

## Soviet heavy metal: Building DML's JS-2

By Hubert Chan

The lessons learned in the developmental stages of the Russian heavy KV tank series led the Soviet Union to the initial development of the IS-1 (JS-1). The new heavy tank was named after the Soviet leader Ioseph (Joseph) Stalin.

After the introduction of Germany's Tiger I and Panther tanks, the Russians were losing their tank superiority. This new Russian heavy tank design was created to tip the balance back to the Motherland.

With the JS-2 (IS-2), additional refinements were made to streamline the new design,

and a better armored profile and a more powerful main gun was added. The main weapon chosen was the 122mm (4.8-inch) D-25T. This weapon proved to be extremely formidable, and could penetrate the Panther's front glacis plate, go through the engine, and exit through the rear armor, at ranges of 1640 yards or 1500 meters. These initial findings were conducted at Kubinka on a captured Panther during field trials. Well-armored, very heavily armed and reasonably mobile, the IS-2 played a key role in the Soviet Union's offensive breakthrough in the Eastern Front during the final stages of WWII.

DML's JS-2m kit is in the usual gray plastic. The detail of the casting on the upper hull and turret is impressive. The fit of the upper and lower portions of the turret needed some coaxing in order to properly align them. There were also some small but noticeable gaps between the weld detail where the upper and lower portions of the turret joined. These were filled with stretched sprue soaked and slightly melted down with Tenax-7R. A knife blade was used to blend in the sprue to the surrounding weld detail. There

were some minor fit problems where the upper and lower portions of the hull joined together and some coaxing was needed in that area as well for proper alignment before gluing.

The space between the fender and return rollers seems to be a bit tight compared to some reference photos. I decided to

leave this alone. It looked just fine as is, so it seemed that it would have been redundant for me at the time to shim and blend the added height to the entire vehicle for a minimal amount of improvement. The main gun was nicely detailed but reference photos showed that the guns had small ringed lifting brackets



JS-2 tank on the front lines in 1944. This particular tank is equipped with a D-25 gun with the 'German' type muzzle brake.

at the base of the muzzle brake. I used two winged photo etch brackets from a German tool clasp set from *Aber* for this detail. The rear engine hatch rod, turret hatch mechanism rod and all of the grab handles were replaced with brass rod for strength and durability. The original plastic parts are nicely detailed but are just too fragile and could easily break during handling. Shallow compartments were made with styrene inside the turret hatch openings to accommodate the crew figures. A cable housing with interior wiring was made with stretched plastic tubing with a couple of strands of speaker wiring inserted and connected to the headlight and horn. Small brackets were made with brass to attach the cable housing to the glacis plate. An MV lens was used for the headlight.

Concord Publications had some interesting photos of the JS-2M in action with parts of their fenders crushed and some completely torn off. I decided to try to replicate this. The kit fenders were removed by simply cutting them off with sprue cutters followed by the scraping and sanding off of the material from under the hull where the fenders were originally mounted.

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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.

# EDITOR'S BRIEF

I hope you're all ready for a big meeting this month, because January is traditionally one of the largest meetings of the year. We took a month off from the show-and-tell routine for the gift exchange and holiday party, and lots of us had time off during the holidays that we probably spent working on our latest creations. That means that January is going to be a big meeting; work on keeping your descriptions brief during show-and-tell, but bring what you've been working on. We'd all like to see it!

Thanks go to all our authors this month, and also to Brad Chun and Vladimir Yakubov, who contributed stories that will appear next time. Vladimir also helped with images for Hubert's JS-2 article; it is nice having "specialists" to ask about such things as members of the club! You might also notice Vladimir's work in the new *FineScale Modeling* special edition "Great Scale Modeling 2004," along with the work of Pete Long and Greg Plummer. Besides having specialists, we also have a bunch of ringers who are among the best in the world. Your editor is not given to hyperbole, so when that statement appears in print it is sincere and should be understood as such.

Of course, what makes a model good is a matter of opinion. For some, it may mean that the hood is up and the engine fully detailed, or the cockpits is open and completely rebuilt, or that every rail and crane has been replaced with photoetched parts. It may mean that the model has been finished well and carries colorful markings depicting a favorite scheme, and it may be one in a series of models of a subject that has captured the builder's fancy. It may be an old kit reworked and revamped into something that the people who first built the model would no longer recognize, like Postoria Aguirre's remarkable

Lear jet. Or it may be an old kit built just like they were built in the old days, as in recent examples by Laramie Wright and Cliff Kranz.

A good model might be a successfully-finished model that had the builder scared of its complexity, or it may be a subject that the modeler has long wanted to do. It maybe an expertly painted piece of armor, or it may be a simply remarkable feat, as in Aiden Mackin's 1:72 88 and prime mover.

Perhaps a simple definition of a good model would include these things: it brought satisfaction to its builder—not complete satisfaction, but enough to make him or her feel like it was an accomplishment worth the effort. It brings satisfaction to others, especially other modelers, who recognize the work that went into it and what the model means. And it helped the modeler learn something—something about technique, something about presentation, or something about the history of the subject.

Those things all add up to a "good model," and they are a better gauge than a pile of trophies could ever be. There are surely artists among us, and there are many more of us who aspire to be artists, but the beauty of this hobby is that it provides us with tangible evidence of what we learn along that journey, from rank beginner to enthusiastic novice to skilled craftsman on the verge of discovering his potential to a nationally- or internationally-recognized master. At each step of the process, your models provide you with the ability to recollect the events that helped you become the modeler you are today. Every step can be productive, and every step, if you take it in the right way, can be enjoyable.

—The Editor

## CONTEST CALENDAR

Feb. 22, 2004: **Silicon Valley Scale Modelers** host the eleventh annual **Kickoff Classic** at Napredak Hall, 770 Montague Expressway, San Jose. The theme is "Stars and Stripes." For more information, call Chris Bucholtz at (408) 723-3995.

March 27, 2004: **IPMS/Fresno Scale Modelers** host the **Region 9 Convention and Contest**, to be held at the Fresno Air National Guard station or, in the event of national defense conflicts, at an alternate site. More details to be announced.

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

May 1, 2004: **IPMS/Santa Rosa** hosts **Model**

**Expo 2004**. More details to be announced.

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

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

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

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

# **Tri-City**

# **Spring Classic**

**Scale model contest and exhibition**

**Saturday, May 22 2004**

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

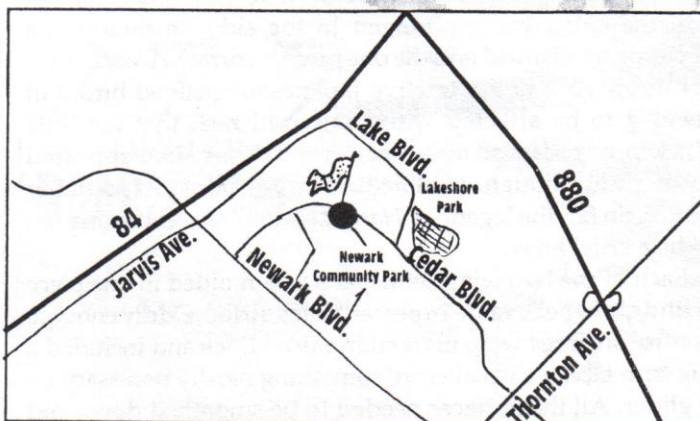
**47 Categories for**

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

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

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

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



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

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

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

# Reminiscing over Hasegawa's 1:48 Skylark sailplane

By Bob Miller

I've always been an aircraft modeler, but in recent years I've found my interests shifting steadily toward civilian types. One evening, searching idly through the listings on eBay, I came upon a name that caught my eye and reawakened memories, a kit for a *Skylark Soarer Glider* in 1:50, by *Hasegawa*. Hmm... Could this be? Like many (perhaps all) long-time modelers, I have a collection that started innocently enough as just projects to do next, and grew until "next" meant 20 years ahead. Somewhere among them, I recalled, there were a couple of other gliders. I started looking and found more than a couple. There is a rich field out there, much of it in short-run kits of the past, but some still in production. Most are of aircraft obscure even by



The 2-22 is very similar in its design to this Schweizer trainer.

sailplane standards, with names like *Blanik* and *Habicht*. Ah, but the name *Skylark*! That one brought back memories.

In 1959, not long after I began work at NASA, I discovered some co-workers were avid sailplane pilots. I looked in, and soon began my own lessons. Soaring is hardly a practical pastime, but it is a good education in flight, and for years was seen as a logical way for future powerplane pilots to begin their training. (The future Luftwaffe made good use of training gliders before Germany renounced the treaties that barred many powered planes, and the RAF continued their use even post-war.) There were several glider operations around our area including Hollister, one near Calistoga, and Ted Nelson's field outside Livermore, where he produced the retractable-engine powered sailplanes he called *Hummingbirds*. But the nearest was Les Arnold's "Sky Sailing", based on a disused World War II practice field called NOLF Heath. Les ran a small operation with two trainers. There was a Schweizer 2-22 that seemed only to want to get back onto the grass where it felt comfortable, and a war-surplus TG-3, heavy on the controls but a beautiful thing to fly. There were always a few others around, mainly Schweizers like the medium-performance 1-26, and occasionally a visiting Bowlus like the ones at the Wings of History Museum. But though I'd never seen one, I knew the name *Slingsby Skylark*.

The British Slingsby concern had built training gliders during World War II, then produced a number of sailplanes in the post-war era that included a *Skylark* series, running up through Mk. IV. There had been two copies made of the experimental Mk. I, one being converted to make the first of about 50 Mk. II, and the Mk. III finally appeared as a medium-performance type similar to Schweizer's 1-23 or 1-26. The

super-slick high-performance types that now dominate competitions were just making their appearance, most from Germany and Poland but including the *Skylark IV*. They weren't seen at places like Sky Sailing, but the photo spreads in *Soaring* magazine were every bit as exciting as a centerfold in *Playboy*. (Well, nearly...)

The eBay listing included a poor-quality photo of the box art that suggested it wasn't a Mk IV. It did seem to fit the Mk III. I won the bidding fight, and presently my wife announced its arrival with a cheery "Another model?" I was expecting the usual *Hasegawa* quality as I opened it. Actually, it looked more like something from *Starfix*. Tossing the unusable parts, I was left with six light gray parts and a one-piece canopy, well done except for an over-large sprue scar. (Like most gliders of that era, the entire canopy hinged to the side, so there is no separate windshield and the one piece is correct.) Decals were for one stylish and attractive Japanese-registered bird, but seemed to be afflicted with some odd rash that left little chicken-pox scars all over. Shapes and dimensions appeared to be right, though documentation on sailplanes is rather scarce. So far, the legend of *Hasegawa* quality was turning out to be a cruel hoax.

Each of the two wing semispans was molded in one piece with a quite-believable 16 percent thick airfoil. Oddly enough, control surfaces were marked in raised lines and included a big trim tab on each aileron, something hardly necessary on a glider. All the surfaces needed to be smoothed down and scribed. The ailerons looked too broad, being of constant width that rose to an unlikely 40 percent chord at the tip: that looked like an invitation to a twist problem. I lacked a detailed

3-view, but reduced the width to 33 percent of tip chord. The fuselage outline looked reasonable, but the news was still bad. They had molded into each fuselage half a cockpit tub suitably sized for about a 1/100 kit, and molded it to stay, with walls near 2 millimeters thick. I tried hogging one side out with a Dremel but after the usual problems with a styrene-clogged burr, took a pair of diagonal cutters to nibble out the rest far enough to use riffler files to get the walls almost smooth, though still much too thick. *Skylarks* had a one-piece wing carry-through that in effect formed a headrest, so I positioned the seat based on that. The fuselage is wood monocoque, so I installed a simple fixed seat with a slightly curved back, then painted the entire interior with *Testors* enamel Light Tan and dry-brushed lightly with three different desert-camo shades of yellow to give a subtle and varying wood-grain effect. (Of all the colors in my collection, I consider the best match to actual wood to be old-fashioned *Testors*, right from the Long's Drugs rack.) Not knowing nor recalling what should be underfoot in medium-performance gliders, I opted for heel-rest channels instead of a floor. For the lap belt and shoulder harness, I copied Schweizer's unusual style. The belt had a leather pad under the buckle, which consisted of a hook engaging a tongue. Rather than metal fittings, the shoulder straps ended in thin webbing loops that the tongue passed through before being caught in the hook. The shoulder straps, as well as both sides of the lap, had adjusting buckles midway up, so the pilot ended up festooned with what seemed rather a lot of loose ends. I made belts from masking tape, with shoulder strap loops of thread. Not knowing, again, what the rudder pedals should be, I opted for a rudder bar made up of brass wire, such as the British seemed to favor for light aircraft. I needn't have bothered: it's quite invisible behind the panel.

Sailplanes are not just powerplanes with the engine left off. They have to be flown a little differently. The long wings and

the need to turn tight to stay in thermals or stay in close to a hillside for slope soaring make for some differences in control handling from power planes, and introduce some unique hazards. For instance, in a tight turn, the outside wing will be moving much faster relative to the air, so the glider works routinely nearer a stall-spin condition than a powered aircraft normally does. The fuselage is relatively short, so the rudder must be used more actively. I didn't realize any of this then. It all came from books, years later. What I did begin to learn was how to see the invisible motions of the air, how to recognize where thermals may be found (hint: where birds are circling) and where the slope lift was. I never felt one then, but I read about mountain waves and "rotors," and years later in a Cessna 170, when I spotted the tell-tale wave clouds in the lee of Nevada's Ruby Mountains, I was smart enough to use cloud shadows to pick a path where the turbulence would alarm my wife and kids as little as possible. Sailplanes, though, put lee waves to use and recorded some spectacular altitudes out of Bishop, California. In a glider, you learned what would now be called "energy management." Hunting nonexistent lift too long and having to set it down in a field somewhere, or landing short because there's no power to add to fix a bad approach is a very, very costly event. Learn or else!

Glider cockpits are slightly different, also. There are no engine instruments, obviously, but rates of climb or sink are so crucial that the panel includes an extra instrument called a "variometer," a lag-free and sensitive adjunct to the VSI. The ones I used looked like a simple block of acrylic about 3 inches high by 1 wide by 0.5 thick, with a pair of tapered vertical holes drilled through that held two little 1 mm balls. The green one rose in the tube to indicate ascent and the red indicated sink. These German-made instruments were marked "steigt" und "sinkt," a part of speech I still don't understand. The panels also held G-meters, though the notion of the sedate Schweizer 2-22 needing a G-meter seems about as likely as

HASEGAWA  
MODEL & HOBBY CO.

ソアラ  
上級グライダー  
SOARER GLIDER

SKYLARK  
ENGLAND

HIGH CLASS SAILPLANE  
ALL-PLASTIC EXACT SCALE MODEL  
SCALE 1/50 SPAN 364

スカイラーク  
オールプラスチックキット  
組立/完成長 364mm/n

The box of the oddly-titled 'Soarer Glider' shows: a) A high-traffic day; b) a Slingsby Skylark Mk. II; c) All of the above answers are correct.

finding your grandmother break-dancing on the sidewalk outside Planet Hollywood. There was no throttle, of course, but on the left was a red ball that released the tow hook under the nose, and a tee-handle that deployed the spoilers and simultaneously applied the wheel brake. The Schweizers must have had pitch-trim control, but I do not remember that detail, so I (ahem) left it off the *Skylark*. Panels were typically set forward, with no separate glare shield. I made the panel of white card, painted it black and scribed the instruments, then put spots of gloss over them to represent the glass. I omitted one rather quaint-seeming "instrument" from the model that was frequently seen, at least on trainers. It was a little wire cross mounted ahead of the typical pilot's eye position, with a piece of yarn about six inches long tied to the intersection. It looked like something that the Wright Brothers might have tried and abandoned, but it was actually a good indicator of yaw or sideslip, much quicker and more sensitive than the "skid-ball" in the panel. It only worked because there



Among the memorable moments experienced at Fremont's Sky Sailing Airport was this airborne proposal by Ken Couche to his future wife, Lynne Foy.

was no propeller up front to mess up the airflow. The same "high-tech" solution is, in fact, used on the F-14 *Tomcat*. The same lack of propeller turbulence allowed a short pitot on the nose, or sometimes no visible pitot at all, as it consisted of just a small cavity in the nose. The photos I had seen didn't give me anything definitive, so I took it to be one of the nearly invisible nose types. (So invisible, again, I left it off.)

The canopy fit the fuselage fairly well, but a gap was visible all around. I didn't fill it. I learned early that the words "silent flight" that are often applied to soaring didn't apply to Les's Schweizers. There were gaps all around the canopies and the interior sounded like being out in a gale. Better-performing types doubtless had better sealing, and the cool contemporary ones perhaps are really "silent." I guessed the *Skylark* was probably as leaky as the ones I knew.

With the fuselage assembled, I had to face the matter of the undercarriage. Of the wheel and its mounting, the less said the better. Mr. *Hasegawa* must be quite embarrassed. The nose skid was a vast timber about 10 scale inches wide that looked more like an oaken rib destined for HMS *Victory* than something for a glider. I sawed it off, sanded the fuselage clean (after filling the hole left for that misbegotten wheel) and replaced it with one about 3.5 scale inches wide (0.05 inch on the model) of similar shape. The tail skid was much too high, putting the glider into a nose-down ground attitude. Off that came, to be replaced by a piece of 0.03 in. card with a brass leaf-spring skid added to match the photos I found. (The front skid doesn't just keep you from scraping the nose accidentally: If you want to brake hard, you can push the stick full-forward

and jam it onto the ground. You stop right quick. Handy if you landed long.) The correct size of wheel was not obvious, so I picked one that looked right from the "spares box", cut it in half, and glued it to the bottom. It would have been nice to set a full wheel in a box, but it was not clear until the end exactly how the wheel should be modeled, so a stuck-on half-wheel was the best I could do. (Slightly less than half, actually, since the unsprung axle was up inside the fuselage.) The tow hook was on the bottom, ahead of the skid, and consisted of a simple hinged hook held down by a bail attached to the other

end of the cable from the red ball. I modeled it open, since it was usually found that way.

Parked sailplanes always have one wingtip on the ground, and underwing skids are common but not universal. On Sky Sailing's Schweizer 2-22, these took the form of a pair of big but chintzy wheels that evoke an image of training wheels on your new \$2000 mountain bicycle. They were really rather humiliating. On

the few photos I have seen of *Skylark* IIIs, I do not see skids, so perhaps it is assumed that the pilot who takes one out is skilled enough to hold the wingtips off the ground until the aircraft comes to a stop. That's not impossible. A useful exercise when there was a goodly breeze blowing was to sit in a glider and try to "fly" it with the single wheel held fixed on the ground. It taught finesse on the controls, and I know of no analogous exercise you can do with a (for example) Cessna 150. Still, skids were common enough that I put a very discreet one under each wingtip of the *Skylark* with 0.015 card.

I painted it white all over, again using *Testors'* old-fashioned enamel. I had removed all the raised markings in the process of sanding and blending. Now, did I want to replace the few that had been there? The wings of the Mks I and II were made in 1/3-span sections, so should have had barely-discernible breaks between sections. Since sailplane wings are typically removable for trailering and storage, the fuselage/wing joint should have been visible under careful examination. The horizontal tail was also removable, so there must have been a joint at its leading edge. I scribed these in after the first coats of white, then decided that (a) sailplane surfaces are usually very smooth, (b) I didn't have good enough photos to show the scribing definitively, and (c) I really liked the looks without them, so I filled, sanded, and went on to the final coats of white with scribing only for control surfaces and spoilers. Ditto for control horns.

The paint jobs on British light aircraft are not usually too exciting, but decals for this Japanese-registered aircraft were, I thought, very stylish and attractive, with simple dark-blue

flashes tapering over nearly the full extent of span and length. Trouble was, as I mentioned, the decals were mostly unusable. Using the decals as a guide, I painted them on with *Model Master* "Blue Angels Blue". Fortunately, the registration numbers were basically OK. But not the individual number on the vertical tail. Scrounging through the decal collection, I found leftover Hinomarus of size and color to match the kit decal, and a numeral "2" to match. I can't claim perfect replication of the original but the finish improves on what came with the kit. The *Testors* gloss white seemed unrealistically glossy so I oversprayed with *Model Master* semi-gloss.

When it comes to judging, as Rodney Williams has remarked, every model has at least one flaw. Just in case I was at risk of violating this rule, I inadvertently added one for a final touch. I was polishing up the canopy one last time after everything was assembled, and evidently I polished too long and too vigorously. Long and vigorously enough, that is, to generate some static electricity. A little fleck of styrene swarf hopped up out of its hiding place and clung tenaciously to the inside of the canopy. It was not about to go away. Maybe the static charge will bleed off in the humid air of winter and the swarf will fall back where it came from. Until then it hangs in there, 30 thousandths of an inch away from my touch and just taunting me to come get it!

So, there's the *Skylark* Soaring Glider. It's not one of *Hasegawa's* better moments, but how often these days do they offer us the challenge of a seven-part kit, effectively without decals? As I've commented, there is more than a little Schweizer in the details, since I have never seen a *Skylark* and people seldom write monographs on sailplanes. But at last I have a model of one of these supremely graceful birds that I can hold in my hands and turn about to examine from every angle. It is fully as elegant as I remember sailplanes were.

I didn't stay with soaring long. I discovered that, despite the seeming cost advantage of sharing one engine among all the gliders on the field, it was a pricey pastime. The gliders rented for \$6/hour, with the tow costing \$2 for the first 1000 ft and \$1/thousand thereafter. I was making typical 25 minute flights, which ran over \$7/hour (plus instructor), and when I joined a Luscombe club, it cost about \$5/hour after the monthly dues. And this was in 1959, when I made about \$5300 per year. My last flight in a glider was August, 1959.

I took a hike not long ago, out to 37°30' North, 121°58' West,

out to the place where Sky Sailing glider port used to be. There's nothing left, but I fancy that if I look closely enough, I can still see the smooth, hard-packed outline of runway 28. This was a good location. A mile straight west of the NUMMI plant, it is still flat and unobstructed for a long way ahead, covered just with the scrubby grass and weeds that cover the low ground around the bay. If you lost your tow during takeoff, you could land straight ahead and come out embarrassed but undamaged. Stand here and try to remember, and perhaps you can see again the tow line to the PA-18 ahead come taut, and remember the flutter of nerves you got before you gave the waggle of the rudder that told the tow pilot you were ready to go. But is my memory as good as I thought? I recalled the office shack and the little hanger being on the south side of runway 28, but an old airport diagram shows them on the north. What else might I have got wrong?

Les's dirt strip was a couple of hundred feet south of the old runway of NOLF Heath, where the *Hellcats* from Livermore flew endless "bounce drills" 60 years ago. It was used as a drag strip in the '50s and '60's. In just the past year, the pavement was torn up and hauled away. Turn around now and look just south from Sky Sailing. You see four lanes of pavement where Auto Mall Circle is about to join Cushing Parkway, and nearer to you are the tracks of the earthmovers preparing for the next batch of office buildings and dealerships. But long before, the area was becoming too built up between the airport and Mission Peak where pilots hunted for slope lift. An off-airport landing was becoming too risky. Sky Sailing closed in 1989. But the days as the busiest glider port in the U.S. had ended much earlier. In February 1964 Schweizer TG-3a, registered N68267, was totally destroyed in a crash on final approach. Shortly after that, Les Arnold sold his operation. The 2-22 (N3905A) still is listed as active at 44 years of age. Maybe it was a more fun aircraft than I remember. Wherever it is, may it always find thermals and waves a-plenty.

Enough of history and personal memoirs. I plan to offer a few more articles on other glider kits, including some fine-looking Czech kits in 1:48 and a number of other sailplanes in 1:72, then on to the sizeable number of military gliders that have been kitted.

My collection is by no means exhaustive, but it is surprisingly large. Next year at the Classic, how about a "No Engines, All Scales" category?

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

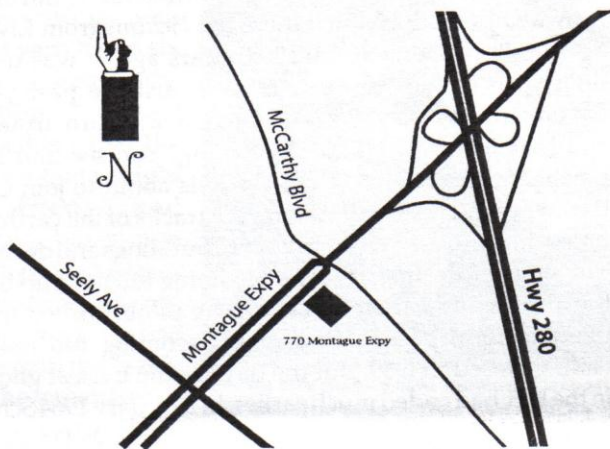
# **STYRENE SHEET**

**Write to: Silicon Valley Scale Modelers, P.O. Box  
361644 Milpitas, CA 95036 or, by E-mail, to  
bucholtzc@aol.com**



# SVSM 2004 Kickoff Classic Model Contest

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



## Theme - "Stars 'N Stripes"

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

- Racing Stripes,
- Invasion Stripes,
- Anniversary Schemes

### Air Forces such as

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

### Schedule of Events

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

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

### Fees

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

### General Rules Briefly:

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



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

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

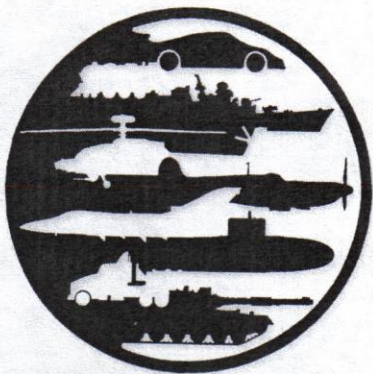
### Vendors Tables:

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

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

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





# SILICON VALLEY SCALE MODELERS

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

## Senior (18+ Years)

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

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

## Junior (13-17 Years)

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

## Youth (12 Years and Under)

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

## Special Awards

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



JS-2 of the 1st Byelorussian Front in Berlin, May 1945. Clever engineering kept the IS-2 10 tons lighter than the Tiger it was meant to destroy.

## JS-2: winner of the Eastern Front arms race

Continued from page 1

Thin brass sheet was used for the replacement fenders. The brass was first annealed and then cut to match the size of the original fenders. Pliers and tweezers were used to create a crushed and battered look. It was important to keep all the damage isolated from the rest of the fenders; otherwise, it would compromise the fenders' attachment and fit to the upper hull. Front fender brackets were made with brass sheet soldered together and then glued to the hull.

Industrial two-part epoxy glue was used for added durability for gluing the brass fenders. Brackets were then made using thin bits of styrene cut to shape and mounted with epoxy glue. The kit's rear plastic mud guards were removed and left off. I noticed on some photos taken during the street fighting in Berlin that many JS-2s were missing their exterior-mounted fuel drums. They may have been removed as a safety measure.

I decided to omit this feature as well. The mounting slots for the fuel drums were filled and sanded. The sanding created some smooth spots that needed to be re-textured; this was done with *Gunze Sangyo Mr. Surfacer*.

A set of *Modelkasten* workable tracks were planned for this project, but I decided that the kit tracks were still suitably detailed and used them. Four sections of tracks were used on each side consisting of the top, bottom, front and rear. The rear sprockets and front idler wheels needed to remain unglued and removable. The track sections are situated where they can be removed from the running gear when the glue has dried. *Testors* liquid glue was used for its slow drying properties and allowed for the ample working time that was needed. Track runs were later painted a *Tamiya* reddish brown color.

Pre-shading was done with *Tamiya* paints starting with the



JS-2 tanks of the 82nd Independent Red Banner Heavy Tank Regiment "Soviet Latvia," 3rd Baltic Front, on the march, October 1944.



**JS-2 heavy tank from 30th Guards Tank Regiment of the 2nd Guards Mechanised Corps on the offensive toward Budapest, 2nd**

darkest shade first, moving to the lightest shade toward the center of a surface area. The kit decals were a bit thick and needed gentle wet and dry sanding on the edges. The white air recognition bands were painted by hand with *Humbrol* enamels and was left to cure for a couple of weeks or so. At this point, *Prisma Color* pencils were used for scratches, worn areas and nicks on the vehicle. Artists' oils were then used to better tie in the different contrasts and blend colors together which gave a somewhat layered and degraded look to the entire model. Railroading pigments (chalk powders) finally finished the job.

The Russian tank crew consisted of the commander and the gunner/loader. The commander's torso, helmet and hands are *Verlinden* items. *DML* arms were modified and repositioned, and the left attachment point of the torso had to be built up and detailed with two-part epoxy putty to comfortably reposition the left arm to rest on the cupola. The face and neck area of the *Verlinden* Russian tanker head was removed with a Dremel tool and hollowed out. Another face and neck was cut out from a *Hornet* head and was placed into the tanker helmet.

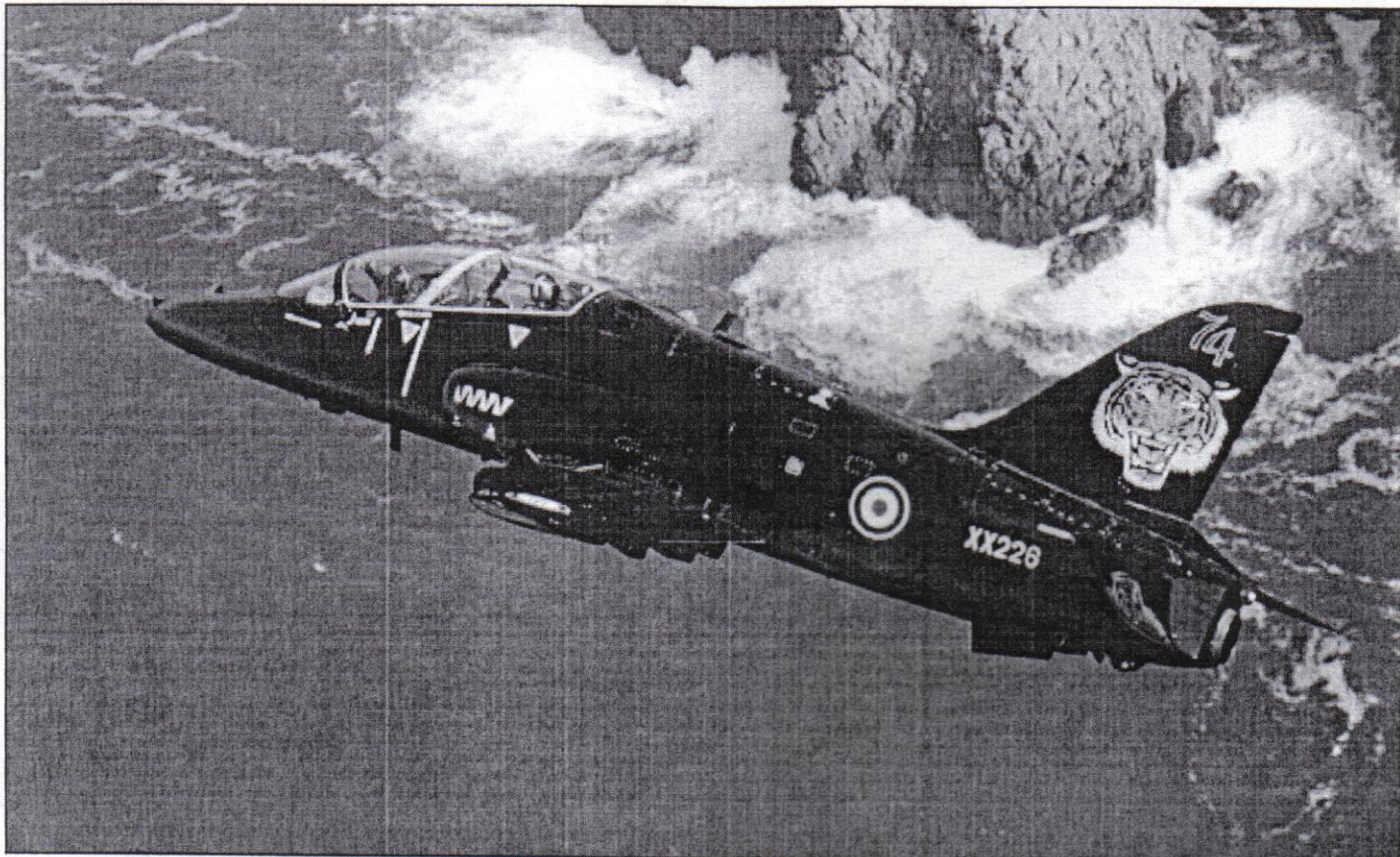
The gunner/loader also had a *Verlinden* torso and hands and slightly modified *DML* arms. The head was from *Hornet*. The Russian tank rider on the engine deck is an all-metal figure from *Hornet*. The strap for the submachine gun was made from lead foil and photo etch odds and ends from

*Verlinden*. The figure uniforms were painted with a *Testors* tan/brown enamel which I soon found to a big mistake. The paint turned out to be the glossy variety, and I had to let the enamel cure for over a week. A *Poly Scale* acrylic overcoat was then used over the glossy finish. Artists' oils then followed. This didn't work well for me; the glossy enamel paint was just not porous enough for the artists' oils to properly adhere, even with a flat overcoat which proved to be marginally helpful. This resulted in pigment separations in the oils which were very difficult to work with. However, with more work, a flat enamel base was added to the base color and I repainted the figure uniforms with a very light overspray. I got through and over this hurdle and moved on. Artists' oils over *Tamiya* flesh finished off the flesh tones. Durham's Putty, curbside gravel, sawdust, Celluclay, and grass details from *Woodland Scenics* applied over a limestone tile made the base.

The overall detail of this kit is quite high out of the box, and its ease of construction made this a good modeling experience. It was a welcomed break from some previous resin projects.



**A JS-2 covers Soviet infantry in combat on the outskirts of Berlin in May 1945.**



An No. 74 Squadron Hawk in overall black (as illustrated on the Model Alliance decal sheet in the photo below) wheels over the English coast.

## Airfix's 1:48 BAe Hawks fill a void for RAF modelers

By Robin Powell

The BAe *Hawk* has been around a long time, first flying on August 21, 1974, but as the result of a great airframe and continuous development it remains the class act in the advanced trainer and light attack aircraft roles. It is also a demon dogfighter, being often used on NATO exercises to give F-16 pilots a good workout. The 100 and 200 series second generation *Hawks* with the new "combat" wing are now in service in Australia, Bahrain, Canada, Finland, India, Indonesia, Kenya, Kuwait, Malaysia, Oman, Saudi Arabia, South Africa, South Korea, Switzerland, UAE, UK, U.S. and Zimbabwe. It is interesting to note that when compared with the Aermacchi/Embraer AMX single-seat dedicated combat aircraft that the *Hawk* has twice the payload radius, half the turning circle and the same top speed.

For modellers the choices have been few, but at last there is a 1:48 *Hawk* that is not the *Premiere* one! Many rumours have circulated about the new tooling for

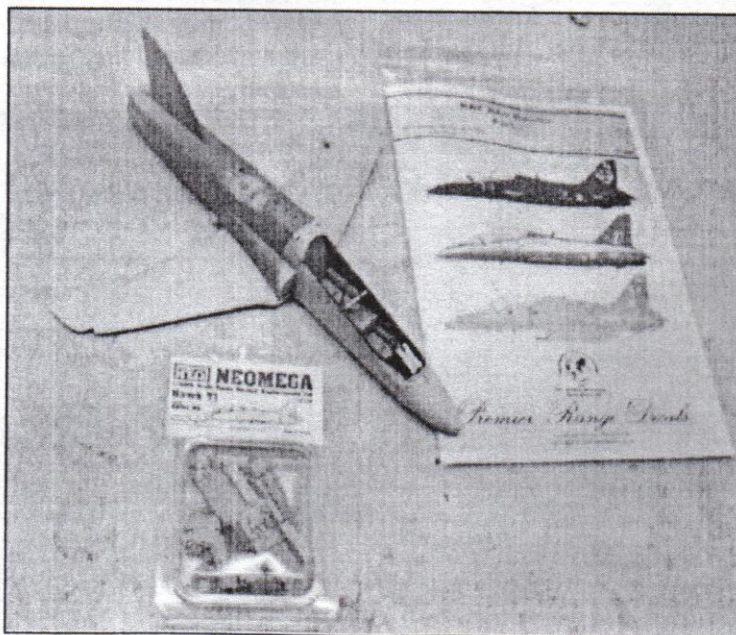
the new *Airfix* kit, like it is being tooled in Portugal (like the *Buccaneer* was), or it is *Heller*-style spark eroded tooling (the pebbly finish stuff). I can happily confirm that the tool is a modern steel tool from China like the new *Trumpeter* products.

The kit has been kept fairly simple in order to keep the costs down. *Airfix* was well aware that the cottage industries would soon produce detail sets so they concentrated on getting the airframe accurate and pricing where modellers could afford

to build a fleet of them to show off all the colour schemes the *Hawk* has appeared in.

The kit has been offered in two versions. These have completely different full fuselage mouldings rather than a separate nose and tail section. The traditional 60 series *Hawk* is offered in either Red Arrows or Finnish Air Force markings. The new 100 series *Hawk* is offered in Australian and Canadian markings.

The parts breakdown is pretty much as you would expect, but although flaps are moulded as part of the wings, if you cut them away you can



Ronin is making short work of his Hawk, as evidenced by this photo!



The boxtops of the Airfix Series 60 and Series 100 Hawk kits.

fit another set of separate flaps on alternate extended flap mounts. The surface detail is restrained and finely done and the plastic is pale grey and fairly soft. The fit of parts is generally first class, but there can be a gap left in the wing root

trailing edge. I used Zap-A-Gap to fill it and then filed the excess glue back to a sharp edge.

The cockpit is quite useable and the seats are good multi-part items. However, *NeoMega* has already issued a superb cockpit set for both 60 series and 100 series *Hawks*. The huge curved canopy of the *Hawk* ensures that a good cockpit will be admired after completion.

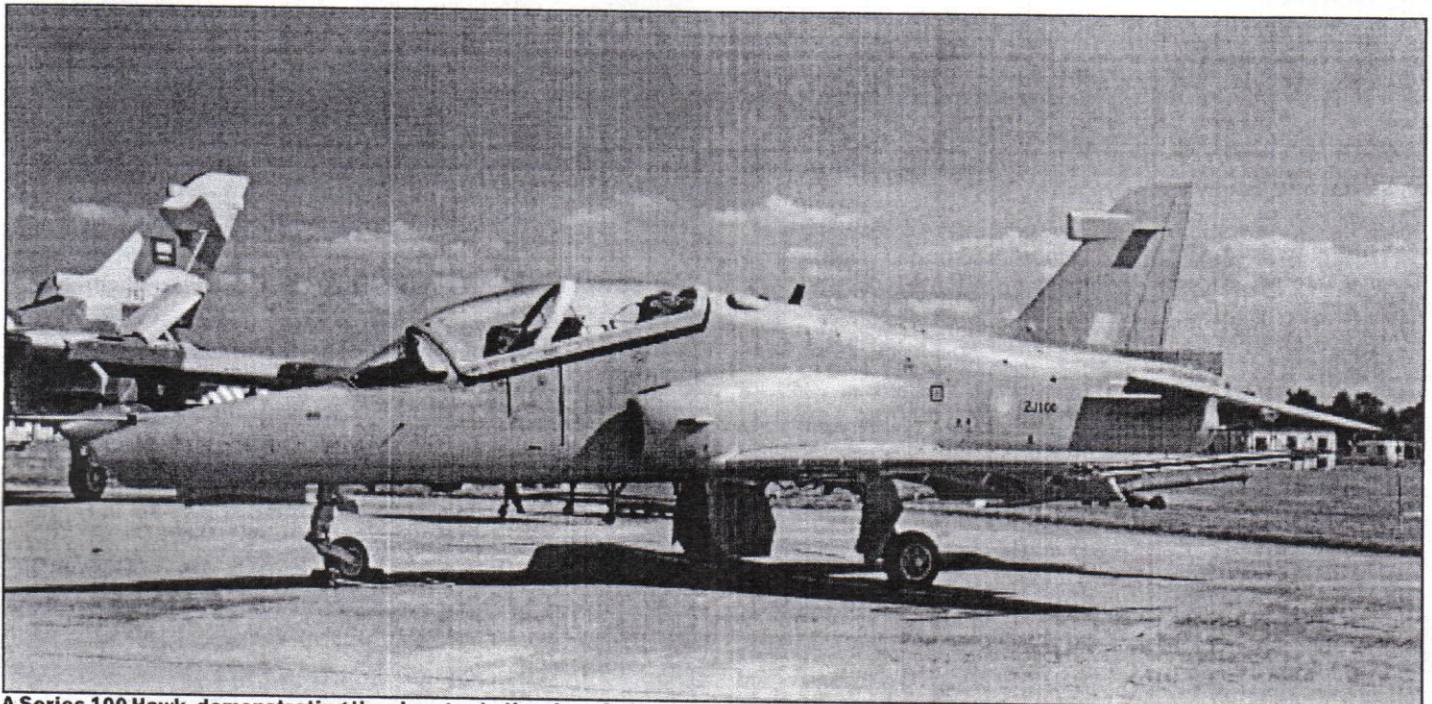
The wheel wells are too shallow at the inboard ends. Cutting away the roof section moulded to the lower wing section helps if you then replace the moulded detail. For perfect authenticity the wells should be further extended up into the plastic of the fuselage underside.

The landing gear is useable, but *Aeroclub* has already released a much more detailed set of white metal replacements.

The upper fuselage section behind the canopy with the ear-like auxiliary intakes is moulded as a separate piece to capture the reflex curves. The fit is good, requiring only a smear of filler to blend in and the panel lines are easily repaired.

I have not painted mine yet and already there is a plethora of available schemes. The *Airfix* decal sheet is very good, with full stencils. *Model Alliance* has released three sheets to choose from already, one for RAF and RN machines including the very colourful Boscombe Down ETPS bird and the all-black FRADU schemes. The others cover RAAF machines and a generic stencilling set. I think my first will be the ETPS scheme in the red, white, blue and grey but there will be more.

The kits retail in the UK for 10 pounds each; that equates to \$18 and as such is a real bargain here. Highly recommended; build a few.



A Series 100 Hawk, demonstrating the changes to the aircraft. Most noticeable are the new nose and additional fairing on the vertical fin. (Photo by Colin Norwood)

# DECEMBER MINUTES

At the December meeting, we held our annual gift exchange. It went a little something like this:

*Bandai* Gundam figure: Opened by Ben Wegin, stolen by Michael Hernandez, stolen by Ben Pada, stolen and taken home by Ben Wegin.

*Revell* 1:24 Corvette CR-8: Opened by Greg Lamb, stolen and taken home by Jim Priete.

*Czech Model* 1:48 A-18 *Shrike*: Opened by Steve Travis, stolen and taken home by Postoria Aguirre.

*Tamiya* 1:48 F4U-1 *Corsair*: Opened by Mike Meek, stolen by Ron Wergin, stolen and taken home by Greg Lamb.

*Fujimi* 1:48 Bf-109G: Opened by Randy Ray, stolen by John Carr, stolen by Ron Wergin, stolen and taken home by Ben Pada.

*Tamiya* 1:72 *Mosquito* Mk. VI: Opened by Vince Hutson, stolen by Laramie Wright, stolen by Brian Sakai, stolen and taken home by Randy Ray.

*Academy* 1:350 *Titanic*: Opened by John Carr, stolen and taken home by Ben Abbott.

1:48 *Hasegawa* Ju 87: Opened by John Heck, stolen by Keiko Wright, stolen and taken home by Frank Babbitt.

1:72 *Italeri* SM.79 *Sparviero*: Opened by Gabriel Lee, stolen by Ben Pada, stolen by Kent McClure, stolen and taken home by Postoria Aguirre.

*Bandai* Gundam figure: Opened by Ben Pada, stolen by Ben Wergin, stolen by Michael Hernandez, stolen and taken home by Ben Pada.

*Tamiya* 1:48 Fw 190A: Opened by Laramie Wright, stolen by Steve Travis, stolen by John Heck, stolen and taken home by Laramie Wright.

*Minicraft* 1:144 Lockheed *Electra*: Opened and taken home by Frank Babbitt.

*DML* 1:72 Messerschmitt P.1101: Opened and taken home by Terry Newbern.

*Academy* 1:144 B-1 *Lancer*: Opened by Brian Sakai, stolen and taken home by Andy Kellock.

*Italeri* 1:35 LAV Piranha: Opened and taken home by Brian Sakai.

*Polar Lights* Leroy Yarborough stock car: Opened by Gabriel Lee, stolen and taken home by Andy Kellock.

*Tamiya* 1:35 Hummer: Opened by Randy Ray, stolen and taken home by John Carr.

*Tamiya* 1:16 Motorcycle: Opened and taken home by Kent McClure.

*Hasegawa* 1:48 F4U-4 *Corsair*: Opened and taken home by Ben Abbott.

*Tamiya* 1:48 F-51 *Mustang*: Opened by Postoria Aguirre, stolen by Frank Babbitt, stolen by Ben Pada, stolen and taken home by Keiko Wright.

*Hasegawa* 1:48 *Typhoon*: Opened by Randy Ray, stolen by Ben Wergin, stolen by Laramie Wright, stolen and taken home by Eric McClure.

*Hasegawa* 1:72 *Mosquito* Mk. IV: Opened by Roy Sutherland, stolen by John Carr, stolen by Chris Bucholtz, stolen and taken home by Ben Wergin.

*Italeri* 1:72 EH-101 *Merlin*: Opened by Gabriel Lee, stolen and taken home by Bill Ferrante.

*Tamiya* 1:48 *Beaufighter*: Opened by Roy Sutherland, stolen by John Carr, stolen by Ben Wergin, stolen and taken home by Roy Sutherland.

*Hasegawa* 1:48 Bf 109G-6: Opened by Barry Bauer, stolen and taken home by Keiko Wright.

*Italeri* 1:72 EH-101 *Merlin*: Opened by Gabriel Lee, stolen and taken home by Bill Ferrante.

*Revell* 1:32 P-51B *Mustang*: Opened and taken home by Ionnis Papageorgakis.

*Tamiya* 1:16 Honda C8750F: Opened and taken home by Jim Priete.

*Heller* 1:24 Diablo VT: Opened by Gabriel Lee, stolen and taken home by Michael Hernandez.

*Revell* 1:24 1957 Chevrolet Bel Air: Opened by Terry Newbern, stolen and taken home by Ben Abbott.

*Revell* 1:24 1940 Ford: Opened and taken home by Ben Abbott.

*Italeri* 1:48 UH-1D *Huey*: Opened and taken home by Mike Meek.

*Hasegawa* 1:48 P-51D *Mustang*: Opened by Eric McClure, stolen and taken home by Greg Lamb.

*Hasegawa* 1:72 Ki-46 "Dinah": Opened by John Heck, stolen by Brian Sakai, stolen by Frank Babbitt, stolen and taken home by Brian Sakai.

*Trumpeter* 1:35 Type 59 tank: Opened by Kent McClure, stolen by Bill Abbott, stolen by Ron Wergin, stolen and taken home by Hubert Chan.

*Accurate Miniatures* 1:48 P-51A *Mustang*: Opened and taken home by Greg Plummer.

*Fujimi* 1:72 MiG-21: Opened by Greg Lamb, stolen and taken home by Chris Bucholtz.

Book *Allied Aces*: Opened by Postoria Aguirre, stolen by Greg Lamb, stolen and taken home by Mark Hernandez.

*Tamiya* 1:24 Zakspeed Capri Turbo: Opened and taken home by Vince Hutson.

*Hasegawa* 1:48 *Hurricane* Mk. I: Opened by John Heck, stolen by Ron Wergin, stolen and taken home by John Heck.

*Monogram* 1:48 F-86D *Sabre Dog*: Opened by Terry Newbern, stolen by John Heck, stolen by Scott Nagle, stolen and taken home by Mike Meek.

*Fujimi* 1:72 E-2A *Hawkeye*: Opened and taken home by Chris Bucholtz.

*Hasegawa* 1:72 ES-3A *Sea Shadow*: Opened and taken home by Hubert Chan.

*Testors* 1:24 Porsche Carrera: Opened and taken home by Dmitry Shapiro.

*Hasegawa* 1:72 A-37 *Dragonfly*: Opened and taken home by Steve Travis.

*Academy* 1:48 *Spitfire* XIV with *Kendall Model Company* Correction: Opened by Greg Plummer, stolen by Laramie Wright, stolen by Andy Kellock, stolen and taken home by Vince Hutson.

*Minicraft* 1:72 B-17C: Opened by Bill Abbott, stolen by Barry Bauer, stolen by Keiko Wright, stolen and taken home by Mark Schynert.

*DML* 1:35 M1 Abrams with Mine Plow: Opened by Randy Ray, stolen by John Carr, stolen by Randy Ray, stolen and

taken home by John Carr.

*Hasegawa 1:72 Mosquito Mk. VI*: Opened by John Heck, stolen and taken home by Laramie Wright.

*Revell 1:32 P-47D Thunderbolt*: Opened and taken home by John Heck.

*Revell 1:35 Biber bridgelay*: Opened by John Carr, stolen and taken home by Cliff Kranz.

*Tamiya 1:24 Mazda Miata*: Opened and taken home by Anita Travis.

*Revell 1:144 737* and *Daco 1:144 737*: Opened and taken home by Gabriel Lee.

*Minicraft 1:144 737*: Opened and taken home by Scott Nagle.

Book *Aircraft of the Spanish Civil War*: Opened and taken

home by Ben Abbott.

*Paola 1:72 Whirlwind Mk. I*: Opened by Brian Sakai, stolen by Jim Priete, stolen by Frank Babbott, stolen and taken home by Barry Bauer.

*Czech Model 1:48 Yak-15*: Opened by Brian Sakai, stolen and taken home by Postoria Aguirre.

*DML 1:72 He 219 Uhu*: Opened by Steve Travis, stolen by Randy Ray, stolen by Mark Schynert, stolen and taken home by Greg Plummer.

Book *20th Century Air Warfare*: Opened and taken home by Gabriel Lee.

*Monogram 1:48 F-84F Thunderjet*: Opened and taken home by Randy Ray.

## Special Hobby delivers a fine pair of D.H Hornets

By Chris Bucholtz

Although it was designed as a long-range fighter bomber specifically for the island-hopping campaign in the Pacific, the de Havilland *Hornet* arrived too late to see service in World War II. It also arrived at the very dawn of the jet age, which limited its future and kept its RAF service relatively short. But, with a top speed of 485 mph and range of 3000 miles, the *Hornet* was a remarkable performer by the standard of its peers.

The *Hornet's* family connection to the *Mosquito* is immediately evident. The wing shares the same placement of the cooling radiators inboard the nacelles and slightly ahead of the leading edge on the outside of the nacelles. The fuselage was of an all-wood monocoque design and even incorporated the same external reinforcement strip as the *Mosquito*. Two Merlin engines provided 4060 horsepower, and four 20mm cannon provided the hitting power. The wing was a composite, with the top surface made from wood and the bottom from metal, and the plane was smaller in all dimensions, with a crew of just one in the fighter versions (the *Sea Hornet* NF Mk. 21 had a crew of two). *Hornets* saw extensive combat action in Malaysia and Singapore.

The *Special Hobby* kits of the F. Mk. I and the F. Mk. 3/4 are very good examples of getting the most from a set of molds. The kits share a nearly-identical parts breakdown except for a few key features (and the presence of an unused tail hook), and it is very likely these parts will yield a *Sea Hornet* in the near future.

The kits feature injection-molded parts for the fuselage, wings, tail, nacelles, landing gear, propellers and cockpit structural parts. Resin bits include the wheels, exhaust stacks, tailwheel, cockpit detail parts and tailwheel bay. A photoetched fret provides the control panel, seat belts and anti-torque scissors. The clear parts include a one-piece canopy and windscreen and covers for the cameras, which are used only on the Mk. 4 variant.

Both kits' cockpits are 15-part affairs that provide plenty of detail. Some work could be done to add sidewall detail, but few kits provide as good a starting point as these do. The resin seat gets photoetched seatbelts; a resin control column and resin radio boxes go on a set of plastic cockpit floor sections, and the whole mess is fronted with a four-part plastic and photoetched control panel. This assembly is trapped inside

the fuselage halves.

A resin part provides the gun troughs below the nose. The wings assemble with a set of resin radiator faces in the inner leading edges. At this point, the differences in the kits appear; the Mk. 1 has a simple tail, while the Mk. 3 introduced a tail with a long dorsal extension. The Mk. 3/4 kit also includes two large drop tanks.

The surface detail is restrained and well done, although the surface itself is slightly rough. This could be a problem if the modeler opts for an aluminum-finished aircraft; on the other hand, these planes were painted with aluminum dope, so it may not be that big of an issue.

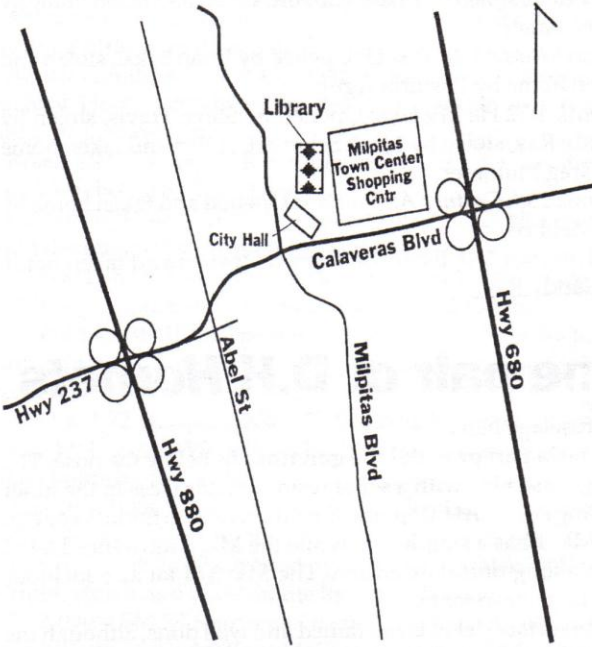
The nacelles thoughtfully include a forward bulkhead for the landing gear bays. Resin exhausts are inserted from the inside and a small prop shaft is added in the same way. The Mk. 1 had the short-span tail; the Mk. 3/4 has the long-span tail. External bomb hardpoints and rocket rails are included, although no ordnance is provided.

The landing gear is simple but realistic, and the resin wheels are a nice step up from what we usually see in short-run kits. The propellers have separate blades and it is important to keep track of them, since the two props spun in different directions and the propeller blades are not interchangeable.

The canopy is very clear and blemish-free. It will take some careful cutting to open it if the modeler wishes to display it in that position.

Decals in the Mk. 1 kit provide options for three aircraft: Mk. 1 PX 284 from 19 Squadron, Church Fenton in 1946, which has a gray fuselage with "petrol blue" undersides and blue spinners; Mk. 1 PX 232 of 65 Squadron at Linton-on-Ouse in 1946 in a similar scheme; and Mk. 1 PX 252 at Linton-on-Ouse in 1948 in overall aluminum with red spinners and red chevrons on the upper wings and fuselage, a very colorful scheme. The Mk. 3/4 kit includes markings for Mk. 4 WF975 of 45 Squadron at Butterworth, Malaysia in 1955 in dark green/dark sea gray over ocean gray camouflage and aluminum spinners; Mk. 3 PX 306 of 33 Squadron at Butterworth, Malaysia in 1955, in a similar scheme; and Mk. 3 PX 392 of 64 Squadron at Linton-in-Ouse in 1948 in aluminum with a yellow rear fuselage and yellow spinners. The decals are wonderfully printed and include some stencil detail.

For short-run kits *Special Hobby's Hornets* are very complete and look like fun projects for experienced builders.



Next meeting:  
**7:00 p.m.,**  
**Friday,**  
**January 16**  
**at the Milpitas Public**  
**Library**  
**40 N. Milpitas Blvd.**  
**For more information, call the**  
**editor at (408) 723-3995**

E-mail: bucholtzc@aol.com



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**Milpitas, CA 95036**



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