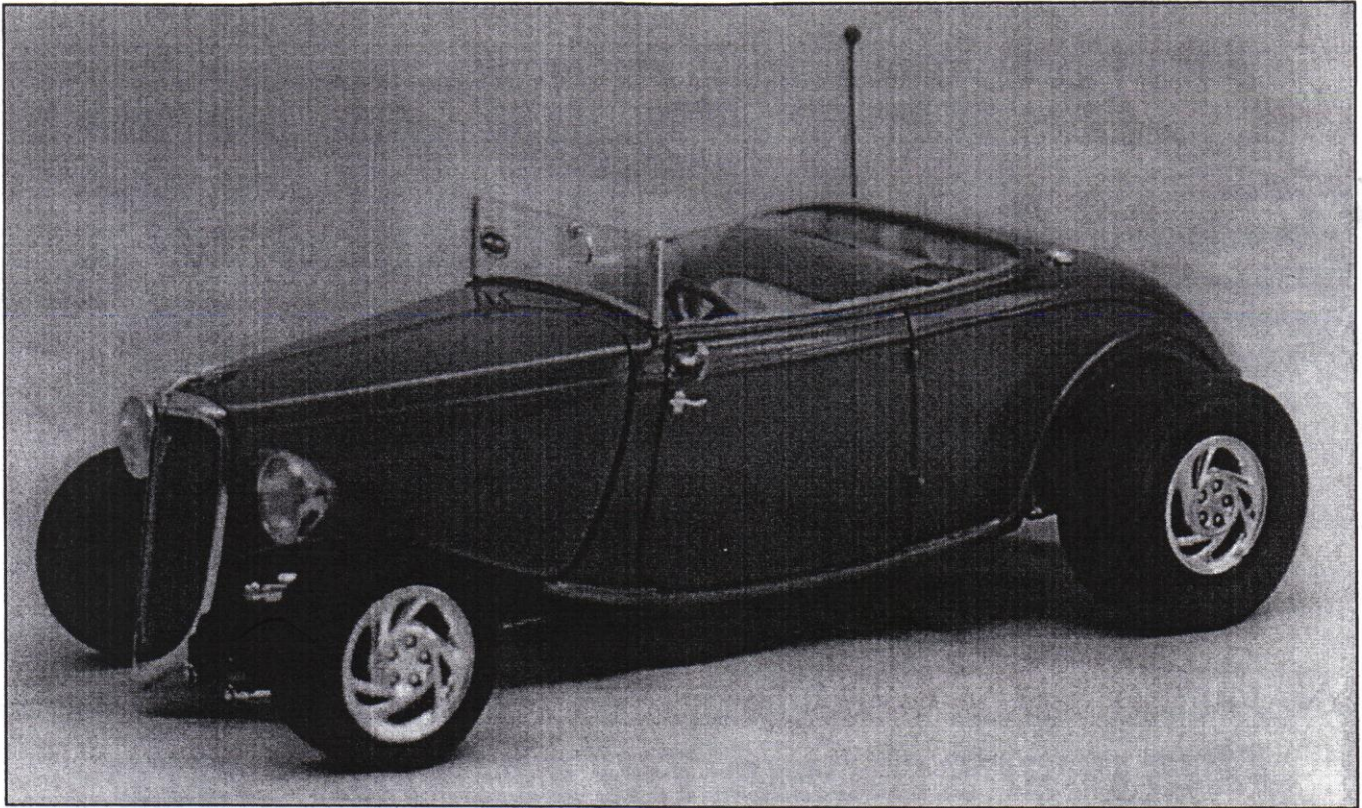
Now that you know all about the '34 Ford. Let's talk about

the models that are available out there. *AMT/Ertl* has two kits available, both in 1:25. One is basically a stock '34 that can also be built as a vintage rod. The other is a street rod kit that can only be built as a street rod. (That's not to say you can't do anything you want to with it). *Revell/Monogram* also has two kits available, a 1:24 Cabriolet and a 1:25 "Wheels of Fire" Highboy. (The latter is a snap-tite kit but a very nice one).

I have built both of the *AMT/Ertl* kits numerous times and find that the quality of each to be similar. I realize the '34 Ford is a favorite among street rod model builders and that is probably the reason why there is so much flashing around the parts on the trees—the molds are just getting worn out. After all, I was buying and building '34's when they were still *AMT* kits that sported the "Build it one of three ways"



This Five-Window coupe called Neo-Stalgia is based on the street rod kit by *AMT/Ertl*. Notice the partial fenders in the back and the use of after market items on the engine.



This Low Boy is called Blue Angel. It's the AMT/Ertl street rod kit minus the roof. The body has been channelled over the frame approximately four scale inches and after market wheels and tires were used.

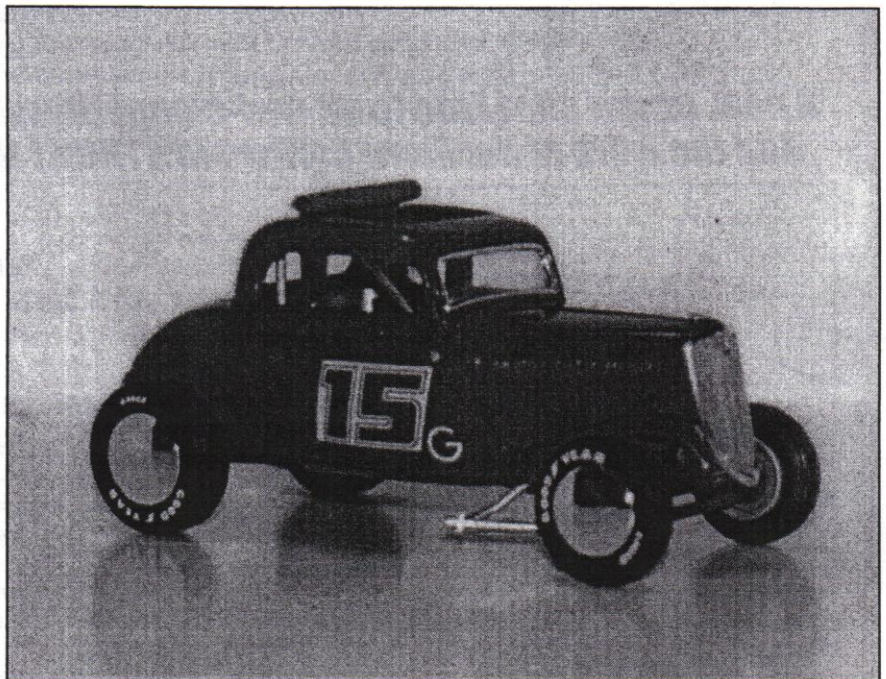
theme. If you don't let the excess flashing get to you, I think you will find this kit a lot of fun to build. It lends itself easily to modifications such as transforming the five-window coupe into a roofless highboy or lowboy, with or without fenders, or even partial fenders. With its almost vertical window/door post, it is one of the easier kits to "chop the top" on. As far as building the kit in the manner of a drag machine the '34 makes for a beautiful gas-ser or pro mod. They certainly make a great dry lakes racer.

If I am building a competition car, I will use the stock/vintage rod kit, because I generally substitute different engines, wheels and tires. If I'm building a street rod, I will use the street rod kit because it comes complete with a small block Chevy engine, custom interior and an A-arm front suspension and independent rear suspension.

The various sub-assemblies like the engine, interior and frame/suspension, each assemble easily with all the separate parts fitting together neatly. For the most part, each of the sub-assemblies fits with the others pretty well. One area that gives me the hardest time is the interior tub settling into the body. Again, this could be because of the age of the molds. Some of the bodies do come out of the box a little tweaked. I have even had AMT/Ertl send me a new kit because the roof was caved over. I don't

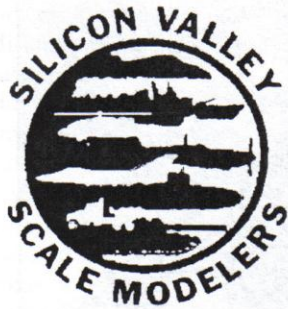
know if the packaging was bad or something happened in shipping but at least they stood by their product and did good by this customer.

In summary, I would recommend building any and all of the available kits of the '34 Ford. They are fun and challenging to build and make a nice looking model.



This '34 Ford is built as a 1947 vintage dry lake racer. The kit used for this model is the stock/vintage rod kit. The interior has been altered to look like un-upholstered bare metal and the wheels, tires and full moon discs are from the Monogram Green Hornet kit.

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MODEL CONTEST

SUNDAY, FEBRUARY 17

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46 CATEGORIES, PLUS SPECIAL AWARDS INCLUDING

BEST WEEKEND WARRIOR SUBJECT (NATIONAL GUARD, RESERVIST) • BEST SMALL AIR FORCES SUBJECT

ARLIE CHARTER MEMORIAL AWARD—BEST USAAC SUBJECT, PACIFIC THEATER

AYRTON SENNA MEMORIAL AWARD—BEST COMPETITION AUTOMOBILE • BEST CALIFORNIA SUBJECT

MIKE WILLIAMS MEMORIAL AWARD—BEST SCI-FI, FANTASY OR REAL SPACE SUBJECT

TED KAUFFMAN MEMORIAL AWARD—JUDGES' BEST OF SHOW (SENIOR) • BEST FLESH & BONES SUBJECT

BILL MAGNIE MEMORIAL AWARD—JUDGES' BEST OF SHOW (JUNIOR/YOUTH) • BEST 60TH ANNIVERSARY MIDWAY SUBJECT

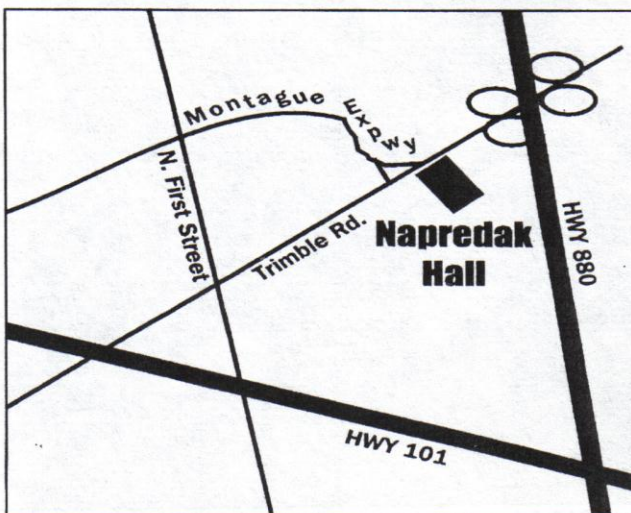
BEST BRITISH SUBJECT • BEST AIRCRAFT IN FOREIGN SERVICE • BEST VACUFORM • BEST AFV (INCLUDING SOFTSKINS)

BEST U.S. ARMOR SUBJECT, ETO, 1942-45 • BEST WW2 NORTH AFRICA THEATRE ARMOR SUBJECT • BEST AIR RACER

BEST NEED FOR SPEED THEME SUBJECT • BEST NON-TURRETED ARMOR SUBJECT (ANY ERA)

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DAY OF EVENT (IF AVAILABLE)

SENIOR (18+ YEARS)

- S1. Single Engine Jet or Rocket Aircraft, 1:72
- S2. Multi-Engine Jet Aircraft, 1:72
- S3. Single-Engine Prop or Turbo-Prop Aircraft, 1:72
- S4. Multi-Engine Prop or Turbo-Prop Aircraft, 1:72
- S5. Single-Engine Jet or Rocket Aircraft, 1:48
- S6. Multi-Engine Jet Aircraft, 1:48
- 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, 1:400 and larger
- S23. Ships, 1:401 and smaller
- S24. Automobiles, Stock, all scales
- S25. Automobiles, Custom (Other than Low-Rider style) all scales
- S26. Automobiles, Competition, Open-Wheel, all scales
- S27. Automobiles, Competition, Closed-Wheel, all scales
- S28. Automobiles, Specifically Styled as Low Rider, all scales
- S29. Space Vehicles, Fictional (Science Fiction or Fantasy), all scales and types
- S30. Space Vehicles, Real, and Missiles, all scales and types
- S31. Figures, Historical, all scales
- S32. Figures, Fantasy and Fiction, all scales
- S33. Out of the Box, all types and scales
- S34. Dioramas, all types and scales
- S35. Hypothetical Vehicles, all types and scales
- S36. Miscellaneous
- S37. Collections, all types and scales

JUNIOR (13-17 YEARS)

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

YOUTH (12 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 Flesh & Bone Subject
- SA7. Best British Subject
- SA8. Best Aircraft in Foreign Service
- SA9. Best California Subject
- SA10. Best AFV (including softskins)
- SA11. Best WWII North Africa Theatre Armor Subject
- SA12. Best U.S. Armor Subject, ETO, 1942-45
- SA13. Best Air Racer
- SA14. Best Vacuform
- SA15. Best Non-Turreted Armor Subject (any era)
- SA16. Best Midway Subject Celebrating 60th Anniversary
- SA17. Best Weekend Warrior Subject (National Guard and Reservists)
- SA18. Best Small Air Forces Subject
- SA19. Best NEED FOR SPEED Theme Subject
- SA20. Tim Curtis Award—Given to honor service to the Silicon Valley Scale Modelers IPMS chapter

SCHEDULE OF EVENTS

- 9 a.m.-noon—Registration; Contest Opens
- 11:45—Judges' Meeting
- 12:00-3 p.m.—Judging
- 4:15 p.m.—Awards Presentation

FEES

- Seniors: \$5 Registration, \$1 per model entered
- Juniors: \$1 Registration, .50 per model entered
- Spectators: Free

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, 2001. 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!

Turning the Academy kit into a RNZAF Tempest

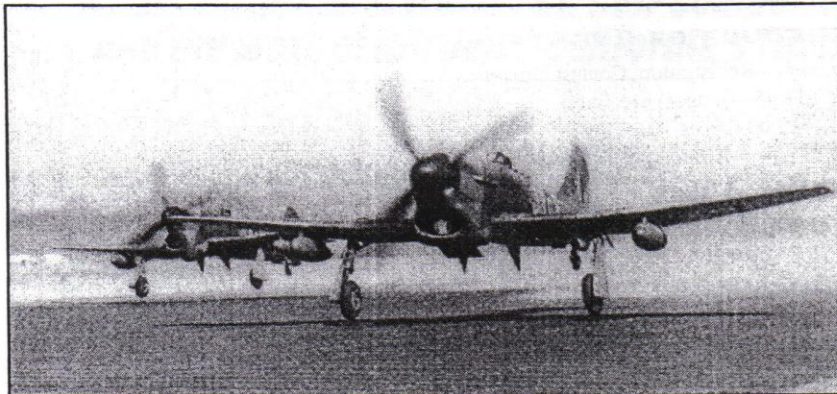
Continued from page 1

Schrader and his wingman circled and strafed it until it caught fire.

On the 29th, Schrader flew one of the most successful missions of the last month of the war. Leading eight *Tempests* on a sweep to Wismar-Lübeck, the two sections stumbled across a Jabo operation by Schlachtgeschwader 151, escorted by units of 6.JG/26. These aircraft had been using cloud cover to mask their approach to the British bridgehead across the Elbe. First, they dispatched two Fw 190s, with Schrader taking out the leader. Next, he used a 60-degree deflection shot to riddle a bomb-armed Bf 109, then shared in the destruction of another Bf 109 with Warrant Officer Neil Howard. On the outskirts of Hamburg, the unit caught another pair of Bf 109s, with Schrader flaming one of them with a 20-degree deflection shot. In all,

the eight *Tempests* had knocked down three Bf 109s and three Fw 190s, scored two probables, and damaged two more aircraft.

On May 1, Schrader added another Bf 109 to his tally near Lübeck, but this is where his scoring ended. That day, he was reassigned to command 616 Squadron equipped with *Meteors*, and thus this Kiwi led the first British jet unit into combat. In the last three weeks of the war, he amassed nine confirmed and two shared and raised his total to 11 kills. Schrader



Two 274 Squadron *Tempests* make a formation take-off at Kluis in April, 1945.

became an airline pilot after the war and lives today in Wellington, New Zealand.

Schrader scored seven and one shared in NV969, making this machine the highest scorer against manned aircraft of all *Tempests*. When I decided to add a *Tempest* to my collection of 1:72 models, I opted to build this supremely successful sub-

ject.

The starting point was the *Academy* 1:72 kit, which borrows strongly from the *Heller* kit in terms of engineering but updates the kit in the inclusion of scribed panel lines. It also introduces some errors, including a set of messed-up tailplanes,



An early series *Tempest*, identifiable by the protruding cannon barrels and the five-spoke *Typhoon*-style wheels

a weird propeller and landing gear retraction links that don't quite match those on the real aircraft. No matter—the *Heller* kit is available for only a few dollars and makes a useful “update kit” for the *Academy* kit.

The starting point, as usual is the cockpit. I was originally going to use the resin and photoetched parts from the *AeroMaster Choice* kit, which had the *Heller* kit and bits from *Eduard*, *Hi-Tech* and *Falcon*. I'd also picked up the 4+ book on the *Tempest*, and when I compared the *Hi-Tech* parts to the photos, I decided something had to be done. The parts were vague in detail and inaccurate in placement, something I couldn't let go. That led to a fully scratch-built interior which provided patterns for the *Obscureco Aircraft* cockpit set. (Editorial accountability statement: the author is one of the owners of *Obscureco Aircraft*.) The interior was the product of lots of bits of styrene card and strip, wire, solder and even some HO-scale railroad non-skid diamond plating. Roy Sutherland provided the control yoke, gunsight, compass and rudder pedals to complete the cockpit.

Tempest interiors are tricky, because the early aircraft were painted RAF interior gray-greer below the top of the tube structure and black above, while later planes were entirely black. Luckily, I had little difficulty figuring out which color to use, because NV969 was a late aircraft, part of the second batch of series 2 *Tempests* delivered between August 1944 and February 1945. The entire cockpit was painted a very dark gray, leaving me the ability to use washes and drybrushing. A true black color:

would look too flat, especially in this scale.

I cut open the tail wheel bay, which is molded closed in the kit, and built a new one using sheet styrene and stretched sprue. The radiator was painted and installed, along with its rear ducting, and the fuselage halves were joined.

This raised one of the conundrums of building a *Tempest V*, a *Typhoon* or any other aircraft with a deep nose intake: how do you get rid of a seam inside the intake? In this case, I had to address the seam without messing up the painted radiator.

I tried superglue as a filler and gentle sanding, but I couldn't quite eradicate the seam. Each time I painted over the seam, a ghost image was left. My final solution was a bit of Krystal Klear, which I swabbed across the interior of the intake. It worked perfectly, and it was a lesson I filed away for later.

My next challenge was the wing lights. The left wing has a large taxi light; this was replicated with an MV lens. The right wing had red and green signal lights in a single bay, with a

clear covering. I sanded the top of this area and then used two smaller MV lenses to simulate the lights, then topped the signal light bay with Krystal Klear. This layer served as masking for later; after painting, this was removed and replaced by a second application of Krystal Klear. A bit of liquid mask was applied to the port side MV lens to protect its surface.

The wings were assembled and went on with no difficulty, although I sanded off the inboard cannons, which were represented as protruding barrels, and drilled out the gun ports in their proper locations. The tailplanes were next, and although they fit well, they were shaped very poorly. The part's trailing edge sweeps forward, while the leading edge remained straight; the real article is a

constant taper assemble. After much hand-wringing and attempts at scratchbuilding, I went back to the *Heller* kit and swiped the horizontal tails, sanded off the detail and rescribed the panel lines. They were slightly thicker than the *Academy*

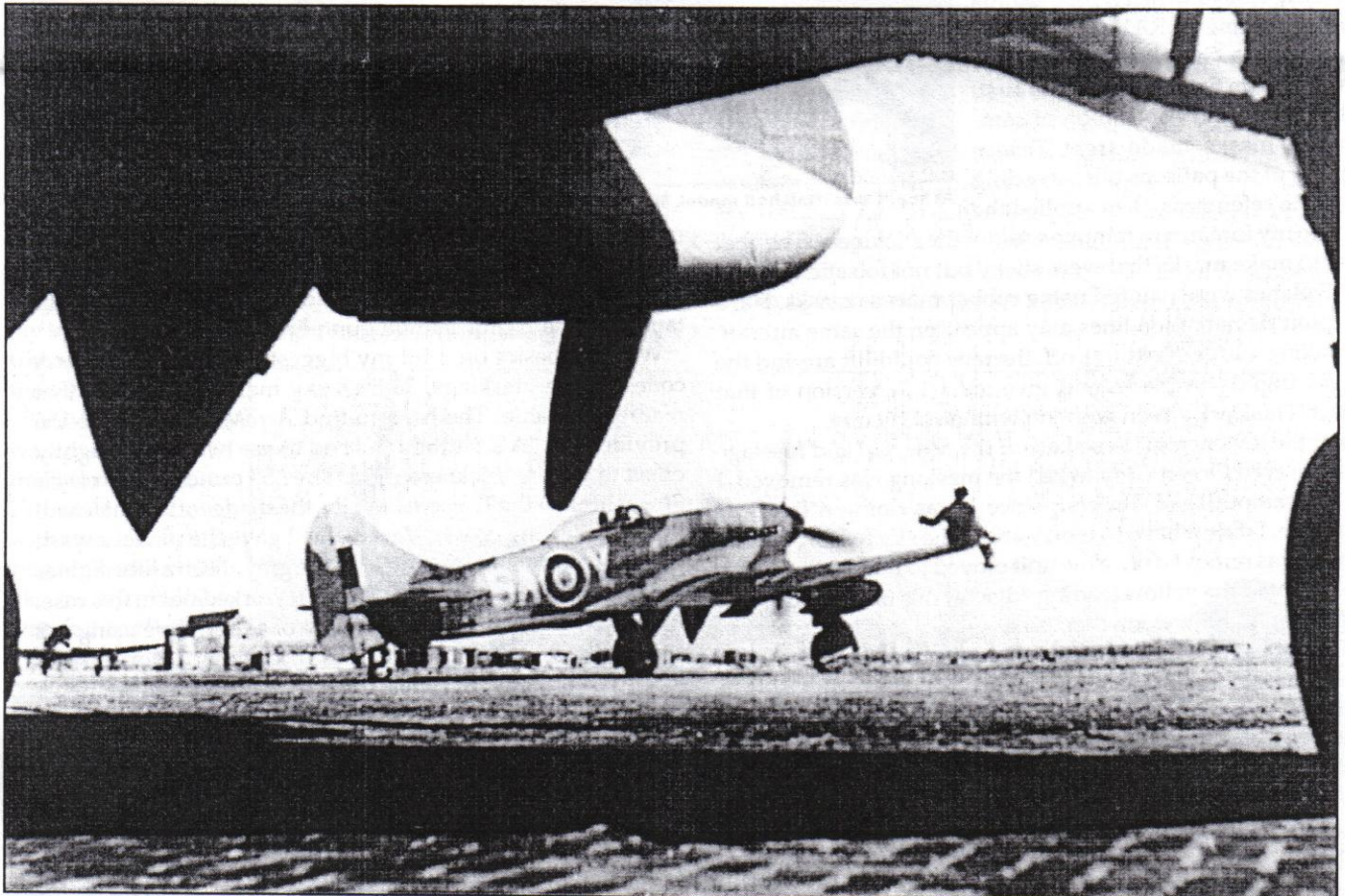
Typhoon Sources

4+ Publication: *Hawker Tempest*, by Michal Ovacik and Karel Susa. Copyright 2000 by Mark I Ltd., Prague, Czech Republic.

Typhoon and Tempest Aces of World War II, Osprey Aircraft of the Aces series #27, by Chris Thomas. Copyright 1999, Osprey Publishing, Botley, Oxford, U.K.

The Wild Winds: The History of 486 RNZAF Fighter Squadron with the RAF, by Paul Sortehaug. Copyright 1998 by the author, Dunedin, New Zealand.

constant taper assemble. After much hand-wringing and attempts at scratchbuilding, I went back to the *Heller* kit and swiped the horizontal tails, sanded off the detail and rescribed the panel lines. They were slightly thicker than the *Academy*



A 486 Squadron *Tempest* taxis out for a sortie in early 1945. The 'Erk on the wingtip helped the pilot maneuver on the ground, since his view was obstructed by the large nose. Note the unusual brick field surface that characterized the airfield at Vokel, Holland.

kit's parts, so some sanding was required to blend them in, but they looked the part once on the model. I went over any panel lines that had been obscured during sanding with a scribing tool and checked for any seams I'd missed.

The propeller in the *Academy* kit also looks rather suspect. A few years ago, I took an evening and painted the propellers to about a dozen fighters, so I had the *Heller* prop ready to go. However, the *Academy* kit has a shaft on its nose to fit a hole on the prop, while the *Heller* kit used a shaft on the prop to fit a hole on the fuselage. No matter—I cut off the shaft and drilled out the center. The *Academy* spinner and backing plate fit together so well I could paint them together and then separate them to accommodate the propeller.

I next attached the windscreen to the fuselage. Again, the fit was very good. The windscreen was masked and tissue was stuffed into the radiator scoop and exhaust and the cockpit, and the model was ready to paint.

I used *Testors Model Master* paints for the scheme of RAF Dark Green, Medium Sea Grey and Ocean Grey. The Medium Sea Grey went on first, followed by the application of camouflage masks made from *Tamiya* tape. I cut the patterns out according to photo references, then applied the tape to my forearm to remove some of the stickiness. The goal was to make masks that were sticky but not too sticky, since RAF planes were painted using rubber mats as masks. Hard and soft demarcation lines may appear on the same aircraft. By taking a little stickiness off, the tape could lift around the edges slightly in places and give me a 1:72 version of that effect. The Dark Green went on with no difficulty.

For the lower color, I masked off the nose, tail and fuselage and sprayed Ocean Grey. When the masking was removed, I had a camouflaged *Tempest*; since I was doing a late war machine, I didn't have to worry about the sky fuselage band, which was removed once the unit moved to Europe. I masked and painted the yellow leading edges at this point; had I been thinking, I'd have done them first.

In preparation for decalling, I sprayed the model with water-based Varathane thinned 1:1 with water, with a drop of window washing fluid to break the surface tension. The next challenge was the markings. The aircraft serial, NV 696, was assembled from leftover decals from an *AeroMaster Beau-fighter* sheet. The kit's roundels and fin flash had too bright a shade of red, but they had separate red centers for the roundel, so I used the C-type disks from the kit and red centers from the *AeroMaster Choice* sheet. The flashes also came from the *AeroMaster* sheet. I had some concern over whether the



At top, Chris' finished model. Below, the subject of the build, *Tempest* NV969.

upper wings had a yellow surround, but a photo of this aircraft on page 71 of *Typhoon and Tempest Aces of World War 2* clearly shows the surround. I also used bits of red decal tape over the 20mm cannon gun ports.

With the basics on, I hit my biggest roadblock: the SA• codes. These markings, 36-inch sky markings, are not readily available. The hard-to-find *AeroMaster* sheet 72-15 provided the "A's," although I had to use two decals slightly offset to get the thickness right. The "S" came from an *Eag Strike* sheet for the *Tempest*. Luckily, the shades of Sky matched.

After a sealing coat of Varathane, I gave the model a wash with black watercolor paint. Had the grays been a little lighter this would have been too stark, but it worked out in this case. An added bonus was the discovery of a technique using a mm drafting pen on the glossed surface. A tiny dot of ink from this pen on a series of rivets, followed by a pass with a moist paper towel in the direction of the airflow, left realistic streaking that was in scale. I only used this on the panel above the engine, but I can think of other uses for it in future models.

I thinned *Testors Dullcote* heavily with lacquer thinner and airbrushed the entire model with two coats, killing the gloss and sealing the weathering. With this done, I could remove the masking from the cockpit and radiator. I used pastels to apply a streak of exhaust staining and then install

a set of *Moskit* exhausts in place of the kit parts. I also applied gun gas streaking behind the red tape, using masking tape to establish an edge. The effect should be that the new, unbroken tape had been applied over the streaking.

The landing gear came next. I brush painted both main and tail wheel bays with RAF interior gray-green, and added some cabling and other detail to the main wells. The *Tempest* gear is very fragile in this scale, and I broke both struts at one point or another. I ended up drilling holes in them and adding metal pins to increase their strength. The wheels were painted with Model Master steel and the tires with *Testors* "rubber." The retraction arms, when installed according to the kit, project too far from the gear bays, so I used their *Heller* counterparts.

The wheel covers in the *Academy* kit are nice, but they have two large ejector pin marks placed within the structural detail. I cut pieces of thin sheet styrene to match these sections and then glued them over the ejector pin marks, then painted and installed the doors in their proper places.

Next came the IFF antenna, located below the back of the wing on the left side of the fuselage. I'd looked at enough photos to realize that it projected out at an angle, something the *Academy* instructions fail to mention. The boarding stirrup in the kit looked a little too hefty, so I made my own using a photoetched stirrup, a tiny rectangle of thin styrene sheet and a bit of hair-thin wire for the pull-out handle. A tiny hole was drilled in the aircraft's spine, and a bit of stiff wire was glued not to the top but to the inside bottom of the fuselage and then trimmed to represent the VHF aerial.

Some 2mm channel was used to create the track for the canopy; I thinned this down with a file on all three sides to make it look like the thin metal it was and applied it to the spine of the aircraft. It was painted and weathered with a silver pencil, as was the area around the cockpit and the trailing edges of the wing roots. The pitot tube went in place next, followed by the

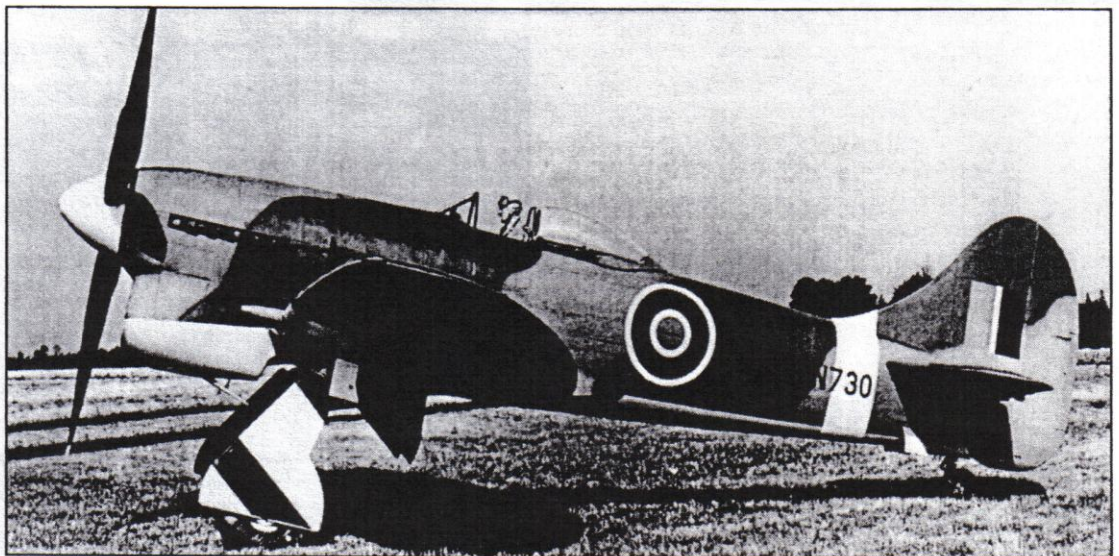


The small details on the model include a scratch-built foot stirrup, *Moskit* exhausts, and the retraction links from the *Heller* kit.

wingtip navigation lights. These were made by filing out of the wingtips, painted the resulting recess silver, drilling a small hole for bits of steel wire painted red or green, and then covered by a drop of five-minute epoxy to simulate the clear light covers. The canopy was added with white glue.

Finally, I installed the drop tanks. The fit of these was not very good, but the *Krystal Klear* trick worked again. A diluted application of this stuff was brushed into the gap, where it dried and effectively sealed the tank pylons against the wing. A sparing coat of paint blended them right in.

My finished model looks the part of the *Tempest* V. The beard radiator gives it a brutish profile, but the graceful wing makes it seem sleek at the same time. I can already sense the German fighter models in my cabinet becoming apprehensive!



A series 1 *Tempest* prior to delivery. The wheel door displays the ID stripes used to avoid confusion with the Fw 190.

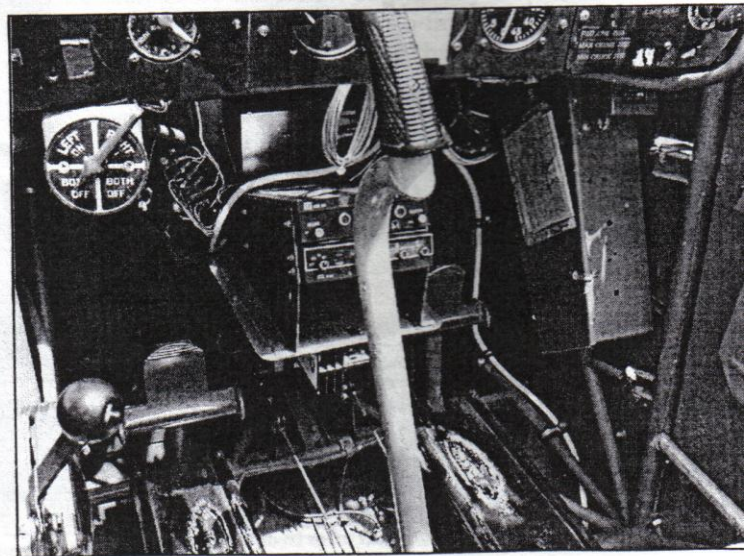
A LOOK INSIDE
Stinson
L-5
Sentinel

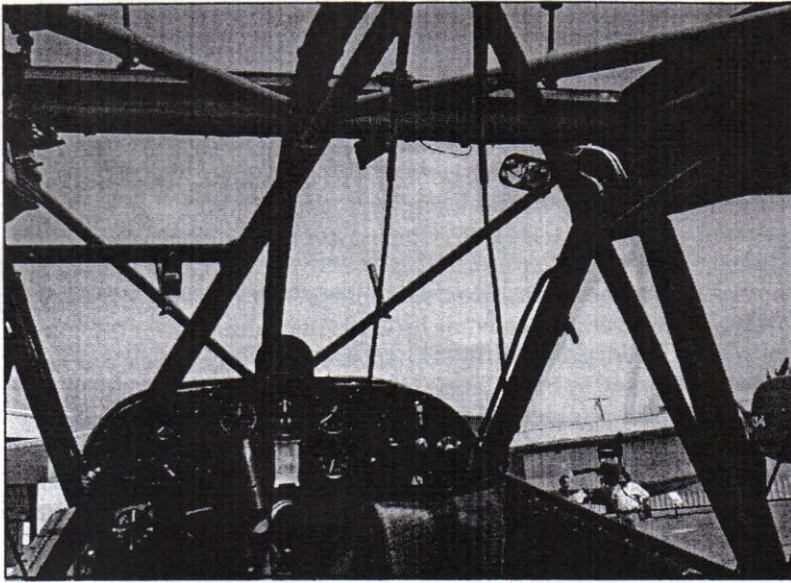


For such a simple aircraft, the Stinson L-5 (and its look-alike cousin, the Consolidated OY-1) has an immensely busy interior, primarily because of the tube structure that defines the upper cabin and wing spar. We caught up with this one at Chino last year, a restored example that has maintained the feel of the original.

At left is the control panel and control column. Note the tube structure projecting from the center of the instrument shroud and the map case on the right-side door.

The area below the instrument panel is illustrated below, showing the rudder pedals, fuel selector and the wear on the foot bars.

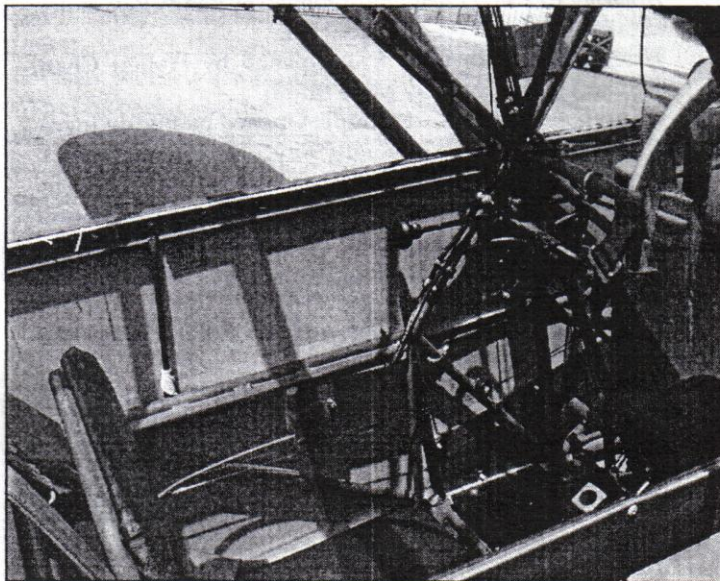
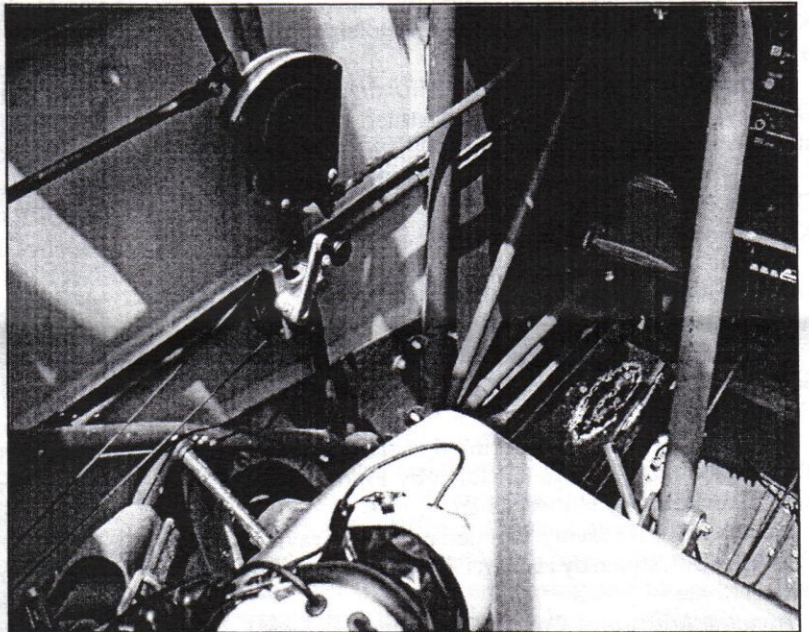




Above is the view from the back seat over the pilot's shoulder, demonstrating the complexity of the tube structure.

At right is the throttle and trim controls something simple, finally!

Below is the back seat. Most of passenger's area is finished in wood veneer. The primary color is dull dark green, although the tubing is black (to cut down on glare) and the control panel and throttle are finished in a black crinkle finish.



**Photos and
Text by
Chris Bucholtz**

DECEMBER MINUTES

The 2001 Gift exchange was a rip-roaring success. If you weren't there, it went like this:

Academy 1:35 Israeli Defense Force M113 Fitter: Opened by Cliff Kranz, stolen by Keiko Wright, stolen by Randy Ray, stolen and taken home by Dave Balderama.

Revell 1:32 Hawker *Hunter*: Opened by Cliff Kranz, stolen by Keiko Wright, stolen by Cliff Kranz, stolen and taken home by James Buncristian.

HobbyCraft 1:48 Dornier Do 17: Opened by Chris Hughes, stolen and taken home by Frank Babbitt.

Testors 1:48 SR-71 *Blackbird*: Opened by James Buncristian, stolen and taken home by Kris Balderama.

Airfix 1:72 F-86D *Sabre Dog*: Opened and taken home by Steve Travis.

Academy 1:144 B-52H *Stratofortress*: Opened by Anita Travis, stolen by Ken Miller, stolen by Mike Meek, stolen and taken home by Jim Priete.

Italeri 1:35 Leopard 1A2: Opened by Randy Ray, stolen by Keiko Wright, stolen by Hubert Chan, stolen and taken home by Keiko Wright.

Accurate Miniatures 1:48 P-51A *Mustang*: Opened by Jean Delaney, stolen by Eric McClure, stolen by Keiko Wright, stolen and taken home by Kent McClure.

Monogram 1:48 F-86D *Sabre Dog* with *AeroMaster* decals: Opened by Mike Braun, stolen by Bill Ferrante, stolen by Keiko Wright, stolen and taken home by Ben Pada.

Accurate Miniatures 1:48 F3F-2: Opened by Vince Hutson, stolen by Bert McDowell, stolen by Ben Pada, stolen and taken home by Duane Fowler.

Hasegawa 1:72 I-16: Opened by Randy Ray, stolen by Mark Schynert, stolen by Hubert Chan, stolen and taken home by Frank Babbitt.

Silver Cloud 1:48 Supermarine *Spiteful*: Opened by Steve Travis, stolen by Jim Priete, stolen by Frank Babbitt, stolen and taken home by Hubert Chan.

Tamiya 1:72 F4D *Skyray*: Opened by Steve Travis, stolen by Frank Babbitt, stolen by Hubert Chan, stolen and taken home by Jim Priete.

Accurate Miniatures Corvette: Opened by Jean Delaney, stolen by Jim Priete, stolen by Mike Braun, stolen and taken home by Bill Ferrante.

Tamiya 1:48 Dewoitine D.520: Opened by Steve Travis, stolen by Kent McClure, stolen by Frank Babbitt, stolen and taken home by Eric McClure.

Hobbycraft 1:144 B-47 Stratojet: Opened by Frank Babbitt, stolen by Bob Miller, stolen by Kent McClure, stolen and taken home by Mike Meek.

Tamiya 1:72 Fw 190D-9: Opened by Frank Babbitt, stolen by Randy Ray, stolen by Jim Priete, stolen and taken home by Randy Ray.

Tamiya 1:72 F-84G *Thunderjet*: Opened by Frank Babbitt, stolen by Jim Priete, stolen by Randy Ray, stolen and taken home by Mike Meek.

LTD 1:48 Commonwealth Aircraft *Boomerang*: Opened and taken home by Ron Wergin.

Glencoe S.S. France: Opened by Richard Hubbard; stolen by Duane Fowler, stolen and taken home by Bill Abbott.

Lindberg Cleopatra's "Mother of Pearl" barge: Opened and

taken home by Benjamin Abbott.

Nitto 1:200 E-3 *Sentry*: Opened by Jean Delaney, stolen by Postoria Aguirre, stolen and taken home by Aiden McMackin.

Revell 1:72 Arado Ar 240: Opened by Ben Pada, stolen and taken home by Mark Schynert.

Academy 1:144 C-97: Opened and taken home by Benjamin Abbott.

Hasegawa 1:72 Hurricane I "Late": Opened by Vince Hutson, stolen and taken home by Chris Bucholtz.

Revell 1:144 Mi 24 "Hind" and 1:144 CH-53 Sea Stallion: Opened by Brad Chun, stolen and taken home by Ken Miller.

Hasegawa 1:72 RA-5C *Vigilante*: Opened and taken home by Eric McClure.

Fujimi 1:72 A-4B *Skyhawk*: Opened by Frank Babbitt, stolen by Chris Bucholtz, stolen and taken home by Richard Hubbard.

Hasegawa 1:200 Boeing 747 in KLM markings: Opened by Randy Ray, stolen by Bill Ferrante, stolen and taken home by Masa Narita

Academy 1:72 *Tempest V* and *Obscureco* cockpit set: Opened by Jean Delaney, stolen by Bob Miller, stolen by Richard Hubbard, stolen and taken home by Chris Hughes.

AMT 1:72 EC-135 "Looking Glass": Opened by Anita Travis, stolen by Ken Miller, stolen by Chris Bucholtz, stolen and taken home by Ken Miller.

Revell 1:32 Hawker *Hunter*: Opened by Benjamin Abbott, stolen by Cliff Kranz, stolen by James Buncristian, stolen and taken home by Keiko Wright.

Italeri 1:35 M7 Priest: Opened by Vince Hutson, stolen by Brad Chun, stolen by Kent McClure, stolen and taken home by Laramie Wright.

Hasegawa 1:200 Boeing 747 in ANA markings: Opened by Kent McClure, stolen by Ken Miller, stolen and taken home by Bob Miller.

High Planes 1:48 "Nemesis": Opened and taken home by Vince Hutson.

Heller 1:72 Canadair CL 215: Opened by Vince Hutson, stolen by Greg Plummer, stolen by Mark Schynert, stolen and taken home by Pastoria Aguirre.

Academy 1:72 SR-71 *Blackbird*: Opened by Randy Ray, stolen and taken home by Wendy Sloneker.

Hasegawa 1:24 Reynard 890: Opened by Hubert Chan, stolen and taken home by Mike Braun.

Monogram Chaparral 2D coupe: Opened by Buddy Joyce, stolen and taken home by Randy Ray.

Testors 1:35 Leopard II: Opened by Hubert Chan, stolen by Chris Hughes, stolen by Ron Wergin, stolen and taken home by Hubert Chan.

Revell 1:720 U.S.S. *Arizona*: Opened and taken home by Mark Schynert.

Revell Porsche GT-1 Evo: Opened and taken home by Brad Chun.

Accurate Miniatures 1:48 SBD-1 *Dauntless*: Opened by Cliff Kranz, stolen by Ben Pada, stolen by Frank Beltran, stolen and taken home by Ben Pada.

MPM 1:48 Petlayakov Pe-3: Opened by Vince Hutson, stolen by Greg Plummer, stolen by Ben Pada, stolen and taken home by Greg Plummer.

Hasegawa 1:48 F-16 *Fighting Falcon*: Opened by Mark

Schynert, stolen by Frank Babbitt, stolen by Keiko Wright, stolen and taken home by Laramie Wright.

Tamiya 1:48 MiG-15bis: Opened by Randy Ray, stolen by Keiko Wright, stolen by Randy Ray, stolen and taken home by Frank Beltran.

DML 1:72 P.1101 and ICM 1:48 *Spitfire* IX: Opened by Jean Delaney, stolen by Brian Sakai, stolen by Bill Ferrante, stolen and taken home by Brian Sakai.

Revell 1:72 Arado E.555: Opened by Buddy Joyce, stolen by Mike Braun, stolen by Brian Sakai, stolen and taken home by Mike Braun.

Fujimi 1:48 Bf 109G-6: Opened by Anita Travis, stolen and taken home by Masa Narita.

Tamiya 1:48 *Sea Harrier*: Opened by Vince Hutson, stolen by Richard Hubbard, stolen and taken home by Matt McMackin.

Tamiya 1:700 *King George V*: Opened by Bert McDowell, stolen by Bill Ferrante, stolen by Duane Fowler, stolen and taken home by Bert McDowell.

Revell 1:350 *Sea Shadow*: Opened and taken home by Frank

Beltran.

AMT car value pack: Opened by Masa Narita, stolen by Mike Braun, stolen and taken home by Anita Travis.

Tamiya 1:35 M24 Walker Bulldog: Opened and taken home by Chris Hughes.

Books: *Tanks* and *The World's Great Tanks*: Opened by Hubert Chan, stolen by Chris Bucholtz, stolen and taken home by Ralph Patino.

ICM 1:35 Franco-Prussian cavalry and Spetznaz figures: Opened and taken home by Brian Sakai.

Bandai Macross VF-17 Valkyrie: Opened by Mike Braun, stolen and taken home by Cliff Kranz.

Book: *Carrier Air War in Color*: Opened and taken home by Duane Fowler.

Books: *Warbirds Around the World* and *Fighters at War*: Opened and taken home by Buddy Joyce.

Trumpeter 1:35 M1A1 with mine roller: Opened by James Bun Cristian, stolen by Dave Balderama, stolen by Keiko Wright, stolen and taken home by Ron Wergin.

SYSM QUICK REVIEW

Tristar Models' "German Panzer Crew (Normandy 1944)"

What's good: Extremely well-detailed castings for styrene; comes with some unusual "extras."

What's not: Do we really need another set of D-Day/Ardenne period Panzer crewmen?

I saw this set on a recent quick trip to D&J for a simple bottle of glue (always make sure your liquid cement is tightly capped before letting it tip over on its side). Not having heard of these guys before, I decided to give the set a fair shot. At \$12.95 for a set of plastic 1:35 figures, it was a little high-end, but I was curious enough.

You get five figures, or more precisely you get 4 1/2, as one is meant to be in one of the hatches. There are a total of 34 parts on one tree, molded in a medium-gray plastic that feels about as soft as *Dragon's* moldings. While there are some molding seams that are fairly prominent, I didn't find even one sinkmark or ejector mark. The detail, particularly on the lapels and combat decorations, is some of the best I've seen in styrene thus far. Any one or two of these will nicely dress up a tank from the period, though the set of five are clearly designed to represent the crew of a Tiger I (as illustrated on the box cover).

The box back provides the painting guide for the figurines, with color call-outs for *Tamiya* colors, and a *Tamiya-to-Humbrol* matching chart at the bottom. The Wehrmacht uniforms from this period are some of the most difficult to paint, but

they do provide some useful exploded-view guides to the color patterns.

What really makes this set worth buying isn't so much in the box as it is on the box, however. Each of the four fold-over end-flaps of the box (here I am referring to the small, square ones that fold down before the end is tucked in closed) have scale color maps printed on them. Nicely-rendered maps, at that. Two of the four flaps have a single map of roughly 1" square, while the other two have four smaller maps. The usefulness of these may not be immediately obvious, but these boxes are printed with fairly waterfast ink. SVSM member Robin Powell has gotten excellent results lifting Union Jack graphics off of the *AFV Club* boxes for the Scorpion and Scimitar kits, then turned around and used them to make flags for the antennae. Similarly, I would imagine these would come up very easily if the piece of cardboard were soaked in warm water for a period of time. After some time, the top-most layer (with the embossing and the graphics) should separate from the underlying brown cardboard, and presto! You now have some scale maps!

While I don't know that the armor world needs another set of figurines for this period or subject, the maps are a nice touch, and something that almost pays for the set by itself. The figures are very nicely done, though, and the two combined are well worth the \$12.95 list price.

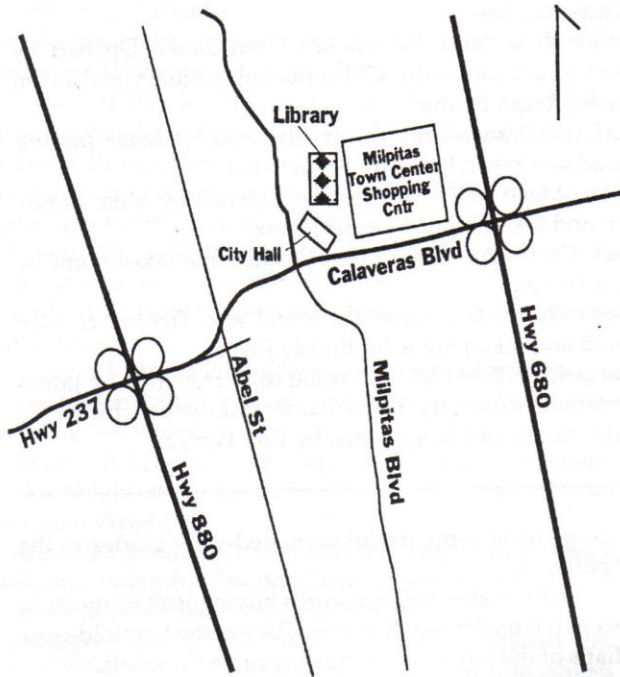
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