



Tamiya's 1/48 N1K1 Kyofu "Rex" float plane

By John Heck

Tamiya's N1K1 Kyofu/Rex is a fine kit of the first aircraft in a long line of one of the better Japanese fighter aircraft of the Second World War. What made the N1K1 somewhat unique is that it was developed first as a floatplane and later as a land-based plane.

I chose this kit as my next project because it looked to be a quick build. With no messy landing gear and a two-tone paint scheme I figured it would build up fairly quickly. While it took me quite a bit longer than expected due to my seemingly endless bumbling that I never seem to calculate into the time frame, I did manage to finish this kit in near record time. Of course, the deadline of a contest always helps me get things done more quickly.

I started construction with this kit just like all other aircraft kits – with the floats. I could have started with the cockpit but I didn't feel like painting anything. Instead I chose to do as much

assembly of large parts as possible before having to get bogged down in painting seat belts and knobs. The ever so thoughtful Tamiya provided a cylindrical weight that goes inside the nose of the main float to make sure the model does not rock backward when stored on the trolley, which is provided with the kit. Nice touch.

Very early in the build, I started to notice some things about this kit that were un-Tamiya like. Most parts needed some clean up of seam lines and the fit was less than perfect in some places. Don't get me wrong, this kit is very good and I would highly recommend it to anyone, but compared with what we expect from Tamiya lately, this model is more akin to Tamiya's earlier kits from the 1970's. As an example, the forward struts

that attach to the main float do so with a very pronounced, "handed" locating pin. Tamiya has made sure that there is only one way to attach this piece. I found that after gluing, the struts and the cross section of the main float attached to the struts to the float, the cross section was ever so slightly off center, causing me to have to do a bit of awkward sanding and filling. User error? No way! Well, probably not. Who knows? Additionally the halves of the outrigger floats caused a little step at the nose when assembled. This was solved with a little putty and a bit of sanding.



Tamiya's 1/48 N1K1 Kyofu is well engineered with great detail, inspite of its small number of parts, and is a quick build. The only additions to this model are a photo-etched seat and seat belts.

Next, I was able to assemble the fuselage halves since the cockpit is inserted from below. Additionally, I glued the upper wing half to the one-piece lower wing. The fit between these major components, once assembled, was so good that they would almost snap together. I could snap the fuselage, wings and main float together and I could fly the model around the house, taking extra care to annoy my wife as I buzzed by

her face.

The Tamiya-supplied seat was a stinker. It was very thick and the holes that most Japanese seats had were represented by dimples. I happened across an Eduard photo-etched set for the Tamiya N1K1 George that included a seat and belts. The George was just a Rex with wheels, so they should be the same, right? As usual, Eduard merely asks that you be a four-inch tall, origami master to use most of the parts of their sets. At 72 inches tall, I decided to disregard all of the Eduard cockpit parts with the exception of the seat. I would have used the Eduard instrument panel but the panel of the George was very different than the panel for the Rex. As it was, even the seat had a dozen parts and was too thick to fit in the space provided.

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EDITOR'S BRIEF

Where did the year go? It seems like it was only yesterday when I was in Mr. Stamps' fifth grade classroom figuring out how old I would be in the year 2000. That date came and went five years ago and now we are almost halfway through another decade. Sigh...

Enough about me getting old—the good news about a new year beginning is that the model contest season is beginning too. What better way to kick off a new season than with our own Kickoff Classic? I can't think of one, can you? Of course not. The Kickoff Classic will be held on February 13 at Napredak Hall in Milpitas. Doors open at 9 a.m. and registration closes at noon. You can read all about the show on the SVSM Web site at <http://svsm.org/kc2005.html>. Here you can also download a PDF file of the contest flier and view it in all its black and white glory.

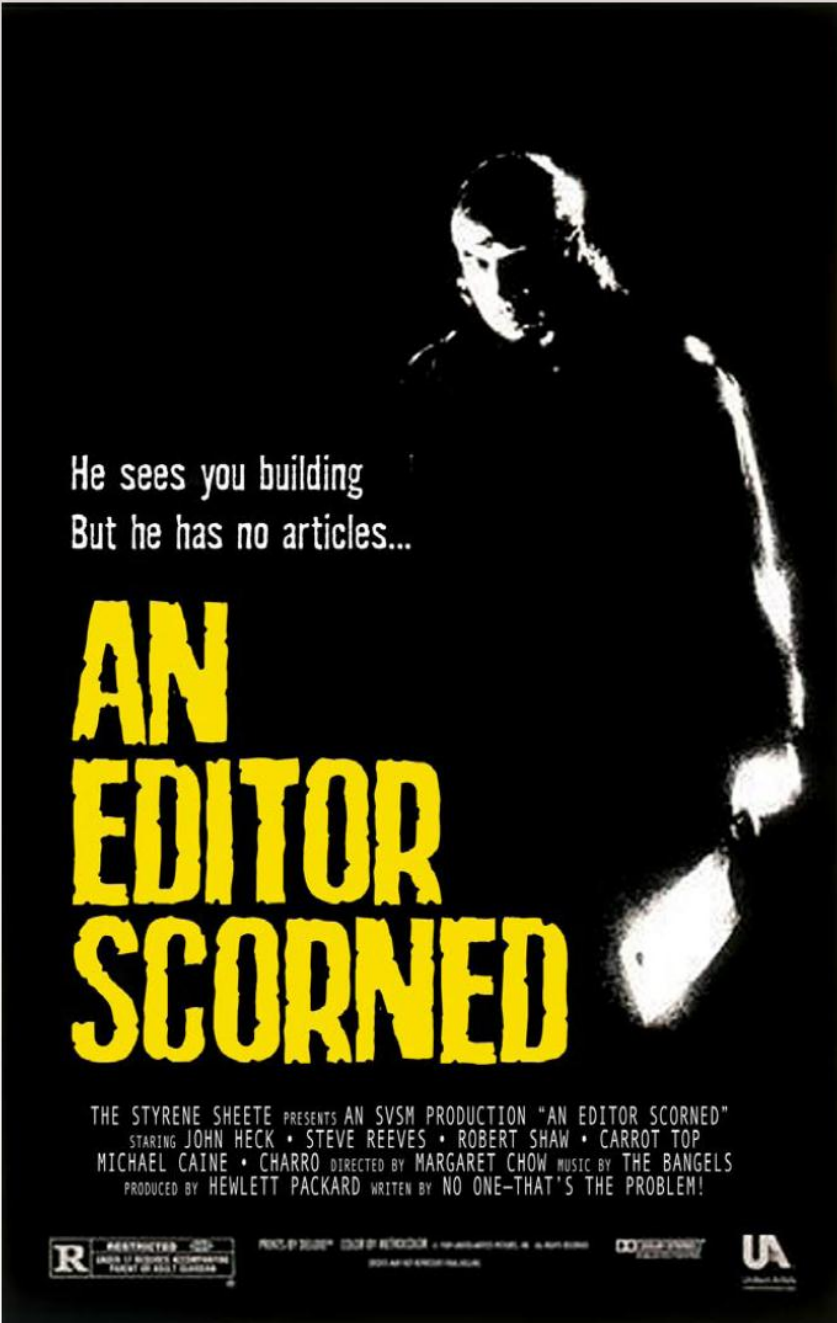
You have about three weeks to get all your modeling masterpieces finished. Even if your new builds are not masterpieces, I would suggest bringing them. Here's why—more models brought to the show fill the tables and fill the club coffers, but the more important reason is that people want to see your models. Don't be stingy with your work. The kit you think is no big deal might be utterly fascinating to someone else. Keeping your models at home is selfish. You don't want people to think you're selfish, do you?

Sharing your models is an important thing, but here is the real reason you want to bring your models. This is tippy-top secret so don't tell any one—you just might win. Really! Last year I brought six models because I wanted to help support the club and I ended up winning four trophies. Not bad considering I was expecting none.

Whether you enter a model or not, show up and have a look around. It's free to get in and there will be a lot of fantastic models on display. Don't forget to take a poke at the vendor tables and get that one do-da you don't really need but have been looking for a long time.

As you know we have a new SVSM Web site. I am pleased to report that there are now well over than 4300 images of club meetings, models shows, tanks, airplanes, artillery, ships, trucks and missiles in the SVSM Web site Gallery. More images are being added all the time. If you would like to contribute to the SVSM Web site Gallery please contact Vladimir Yakabov, Randy Ray or John Heck. They will be happy to get your images on line.

Lastly, I am sorry to say that I am in need of new articles



He sees you building
But he has no articles...

AN EDITOR SCORNED

THE STYRENE SHEETE PRESENTS AN SVSM PRODUCTION "AN EDITOR SCORNED"
STARRING JOHN HECK • STEVE REEVES • ROBERT SHAW • CARROT TOP
MICHAEL CAINE • CHARRO DIRECTED BY MARGARET CHOW MUSIC BY THE BANGELS
PRODUCED BY HEWLETT PACKARD WRITTEN BY NO ONE—THAT'S THE PROBLEM!

R RESTRICTED PARENTS STRONGLY CAUTIONED SOME MATERIAL MAY BE INAPPROPRIATE FOR CHILDREN UNDER 17
PENTON PUBLISHING COLOR BY RETROCOLOR A THUNDERBOLT FILMS, INC. PRODUCTION
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JANUARY 2005

for future issues of this fine newsletter. Seriously—as it stands, the February issue will be quite small if I don't write something myself, and I have nothing I have not written about already. Perhaps we could have an all F-104 issue next month since there seems to be a lot of us building F-104s right now. Whatever you've got—gimmie. You'll be glad you did.

- The Editor

January SVSM In-House Contest — "JUST JAPANESE"
Planes, Boats, Tanks, Cars, Bikes—if it's Japanese, bring it!

SUNDAY!
SUNDAY!
SUNDAY!

February 13, 2005



Spine CRUSHING

Model Action!

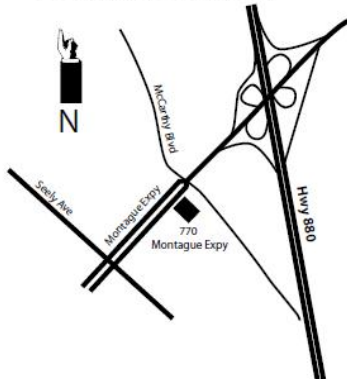
it's the 2005 S.V.S.M.

KICKOFF CLASSIC

— PLASTIC MODEL SHOW, CONTEST & MADNESS!

New **OUTRAGEOUS** Special Awards!

- Best Delta Subject (Valkyries, Daggers, etc)
- Best Heavenly Body (Constellation, Orion, etc.)
- Best Mythos Subject (Hercules, Vampire, etc.)
- Best VE or VJ 1945 subject
- Best Atomic Age Subject 1945-1965
- Best NASCAR subject.



www.svsm.org

This year's theme -

"V" is for Victory!

Theme Subjects Include:

- Subjects from 1945 (60th anniv. VE & VJ Day)
- V bomber aircraft (Vulcan, Victor, etc.)
- Warships named Victory, Victor, etc.,
 - McDonnell "Voodoo"
 - Plymouth "Valiant"
- V shaped subjects
- Vickers vehicles
- Vacuformed Kits
- Vultee aircraft

Napredak Hall
770 Montague Expwy.
San Jose, CA 95131

A Sherman primer and small scale survey

By Bill Abbott

There are a number of widely available small-scale M4 Medium (Sherman) Tank kits. Five of them are Revell's recent 1:72 M4A1/76; Italeri/ ESCI's 1:72 M4A1 (Late (43 degree) hull, 75mm turret); Airfix's ancient "Sherman II" (which appears to be a welded-hull M4 or M4A2/3/4, not an M4A1/ Sherman II); Fujimi's 1:76 M4A1; and Hasegawa's "M4A3E8", 76mm gun, HVS, in 1:76. Heller has a "Sherman" which I suspect is the Airfix kit alternately boxed.

What's all the mumbo-jumbo above mean? Well, with more than 49,000 produced in plants all over the USA and Canada, you certainly can't say, "A Sherman is a Sherman is a Sherman."

M4 Medium Tanks were produced by more than 10 different factories, with cast hull tops (M4A1), welded flat plate hull tops (M4, M4A2, M4A3, M4A4) and composite cast noses with flat plate top and side hull tops (M4, M4A3).

They were produced with Wright/Continental 9 cylinder radial airplane engines (M4, M4A1, M4A5); a pair of GM Diesels (M4A2); a purpose-built Ford V8 (M4A3); five Chrysler straight-6s in a star pattern ("Chrysler Multibank", M4A4); and experimentally with a radial diesel (M4A6), which was one engine too many and was stopped after 75 had been built, on the lengthened M4A4 hull.

They were produced with a short 75mm/M2 gun, a definitive long 75mm M3 gun, a 3" (76.2mm) AA gun converted to anti-tank use ("76mm"), and a 105mm Howitzer for indirect fire support.

The 76mm came with a new turret taken from the otherwise still-born T-23 Medium project, since the bulk and recoil of the 76mm could not be accommodated in the original 75mm turret. With the 76mm turret, (or perhaps also with the original 75mm turret in the case of M4A3s) the front armor slope of 60 degrees was reduced to 43 degrees, for both cast and welded hulls, to remove the vulnerable "dormers" that stuck out from the 60 degree face to accommodate direct vision slots (early only) and hatches and periscopes for the driver and assistant driver/gunner.

The driver and assistant driver/gunner's hatches were splayed out at an angle at that time too, to clear the larger turret, (except when the old one was fitted...).

The British also retrofitted their 17-pounder, a 3"/76.2mm anti-tank gun, to 75mm-armed M4s of several subtypes, producing "Firefly" or "Sherman Firefly" tanks for their own use. An armor box was added to the back of the 75mm's cast

turret to hold radio gear displaced by the recoil of the more powerful gun.

The original Sherman was conceived as a new upper hull and 360-degree-traverse-capable turret on the running gear of the M3 Medium, the "Lee"/"Grant". The M3 had the same 75mm M2 gun as the early M4 but the gun was mounted in a sponson at the right front corner, which at least got a 75mm gun into a production tank. The early M4s came with the M3's Vertical Volute Suspension where pairs of road wheels supported the vehicle via swing-arms which compressed vertically coiled springs. Later M4 VVS was beefed-up compared to the M3s original units, and moved the return roller from the top of the bogie to after it, in the direction the track

was going. Both rubber block and steel tracks were fielded for this suspension, with smooth and chevron-pattern treads. Later the Horizontal Volute Suspension (HVS) was produced, with the pairs of dual road wheels pivoting to compress a horizontal spring between them, something like the pushrod suspensions now popular for prototype sports



This M4A3 is equipped with the 76mm main gun. The hull is the welded/composite type and has the HVSS system.

and open wheel racing cars.

HVS came with wider track (23.01" vs. 16.5") and brought the footprint of the M4 down closer to that of the Soviet T-34 and German Pkw V Panther. The prototype for HVS was the M4E8, so Hasegawa call their M4A3/76 HVS "M4A3E8" but I am not sure this is correct. What I've learned from six references and multiple Web pages is that this is murky, murky, stuff; like model numbers and colors for airplanes but worse, because field improvisations were facilitated by the "standard interface" at the turret ring and bogie-bolt-pattern. Turrets were swapped in the field and either suspension type could be bolted to a hull of any vintage.

Also bolted on was the transmission/final-drive cover, which could be the three-piece bolted-together version from the M3 or a later one-piece cast item; and possibly a third version, also cast but with a sharp leading corner rather than the large, constant radius, of the earlier versions.

Another bolt-on feature was the gun mount; the 75mm main gun and co-axial .30 caliber machine gun being supported by an M34 mount which had a narrow mantlet plate that didn't cover the slot that the .30 fired through. The improved M34A1 mantlet was widened to cover the full width of the turret front, as were the mount for the 105mm howitzer and the new mount for the new turret containing the 76mm gun.

The majority of M4s (all versions) were made with



This M4A1 clearly show the rounded edges of the cast hull. The M4A1 was powered by the Continental nine-cylinder, gasoline radial engine.

internal racks for main gun ammunition in the sponsons on both sides, but these proved vulnerable to fire when the M4's armor was penetrated by later-war German anti-tank projectiles. Appliqué armor plates were welded over the ammunition racks on the outside of both sponsons, in two places on the right (starboard) side and one on the left (port or driver's) side; but this wasn't thick enough to do the job in 1944, as many photos of various Shermans with neat holes through the appliqué plates testify.

With the 43 degree front hull came "wet storage," where an anti-freeze and water mixture filled the (relocated) main gun ammunition racks. The theory being that fires caused by German shot damaging the racks would be extinguished by the antifreeze mixture. The suffix (W) indicates Wet storage in M4 nomenclature, thus, M4A3/76 (W). Wet storage wasn't completely successful since many crews carried extra main gun ammunition piled on the floor or in other places outside the racks. A more direct response to the fire danger was the provision of a second turret hatch for the Loader in the larger turret for the 76mm gun. Later 75mm turrets had a loader's hatch as well. This second hatch meant that the loader didn't have to wait for the commander and gunner to get out of the commander's hatch before trying to escape himself.

Appliqué armor was also added over the gunners (right, starboard) side of the original 75mm turret and in front of the hatches on the 60-degree sloped front for both cast and welded hulls.

History buffs will note that the Canadians built their own 360-degree turret version of the M3, the "Ram," which allocated the U.S. designation M4A5. None were used in combat, but hundreds were produced and used for training Canadian crews.

What this means for the modeler, not counting the Rams, is that two basic hull types, and a hybrid of them, with two different armor slopes, two different turrets designs, five different guns and two different suspensions. The M4A4's hull is longer than the rest because the Chrysler Multibank

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Sherman Variants

US Army Model	M4	M4A1	M4A2	M4A3	M4A4	M4A5/Ram	M4A6
(UK) Royal Army Name	Sherman I	Sherman II	Sherman III	Sherman IV	Sherman V	Sherman VI	Sherman VII
Operators	USA/UK	USA/UK	USMC/UK/USSR/Other	USA/UK	UK/Other	RCA	USA
Hull Top	Welded, Composite	Cast	Welded	Welded, Composite	Welded	Welded	Welded
Engine	Continental Radial 9 cyl Gasoline	Continental Radial 9 cyl Gasoline	GMC 2 X 6 cyl. Diesel	Ford V8 Gasoline	Chrysler Multibank 5X6 cyl Gasoline	Continental Radial 9 cyl. Gasoline	Caterpillar Radial 9 cyl. Diesel
Main Gun(s)	75mm M2/60 degree 75mm M3/60 degree 76mm/43 degree 105mm/60 degree 17 pdr/60 degree	75mm M2/60 degree 75mm M3/60 degree 75mm M3/43 degree 76mm/43 degree 17 pdr/60 degree	75mm M3/60 degree 76mm/43 degree 17 pdr/60 degree	75mm M3/60 degree 76mm/43 degree 105mm/60 degree 17 pdr/60 degree	75mm M3/60 degree 17 pdr/60 degree	75mm M3/60 degree	75mm M3/60 degree
Suspension	VVS, HVS	VVS, HVS	VVS, HVS	VVS, HVS	VVS	VVS	VVS
Main Gun Ammunition Storage	Dry w/ or w/o appliqué, Wet	Dry w/ or w/o appliqué, Wet	Dry w/ or w/o appliqué, Wet	Dry w/ or w/o appliqué, Wet	Dry w/ or w/o appliqué	Dry w/ or w/o appliqué	Dry w/ or w/o appliqué

Tamiya's 1/48 N1K1 Type 11 float plane

Continued from page 1

After eliminating a few pieces and some careful sanding of the cockpit parts, the seat barely fit. The thin photo-etched seat makes a world of difference in the cockpit. I have resolved to use photo-etched instead of kit parts and even resin in the future, when possible.

There was no putting it off any longer; it was time to paint the cockpit. As there were metal parts involved and I wanted to make sure my paint stuck, I sprayed the whole cockpit with primer. It seems to me that proper Japanese WWII cockpit color is more of an art than a science; I just added several drops of olive drab to a bottle of British Interior Green. It looked close enough for me. In hindsight, I might have added more olive drab or maybe some brown. I'm sure the Color Police have a representative en route to my house now.

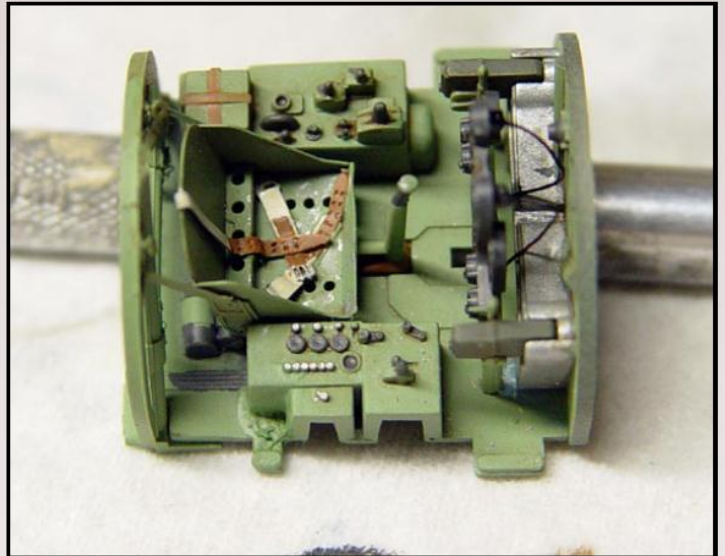
I followed the directions in part of Brett Green's new P-47 book by Osprey. I painted the whole cockpit black and then sprayed my homemade Japanese Interior Green at a constant angle with the hope that the black would leave a shadow in the areas the green did not reach. This was only marginally successful since a lot of my cockpit was already assembled and for this to be really effective, all the pieces need to be lying flat. As my mostly built-up cockpit was pretty much in three dimensions, it was hard to avoid filling in the shadows while painting all the places that needed to be painted.

I picked out the details with silver and black. The instrument cluster was painted RLM 66. The dials had no detail and the kit provided no instrument decal, as one would expect. I chose to paint the dials black and leave it at that. The instrument cluster sits pretty far forward and the back of some of the instruments were visible. I added a piece of copper wire to the back of those that I thought would be seen and painted it black.

Eduard provided both lap belts but only one shoulder harness, which I thought was kind of strange. I could not find anything to contradict this so I went with just the one. Later, I saw some build-ups of the same kit that used two shoulder harnesses so I added one more from another photo-etched set. Later I found out that these aircraft really did have only the one shoulder belt. I will store the second bet in the cockpit of this model until I build my Tamiya N1K1-J.

I sprayed the inside, cockpit area of the fuselage with the same Japanese Interior Green I had created, and added the few extra details offered by the kit. I then glued the cockpit tub into place with super glue. I did not want to take the chance that the liquid cement would run down the inside of the cockpit walls marring my finish so I used super glue gel to attach the cockpit tub at its four connecting points.

I then glued the wings to the fuselage, sealing the cockpit inside. There was a significant gap on both sides of the wing root. I solved this by running glue in the gaps and bending the wings up with a long piece of masking tape attached at each wing tip. Once dry, the wings had a very pronounced dihedral. It looked a little steep to me so I checked my references (actually Chris

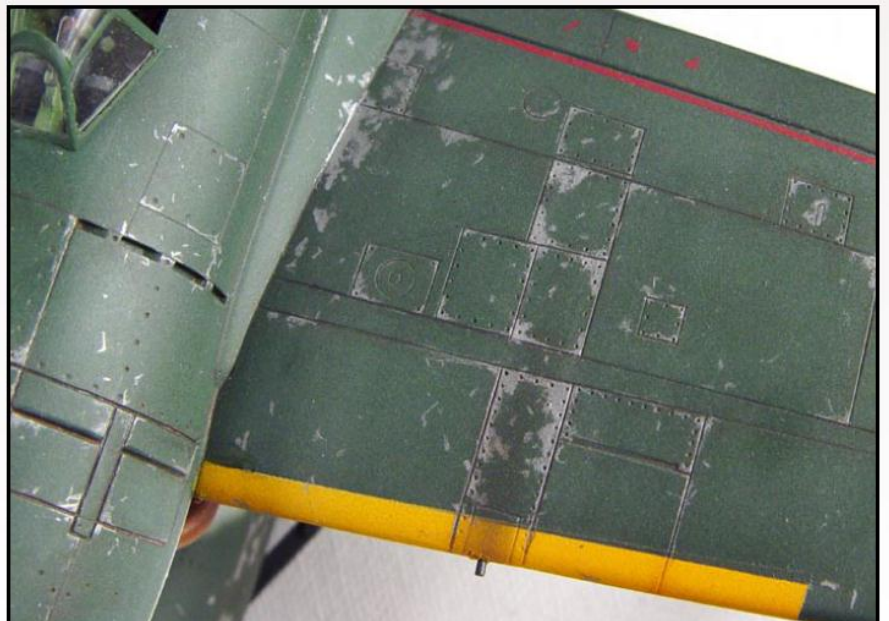


The cockpit color was John's best (half-hearted) guess. The Eduard photo-etched seat replaces the thick Tamiya seat.

Bucholtz's references, which I will never ever return) and the angle seemed to be correct. Lucky me.

I left the floats off at this time to keep painting as uncomplicated as possible. I had intended to leave off the tail but found that the fit was a little funky and thought it would be better to glue it now rather than try to clean up after I finished painting. I also glued on the engine cowl front, which did not fit too well. It seemed to be a little wide and left a minor step between it and the fuselage. I sanded this down as much as I could without obliterating the surrounding detail.

The opening at the front to the cowling is fairly tight and this combined with the large, funny shaped spinner, does not leave much of a view of the engine. I gave the engine minor attention when painting and made sure I did a better job of painting the



All paint chipping was done with a silver artist's pencil. This offers great control over the size and shape of the chipping as well as precise control of where the chips are placed.

inside of the cowling.

With all the major components in place and the fuselage sealed tight; it was time for the cockpit tub to break loose. It seems that using superglue to fasten two painted surfaces is a bad idea. To turn my baby rattle back into a model airplane I held the plane upside down and shook the cockpit into place as much as possible. I tacked the back edge of the cockpit to the edge of the fuselage with superglue. Then I drilled a hole in the bottom of the fuselage. I liberally applied glue to the end of a piece of sprue and shoved it through to push the cockpit into place. I applied more glue to the sprue where it met the fuselage. When all was dry, I snipped off the sprue and applied putty over the belly button. I then sanded it smooth. The operation was a success with the exception that the front of the cockpit tub did not fit snugly against the fuselage. I did my best to hide this with the gun site and canopy.

I thought I would try something else that I saw in Brett Green's book – preshading. I've always been one to post shade but I thought I would try something new. I sloppily sprayed black in the panel lines of the whole model. I then painted the model as normal using Pollyscale IJN Sky Grey and IJN Green with the intention that the black would show through. It did; too much in fact. Repeated coverings were required to knock the preshaded lines back to an acceptable amount. I then went back with a lightened version of the base color and sprayed random areas inside all of the panels. By the time I finished with all the different shades off paint and corrected all my mistakes, the preshading was completely covered up. I think I'll stick to post shading next time.

I painted the fuselage and floats separately. Once these parts were dry I gave the whole model a liberal coating of Future Floor Wax.

What I intended to do was paint the leading edge off the wings yellow and mask off the recognition stripes before painting the green and grey. I totally forgot. I masked off the entire plane



The propeller was painted with Alclad Aluminum and buffed with SNJ silver powder. The exhaust stains were built up from several passes of Tamiya Smoke.

and then painted the leading edges white and then covered the white with yellow mixed with a couple drops of red. Either my yellow was not orange enough or Tamiya made their decals the wrong color. As I would find out later, the tail number is much more orange than the paint I used for the recognition stripes. I assume they should be the same color. Oh well.

After letting the Future dry over night I began to apply the decals. On a previous Tamiya project, I found that the kit decals while a bit thick went on well and looked pretty good after another coat of Future and a flat coat. That was not the case with this kit. The decals for the N1K1 are as thick and pliable as boloney slices. Even after generous applications of SolveSet and several coats of Future, the decals look like stickers. Anticipating this, I used a set of AeroMaster Hinomarus that were graciously donated to me by Pete Long.

Because of my experience with the three-foot thick Tamiya decals, I slopped SolveSet onto the AeroMaster decals. This caused them to pucker up and they never laid down flat. I used masking tape to rip them up and applied a second set, but this time I used the much milder Micro Sol with much better results.

The color of the AeroMaster decals was not red but lighter and orangey, something I did not really pay attention to until after I painted the red band across the front of the main float. The true redness of the RML 23 really accented how un-red the hinomarus were. I found that a slightly lightened Gunze Shine Red was a good match for the AeroMaster color.

With the decals applied and dry, I made a wash of Windsor Newton burnt umber to accent the panel lines. I attempted to be precise when I applied it but there was quite a bit of slop. As this started to dry, I used a Q-Tip dipped in paint thinner to clean up the mess. Since the other paints I used were acrylic and covered with Future, the paint thinner did not harm my finish. I then sprayed the model with PollyScale Flat Clear.

Imperial Japanese aircraft are famous for having large amounts of chipped paint. Most of the pictures



Wing leading edges were painted Pollyscale Japan Deep Yellow which underscores the inaccurate color of the Tamiya tail number. AeroMaster Hinomarus were generously donated by Pete Long.

of Japanese planes that I have seen in this condition appear to be taken after the surrender. While all this heavy weathering can look cool, I figure that aircraft that were still in use would be better maintained, when possible. I therefore chose to keep the weathering to a minimum. For an aircraft that took off and landed in the water, I thought a minimum of weathering should be a fair amount.

I added quite a bit of paint chipping in the areas where people were likely to walk. To do this, I used a silver artist's pencil. To me, the pencil marks look way better than brushing on paint and have a lot more control than actually chipping off paint to show a silver undercoat. The pencil needs to be sharp or the marks start to look too soft at the edges.

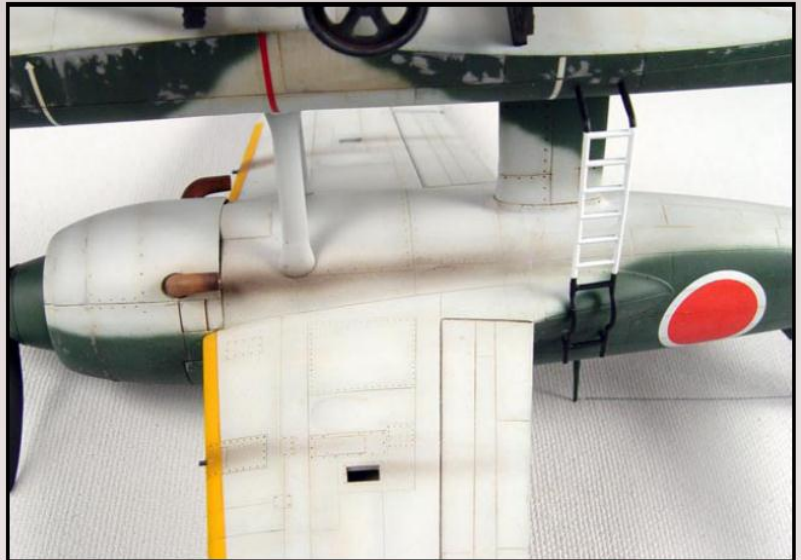
Next I used a sharpened mechanical pencil to accent some of the panel lines on "dirtier" parts of the plane and around control surfaces. I also used the pencil to lightly go over panel lines in decals.

I added more weathering to the main float than I did to the rest of the plane. I figure this is where the rubber meets the road, or water, or something. I made liberal use of a second wash of burnt umber on the panel lines and sopped a lot of it on the parts of the float that would spend a lot of time under water. When I went back over these areas with a thinner soaked Q-Tip, I tried not to mop up as much of the wash as I did on the fuselage and wings. I even used the Q-Tip like a brush to direct the streaking down the side of the float.

It turns out the best way to remove the marks from a silver artist's pencil is to use paint thinner. Because I did not seal the float with another coat of flat clear before I did my second wash, the silver marks loosened up and smeared slightly in the direction of my Q-Tip swipes. While I wish I hadn't done this, the effect was not too bad and even helped the weathered look.

I gave the float and plane a light coat of flat to knock back the sheen of the silver pencil and to protect it against any further clever weathering I might do in the future.

I attached the floats starting with the big middle one. The main spar fit very well but if you pushed the front two spars into position, it rocked the main spar forward creating a gap



Sit, lay, roll-over. The soft white underbelly was preshaded with black along the seam lines and then covered with IJN grey. Windsor Newton burnt umber oils were used as a wash.

at the rear of the join. I did my best to squeeze all points into position, but I still ended up with a crack in the back, and not just when I'm working on plumbing. I half-heartedly filled this with crazy glue and touched up the areas with my airbrush and more of the burnt umber wash.

The out rigger floats were a little sloppy with their fit to the wing, so I had to be careful to make sure the alignment was correct and symmetric between both floats. Once I got these attached, the Kyoshu was really starting to take shape.

The propeller was painted Tamiya gloss black and then dipped in Future. I then masked the back and sprayed Alclad II Aluminum on the front of the blades. After this set, I buffed the front with SnJ aluminum powder.

Next I needed to put thin red stripes at the tip of each propeller blade. Since I was too lazy to mask the propeller and paint them directly, I got the bright idea to paint a strip of white decal paper to match the red used elsewhere on the model. All I ended up doing was creating decals that would not stick and cracked to pieces. I ended up using the Tamiya decals for the propeller tips. Aside from being a much deeper red, these were just as thick as the decals provided for the rest of the model. I minimized the problem by trimming the decals as close to the red stripe as I could. Once they set in position, I slathered on MicroSol to melt them into place. The result was acceptable.

The supplied pitot tube was a little unconvincing so I built my own out of styrene rod and hypodermic tubing. The hypodermic tubing not only has a hole at the end, but being metal looks much better than any paint job I might have attempted. I set this aside because if I attached it, I knew within minutes I would not only snap it off but send it flying into the small black hole that follows me around when I am building models.

I painted the wing tip lights silver and again with Tamiya Clear Blue and Clear Red. I only assumed that the Japanese had the same system as the Americans and that the green light looked blue when not lit.

I attached the antenna post and attached an aerial made of two-pound fishing line. I drilled a small hole in the top of the rudder and attached the fishing line with



The kit's only problem area. John had a bit of trouble getting the float struts to fit properly. The cart is well detailed and consists of only a handful of parts.

superglue. I then used a file to saw a wedge into the antenna mast. I pulled the fishing line taught through the wedge in the mast and glued it there. Once dry, I filled the dent in the mast with more super glue and used a fresh number 11 blade to cut off the excess fishing line. I placed a dab of super glue on the aerial about an eighth of an inch from that mast and painted it white to simulate the porcelain insulator. I am quite sure that this is incorrect but it looks neat. Sue me. I added several more dots of super glue on the aerial next to the rudder and painted them silver to simulate the tensioner. I never know what color to actually paint aerials so I painted the aerial black.

I cut the glass part off the kit gun sight and replaced it with a tiny piece of clear styrene. I attached the gun sight to the inside of the cockpit. I then magically made the little clear piece I just attached disappear. Ta-da! I made another one and this time attached it with a little more glue.

I crossed my fingers and attached the pitot tube. I figured there was enough fragile stuff sticking out of the model already and I might as well attach it now.

I started masking the canopy by burnishing Tamiya tape onto the canopy and trimming it with a sharp knife at the frame edges. The problem is I can't cut in a straight line. I made a few delightful little cuts in the canopy windows so I ripped off the tape and dipped the parts in Future. Future can fix everything. They should send some to the Middle East.

I began masking again by framing the panes with thin strips of tape and filling the middles with small squares. This worked much better. The Tamiya canopies are very clear and very thin. Very, very thin.

As I was pressing the tape onto the windscreen, the piece cracked right up the center. Drat. Fortunately, I have a kit of the N1K1-Ja George that used the same canopy pieces. I masked this one and cracked it too. Pretty cool huh? Next time I will press some modeling clay into the piece to give it some support. Eventually I'll call Tamiya and get some replacement parts since I now have two kits with broken canopies.

I painted the canopies with the interior green and then the darker exterior green. Finally I gave them a squirt of flat clear. I guess I peeled up the tape too soon because I got jagged edges when I removed the masking. I cleaned it up as best I could with a toothpick and touched up the worst parts. I washed the canopy parts with soapy water and looked for blemishes. I painted the offending panes (all of them) with Future. When dry, I attached the canopy with white glue. A little extra Future on the windscreen did a reasonable job of hiding the crack I so lovingly placed there earlier. Remember what I said about Future?

The last part of the aircraft was the boarding ladder. I sprayed it white with Tamiya primer and then handpainted the top and bottom portions black. This got tacked onto the side to the plane with super glue.



John's N1K1 getting pummelled at the Antelope Valley model show in September 2004.

The last bit of business was the trolley that was used to pull the Rex from the water. The parts for this were few and well detailed. After assembly, I painted the trolley RLM 66 and painted the tires and pads black. I gave it a wash of raw umber and did a little dry brushing. I figured that the trolley got a bath each time it launched and recovered a plane – so it might stay relatively clean.

I could not imagine a case where I would not display the Rex on the trolley, so I decided to lightly tack the plane to the trolley with white glue. This will simplify displaying the model at shows and eliminating having to check for proper alignment each time I show the model. Should I ever decide to remove the trolley, a short soak in warm water will do the trick.

In spite of some very minor shortcomings, I really enjoyed this project. I haven't built a model of a Japanese aircraft since my Tamiya Ki-84 blew into the middle of El Camino.

Who'd of thought that a model of an airplane would have aerodynamic qualities? The N1K1 is a neat looking airplane and way up on its floats it somehow looks imposing and cute at the same time. Tamiya did a great job of engineering this kit to provide the most detail with a minimum of fuss.

More photos of this model can be seen on the SVSM Web site (<http://www.svsm.org/gallery.html>) in the Members' Models section.



In spite of being almost cute, the Kyofu is somehow imposing high up on its floats. The Kyofu evolved into the land based N1K2 George—one of Japan's best fighters of World War II.

John Heck has been building plastic models on and off since 1975. His interests include 1/48 scale WWII fighters, early jets and modern weird stuff. He has been a member of SVSM since 2003.

Clearing up the confusion about Shermans

Continued from page 5

and combining gears were too long for the standard M4-style hull. Of course many detail changes go from model to model and version to version -- air cleaners, exhausts, vents, some turrets having one hatch, some two, the hatches and vision arrangements evolving over the years. Later M4s had added armor welded over vulnerable spots, as noted above.

And there's the screw-propeller Duplex Drive (DD), double-armored Jumbo (M4A3E8), flail and roller mine-clearing specials and the M4 chassis used as the basis of several Tank Destroyer and Self Propelled Gun models. Besides armor plates, sand bags, wooden planks, wire mesh, concrete and large nails, points-out, were added in the

field to resist infantry hollow-charge weapons, mines with magnets to hold them to the hull/turret and so forth.

The M4 had a crew of five; driver on the left (port) side (following typical U.S. vehicle practice) with an assistant driver/gunner operating a .30-caliber machine gun in the hull front. From left to right, from inside facing forward, the loader, commander and gunner all worked in the turret, which featured power traverse with manual back-up. The gun and co-axial .30-caliber machine gun were in a gyro-stabilized mount (pitch only) that was intended to allow fire while moving. Some crews were enthusiastic, many disabled it. A .50-caliber machine gun was mounted at the commander's hatch, intended for protection from air-

craft. In practice this hard hitting weapon was used against unarmored surface targets and for "reconnaissance by fire" -- shooting into suspicious places to see what might happen.

An escape hatch was mounted in the floor and later turrets featured a gunner's hatch to allow rapid escape in the case of fires caused by enemy anti-tank weapons. The large, fixed, ammunition for the Firefly couldn't be accommodated in re-assuring amounts in the original racks and clips, so the co-driver/gunner was eliminated and with him, the hull machine gun; the space being used for main-gun ammunition.

Airfix's kit is the simplest, and likely the oldest, of the lot. It's in the 00 or 1/76 scale, and features fully enclosed sponsons, separate road wheels, VVS bogies and return rollers and brackets, an early style M4 (Welded) hull and 75mm turret. Not so nice are the headlights shown only as shapes in bas-relief, lack of track-guides

(horizontal ramps for the returning track to slide over), simplified hull machine gun and one-piece turret with hollow-underneath overhangs. It has no crew or interior detail. On the plus side, fit is generally good, only a little trimming of

the back of the engine compartment is needed to get the basic hull assembled. Tracks are soft vinyl. No external .50-caliber machine gun is provided.

The jewel of this collection is the 1:72 Italeri (ESCI) kit, M4A1 originally issued with soft vinyl tracks, but now said to contain both the soft vinyl tracks and solid tracks with individual segments to get around the curves in their path. This kit has a well detailed Continental 9 cylinder radial, a modest transmission and drive shaft, splendid surface

detail, separate tools, commander's and hull machine gun, a standing figure and all the modern conveniences. The only rub is that the hull is the later, 43 degree, version, without



An M4A2 with the 75mm gun. This machine has the welded hull as well as welded-on armor in front of the driver and co-driver's hatches. The M4A2 was powered by the GMC 2 X 6 cylinder diesel engine.



This M4A2 is equipped with the 76mm gun. It has the newer front hull that did away with the bulging hatches on the earlier hull. Additionally, the hatches were larger allowing the crew to get out more easily.

appliqué armor, thus “Wet,” but the turret is the original item for the 75mm gun. If wet storage M4A1s with 43 degree hulls and 75mm guns were built, they were very, very rare. Putting on the appliqué armor to make it a dry storage vehicle brings it into the realm of the documented, though still very rare. Taking the 76mm turret from the Revell kit and making a late model M4A1/76 (W), or finding an after-market resin 76mm turret is probably the best path to a commonly used tank from this kit.

At a guess, Fujimi’s M4A1/75 is the second oldest. It’s a much more complex kit; also 1:76 scale with a V8 engine (the prototype M4E7 was like this, but the V8 really belongs in an M4A3), hatches that can be open to show it off, drive shaft and transmission, detailed turret interior and crew figures without legs or hands! On the plus side, the hull assembles almost as easily as the Airfix kit but needs the top of the final-drive cover trimmed off and replaced with a different piece, which is supplied (maybe they reused their M3’s hull or pattern).

On the minus side, the turret is clearly too big, more like 1:72 than 1:76 scale. The interior bits need a bit of trimming, and there are two puzzles: There are raised bosses to align



The M4A6 had a welded hull and the 75mm gun and the VVS suspension.

the firewall but they seem to have been designed by someone who swapped the left and right sides. If you get the sides right, the bosses are up front with the driver and co-driver/gunner. There’s diamond-plate-pattern floor to go over the drive shaft and under the turret basket, but the bosses that might locate it horizontally are too high, and if it’s glued to them, the turret basket won’t fit. Tracks are soft vinyl.

Sherman Kits

Mfg.	Airfix	Italeri (ESCI)	Fujimi	Hasegawa	Revell (Matchbox)
Scale	1:76	1:72	1:76	1:76	1:72
Model	M4	M4A1	M4A1	M4A3E8	M4A1
Main Gun	75mm	75mm	75mm	76mm	76mm
Gun Mount	M34	M34A1	M34	M1	M1
Gun Clamp	—	Yes	—	Yes	Yes
Co-ax 0.30	Barrel	—	Barrel	—	—
0.50	—	Full w/ammo	Full w/ammo	Full	Full w/ammo
Hull 0.30	Barrel	Full	Barrel	Barrel	barrel
Slope, deg.	60	43	60	43	43
Trans. cover	3 piece, bolted	Rounded 1 piece	Rounded 1 piece	Rounded 1 piece	Rounded 1 piece
Suspension	VVS	VVS	VVS	HVS	VVS
Turret Hatches	1 Hatch	2, Oval loader’s	1 Hatch	2, Round loader’s	2, Round loader’s
Lights?	Bas relief	3 Head, 2 tail	2 head, 2 tail, headlights have separate guards	2 head, 2 tail	2 headlights
Tools	—	Separate	Bas relief	Bas Relief	—
Skirts	—	Skirts	—	Skirts	Skirts
Air cleaners	—	Square	—	Grille	Round
Hull Shelf	—	Yes	—	Yes	Yes
Engine	—	9 cyl. Radial	V8 (!)	—	—
Storage	—	Rolled tent/tarp	—	Large tent/tarp	—
Spares	—	2 wheels, 6 tracks	—	6 tracks	—
Figures	—	1 standing	1 standing, 1 sitting	2 standing	—
Other	Missing front fenders, tools	Firewall, diamond plate floor	Main gun breach, turret basket, driver and hull gunner’s seats. Aplique armor. Open sponson bottoms & sides	Towing hook	—
Tracks	Soft	Soft + hard	Soft	Soft	Hard



The M4A4 had a longer hull than other Shermans and the suspension is spaced further apart.

Appliqué armor is supplied for both sponson sides; but only one piece for each side, the shape of the driver's side piece. The other side needs two pieces of appliqué. Two turret appliqués are supplied, one for cheek, but only the gunner's (right or starboard) side of the turret needs it. The real problems with this kit, besides the oversize turret and the wrong engine, are that there's no bottom to the sponsons and the return guides and rollers have holes approximately the same size behind them in the sides. Something has to be cut to fit in six places behind the return guides and rollers, and the sponson bottoms will require simple rectangular fillers.

Hasegawa's 1:76 M4A3E8/76 comes with markings for post-war JSDF duty as well as USA markings, and is the only small scale injection kit with HVS. It's very simple, and comes with a 1/76 Jeep as well as the predictable soft, vinyl tracks. It has no internal details, and the hull hatches are molded shut. The hull is surprisingly long, not to scale, and the wheels look a little large. It comes with two standing crew figures.

Revell's 1:72 M4A1/76 (those cast hull curves are beguiling to model makers, apparently) is a workman-like effort with rigid tracks in single link and various lengths, nicer IMHO than soft vinyl. The tooling is ex-Matchbox. The later turret is correctly paired with the later hull, and there is no internal detail. A commander's

machine gun is provided, but no figures. The wheels look a little large, and are, oddly, the early, five spoke version.

Matchbox once made a 1/72 Firefly, now rare and expensive, it's on Ebay (\$20).

See the table for features and details of each kit. None of them comes with a towing cable, which every U.S. Sherman has rigged from the towing ring (also not present on any kit) on the driver's side of the hull and stowed back along the hull. No kit provides tool boxes, periscopes for the hatches or hull-front appliqué armor pieces. Happy Modeling!

Bill Abbott has been a member of SVSM since 1992 and has been building plastic models since his dad bought him a McDonnell Banshee in a plastic bag in 1961. He builds airliners, road racing cars, US Navy and RAF planes, as well as balsa and paper flying models. His son Benjamin often helps him with part cutting and assembly.

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

SVSM BOOK REVIEW

By Chris Bucholtz

U.S. Navy A-7 Corsair II Units of the Vietnam War
Osprey Combat Aircraft 48
By Norman Birzer and Peter Mersky
2004 Osprey Publishing Ltd.

This latest entry in Osprey's long-running series benefits from two things: one, the Corsair II's combat history over Vietnam was relatively short, spanning 1967 to 1973 and 20 squadrons, and second, one of the authors, Norm Birzer, was himself an A-7 pilot during the war.

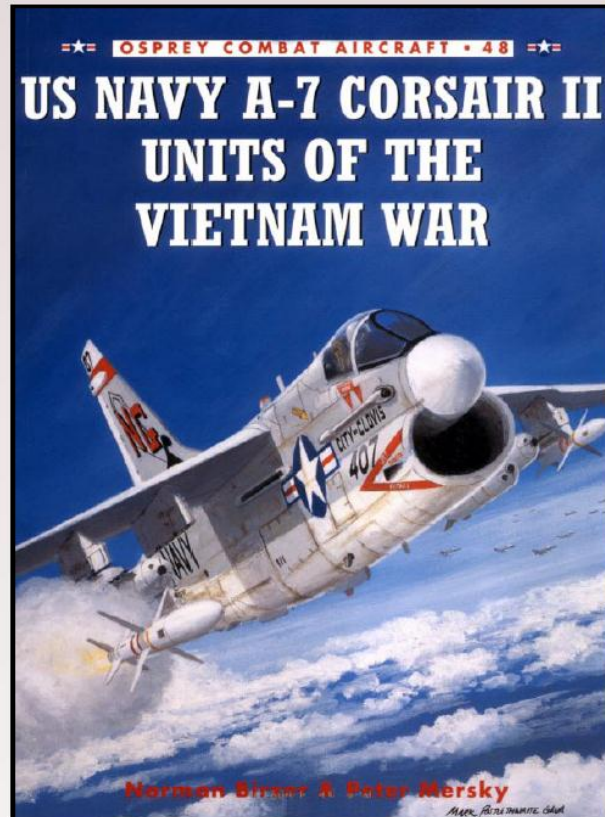
That compacted history allows the author breathing room that other authors of books like "USAAF B-26 Units in Europe" simply don't have. Instead of trying to cram mentions of dozens of significant units and missions into the 96 pages of the book, Birzer can dwell on important and memorable missions, making this perhaps the most enjoyable read of any of the books in the series.

Birzer's experience, while a boon in the later sections of the book, might explain why the pioneering first A-7A and A-7B cruises get a fairly cursory treatment. The arrival of the A-7E in 1969 gave the Navy a true pinpoint light attack aircraft, and the importance of its missions increased accordingly. The A-7 was commonly used for armed reconnaissance and suppression of enemy air defense missions, but it also should be known as the aircraft that dropped the tenaciously un-droppable Thanh Hoa Bridge in 1972. The book also documents the mining of Haiphong Harbor, accomplished largely at night by low-flying A-7s.

What the Corsair II really excelled at, however, was getting to a target with a large amount of ordnance and a large amount of fuel. Forward Air Controllers (FACs) loved the A-7 because of its firepower and long legs. Birzer includes a transcript of one FAC-controlled mission that illustrates how useful the A-7 was in the traditional close air-support mission.

The A-7 was not unhittable, however, and the book deals with several shootdowns and rescue attempts in detail. Most engrossing is the odyssey of Lt. Jim Lloyd of VA-105, whose A-7 was struck by a SA-2 over central North Vietnam. Only Lloyd's quick wits and cool and the determination of an SAR Sea King crew brought him out of the situation alive.

For the modeler, the book provides a wealth of ideas in terms of load-outs. Mixtures of AGM-45 Shrikes, Rockeye cluster bombs, 2.75-inch rocket pods and Mk. 80-series iron bombs are visible in the photos, but the text also makes clear what was on the airplanes on certain missions, just as you might expect a former attack pilot to include! The usual selection of profiles includes many of the aircraft described in the text, and four pages of



color photos augment the profile section. The other photos selected for the black-and-white section of the book are well-chosen and give a good overview of the A-7's usage. The book is topped off by three useful appendices (deployments, combat losses and operational losses) and 1:72 three-view drawings.

This is an outstanding book, covering a lot of ground in a short number of pages. If there's one complaint, it's that the book isn't longer.



The STYRENE SHEET

is now on line.

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DECEMBER MINUTES

Here are the results of our gift exchange. Post-exchange trades, free-agent signings and waiver wire transactions are not reflected.

Revell 1:28 Fokker Dr.I Triplane: Opened by Vince Hutson, stolen by Kris Balderama and stolen and taken home by Dave Balderrama.

Zvesda 1:35 M3 White Scout Car: Opened and taken home by Laramie Wright.

Aoshima 1:24 RX-7 "Savannah": Opened by Eric McClure, stolen by Don Savage, stolen and taken home by Bill Bauer.

Kitech 1:48 F-111C: Opened and taken home by Kirk Kirkpatrick.

Revell 1:48 AV-8B Harrier: Opened and taken home by Greg Plummer.

DML 1:72 P-38M Night Lightning: Opened and taken home by Mark Schynert.

Revell 1:72 Fokker DR.I and Fokker D.VII: Opened by Vladimir Yakubov, stolen and taken home by Ben Abbott.

Tamiya 1:700 IJN Mogami and IJN Nagara: Opened and taken home by Vladimir Yakubov.

Book Encyclopedia of 20th Century Combat Aircraft: Opened and taken home by Randy Ray.

Revell 1:72 Breguet Atlantic: Opened by Brian Sakai, stolen by John Heck, stolen by Frank Beltran, stolen and taken home by Brian Sakai.

Tamiya 1:72 N1K1-J Shiden: Opened by Greg Lamb, stolen by Chris Bucholtz, stolen by Brian Sakai, stolen and taken home by Chris Bucholtz.

Hasegawa 1:72 EF-111 Raven: Opened by Ken Miller, stolen by Chris Bucholtz, stolen by Ken Miller, stolen and taken home by Chris Bucholtz.

Italeri JAS-39 Gripen: Opened by Rency Pesigan, stolen by Eric McClure, stolen by Chris Bucholtz, stolen and taken home by Gabriel Lee.

Eduard 1:48 Albatros D.V: Opened by Richard Linder, stolen by Ben Pada, stolen by Brian Sakai, stolen and taken home by Greg Lamb.

Book: MiG-21 Walkaround: Opened by Greg Plummer, stolen by Chris Bucholtz, stolen by Bill Ferrante, stolen and taken home by Ben Pada.

Monogram 1:48 F-106 Delta Dagger: Opened by Frank Beltran, stolen by John Heck, stolen and taken home by Ben Wergin.

Accurate Miniatures 1:48 TBF-1C Avenger: Opened by Laramie Wright, stolen by Greg Plummer, stolen by Ben Pada, stolen and taken home by Laramie Wright.

Tamoya 1:35 Merkava: Opened by Ben Pada, stolen by Chris Hughes, stolen by Ben Pada, stolen and taken home by Chris

Hughes.

Roden 1:48 OV-1 Mohawk: Opened by Laramie Wright, stolen by Kent McClure, stolen by Frank Beltran, stolen and taken home by Frank Babbitt.

Tamiya 1:72 P-47D Thunderbolt: Opened by Greg Plummer, stolen by Mark Schynert, stolen by Chris Bucholtz, stolen and taken home by Frank Babbitt.

Hasegawa 1:48 F-104 Starfighter: Opened by Postoria Aguirre, stolen by Frank Beltran, stolen by Greg Plummer, stolen and taken home by Keiko Wright.

Tamiya 1:48 F-117: Opened by Postoria Aguirre, stolen by Frank Beltran, stolen by Ben Pada, stolen and taken home by Ben Abbott.

Wings 48 1:48 Yak-38: Opened and taken home by John Heck.

Italeri 1:48 U-2R: Opened and taken home by Ben Wergin.

Tamiya 1:48 Fw 190D-9: Opened by Vince Hutson, stolen and taken home by John Heck.

Academy 1:144 C-54: Opened by Gabriel Lee, stolen by Ken Miller, stolen and taken home by Bill Ferrante.

Academy 1:144 C-97 and C-118: Opened by Anita Travis, stolen by Ken Miller, stolen and taken home by Frank Beltran.

AMT 1:72 F-16: Opened and taken home by Vince Hutson.

Revell 1:24 BMW Z8 and Chevy SSR: Opened and taken home by Bill Abbott.

Academy 1:48 P-26 Peashooter: Opened by Greg Plummer, stolen by Ben Wergin, stolen by Eric McClure, stolen and taken home by Brian Sakai.

Dragon 1:35 M1A1 Abrams with Mine Plow: Opened by Frank Beltran, stolen by Kirk Kirkpatrick, stolen by Frank Beltran, stolen and taken home by Kirk Kirkpatrick.

Tamiya 1:48 Spitfire Mk. I: Opened by Greg Plummer, stolen by Greg Lamb, stolen by Laramie Wright, stolen and taken home by Greg Lamb.

Tamiya 1:35 M3 Bradley: Opened by Chris Hughes, stolen by Ron Wergin, stolen by Chris Hughes, stolen and taken home by Ron Wergin.

Academy 1:72 F-8E Crusader: Opened by Ron Wergin, stolen by Greg Plummer, stolen by Ben Pada, stolen and taken home by Kent McClure.

Testors 1:72 T-6 Texan and \$15 cash: Opened and taken home by Richard Linder.

Monogram 1:48 F-84E Thunderjet: Opened and taken home by Ben Pada.

Revell 1:48 F-14 Tomcat: Opened and taken home by John Hayes.



President Bucholtz attempts to divinely peruse the contents of the cloaked gifts.



P.A. bravely opens a mystery gift.

Monogram 1:48 F-84E Thunderjet: Opened by Bill Bauer, stolen and taken home by Mike Meek.

Hasegawa 1:72 F-16N: Opened and taken home by Shervin Shembayati.

Dragon 1:72 Stug, Tiger and M1A1: Opened by Gabriel Lee, stolen by Eric McClure, stolen and taken home by Jim Priete.

Tamiya 1:24 Ford Zakspeed Capri: Opened and taken home by Rency Pesigan.

Hasegawa 1:48 Bf 109G: Opened by Gabriel Lee, stolen by Ben Pada, stolen by Jim Priete, stolen and taken home by Laramie Wright.

Hasegawa 1:48 Ar 234: Opened by Vince Hutson, stolen by Dave Balderrama, stolen by Brian Sakai, stolen and taken home by Kris Balderrama.

Trumpeter 1:72 LCM-3: Opened by Chris Bucholtz, stolen by Richard Linder, stolen by Ron Wergin, stolen and taken home by Kent McClure.

Tauro 1:72 F-86K Sabre: Opened by Greg Plummer, stolen by Frank Babbitt, stolen by Mark Schynert, stolen and taken home by Postoria Aguirre.

Lifelike Visible Horse (Gag gift): Opened by Laramie Wright, stolen by Richard Linder, stolen and taken home by Ben Abbott.

Monogram 1:72 P-51B and 1:72 F7F-3: Opened and taken home by Vladimir Yakubov.

Hasegawa 1:48 Spitfire Mk. VII: Opened by Eric McClure, stolen by Frank Beltran, stolen by Laramie Wright, stolen and taken home by Frank Beltran.

Tamiya Honda NSR 500: Opened by Gabriel Lee, stolen by Bill Bauer, stolen by Greg Plummer, stolen and taken home by Mike Meek.

Dragon 1:700 U.S.S. Tarawa: Opened by Brian Sakai, stolen and taken home by John Carr.

Monogram 1:48 F-86D Sabre Dog: Opened by Frank Beltran, stolen by Kent McClure, stolen and taken home by Frank Beltran.

Revell 1:48 Bf 110: Opened by Postoria Aguirre, stolen and taken home by Mark Schynert.

Mirage 1:35 C7P "Klara": Opened by Bill Ferrante, stolen by Kirk Kirkpatrick, stolen by Frank Beltran, stolen and taken home by Ron Wergin.

Hasegawa 1:72 F-16D and book X Planes at Edwards: Opened by Vladimir Yakubov, stolen by Dave Balderrama, stolen by Chris Bucholtz, stolen and taken home by Frank Beltran.

Tamiya 1:72 F4U-1D Corsair: Opened by Chris Bucholtz, stolen by Mark Schynert, stolen by Chris Bucholtz, stolen and taken home by Chris Bucholtz.

Book: Flying Aces: Opened by Chris Bucholtz, stolen by Randy Ray, stolen and taken home by Vince Hutson.

AMT 1:25 Pontiac GTO: Opened by Don Savage, stolen by Eric McClure, stolen by Anita Travis, stolen and taken home by Eric McClure.

Tamiya 1:24 Volkswagen Bug and Revell 1:24 1940 Ford: Opened by Kirk Kirkpatrick, stolen by Ken Miller, stolen and taken home by Don Savage.

Monogram 1:48 F-104 Shooting Star: Opened and taken home

by Steve Travis.

Tamiya 1:48 Fw 190D-9: Opened by Greg Plummer, stolen by Laramie Wright, stolen by John Heck, stolen and taken home by Greg Plummer.

Book: Spitfire, the Flying Legend: Opened and taken home by Richard Linder.

Italeri 1:35 Marine Corps M4 Sherman: Opened by Ron Wergin, stolen by Kirk Kirkpatrick, stolen by Eric McClure, stolen and taken home by Thom Ivansco.

Three Aviation Usk 1:72 I-15s: Opened and taken home by Richard Linder.

Tamiya 1:48 Bf 109E-4 Trop: Opened by Gabriel Lee, stolen by Greg Plummer, stolen by Greg Lamb, stolen and taken home by John Heck.

Dragon 1:35 Panzer I Ausf B: Opened and taken home by Randy Ray.

Huma 1:72 DFS 346: Opened by Greg Lamb, stolen and taken home by Ron Wergin.

Bandai Gundam Segue: Opened by Ron Wergin, stolen by Kris Balderrama, stolen by Ron Wergin, stolen and taken home by Ben Abbott.

Academy 1:72 P-38J Lighting: Opened by Ron Wergin, stolen by Ben Pada, stolen by Eric McClure, stolen and taken home by Jim Priete.



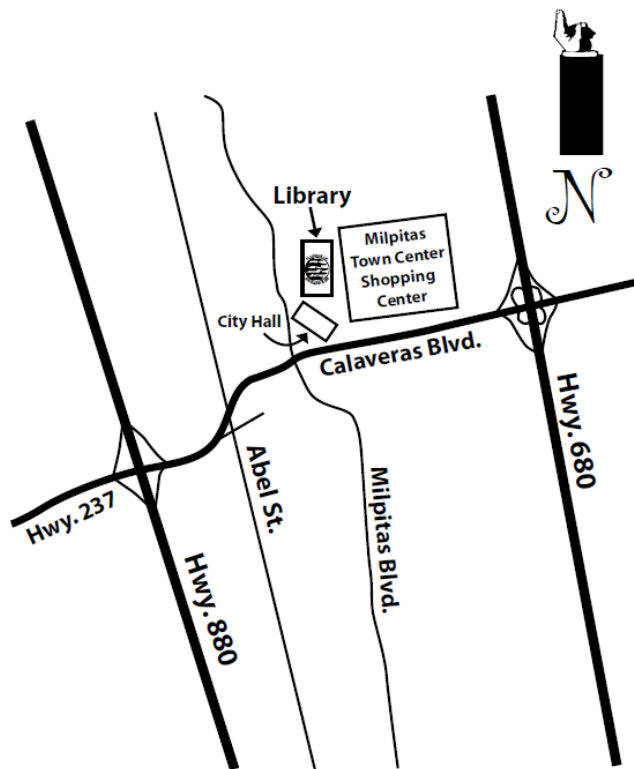
Greg Plummer is once again forced to give up a model.

CONTEST CALENDAR

Saturday, January 29: **NNL West** presents the **14th NNL Western Nationals** at the Santa Clara Convention Center, Santa Clara, California. For more information, visit their Website at <http://www.nnlwest.org/> or contact Steve Hinson at modelcarguy2003@yahoo.com.

February 13, 2005: **Silicon Valley Scale Models** host the **Kickoff Classic** at Napredak Hall, 770 Montague Expwy., San Jose, CA 95131. For more information, contact Chris Bucholtz at BucholtzC@aol.com.

March 11 & 12, 2005: **Southern California Area Historical Miniature Society (SCAHMS)** present their **2005 SCAHMS California Show** at the The Doubletree Hotel, 100 The City Drive, Orange, CA 92868. For more information visit the SCAHMS web site at <http://home1.gte.net/sulla1/index.htm>.



Next meeting:
**7:00 p.m.,
Friday,
January, 21**
at the
Milpitas Public Library
40 N. Milpitas Blvd.
For more information, call the
editor at **(408) 307-0672**
email: editor@svsm.org



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If your renewal date is in red, it's time to pay your dues!