



THE STYRENE SHEET



Vol. 38, No. 4

www.svsm.org

July 2004

Modeling the RB-51 Red Baron air racer

By Mike Meek

Many different configurations for successful unlimited air racers have been tried, some were successful, some failed. The Griffon powered Red Baron was truly spectacular. It was so different from a stock Mustang that it was redesignated the RB-51.

There was something about those counter-rotating propellers that was just totally cool. Nicknamed "mix master" and "baloney slicer," those prop blades really thrash. The sound of the Griffon engine was also different than that of a Merlin. In 1979, my girlfriend Dianne and I went down to Chino for their air show. We met up with a gentleman who was displaying his A-26K. We got to go behind the ropes and I got to look the RB-51 over. That's when I got

a photograph of Steve Hinton taxiing the Red Baron. It was also the only time I saw the Red Baron fly since it was destroyed that September at the Reno Air Races. Though badly hurt, Hinton would recover to race and win again. Dianne had a great time as she got a ride in the Invader to Mojave. She wasn't too impressed with the oil leaks and that some of the instruments were literally on the floor!

Two things happened that allowed me to do this project.

First was the 1/72 scale Red Baron model by High Planes that were the source for the decals. Then, I was fortunate to find a fellow club member who bumped the decals up to 1/48 scale and printed them on his Alps printer. For reference material I used three different sets of drawings from Repla-Tech, Taichiro Yamashita and Racing Plane Data. Of course, I used some pictures as well from Air Classics, and a beautiful color

shot taken from above in a Koko-Fan Special on air racing. The Raceplane Tech series, "Griffon-Powered Mustangs" was also put to great use. For first-hand information I turned to my friend Tony Corbo, whose aircraft refinishing shop painted many of the racers to come out of Chino in the 70's and 80's, including the Red Baron.

Tamiya was the donor kit for this build.

Starting with the fuselage, I got rid of all the cockpit detail on the inside and glued the halves together. Using the kits panel lines as a guide, I cut out the cockpit section. I used basswood to carve patterns for a replacement piece as well as the canopy/turtledeck section which I vac-u-formed on my trusty Mattel machine. True Details supplied the cockpit, but I replaced the seat with an Ultra Cast part. After fitting the

Continued on page 8



The Griffon engine powered Red Baron started life as a plain old P-51. After its dramatic modification into an airplane so different from the original, it was given the new designation of "RB-51" (RB for "Red Baron"). Mike's 1/48 scale model similarly began life as a plain old Tamiya P-51 Mustang.

EDITOR'S BRIEF

Welcome to the Official 2004 IPMS/USA Nationals Special Edition of the SVSM Styrene Sheet, or O2K4IPMSUSA-SESVSMSS for short. All other 2K4IPMSUSA-SESVSMSSs are bootlegs. To make our club seem larger and more intimidating than it really is, much the way a bullfrog will blow air into its throat and arch its back, we have added four more pages of creamy modeling goodness to this issue for all the fine folks who are reading this at Nationals. It actually feels heavier in your hands, doesn't it?

Why am I able to have so much spine tingling content in a single issue? Simple. Over the past few months I have received a steady flow of articles for the *Styrene Sheet* and new submissions continue to arrive in my e-mail. Having so many great articles on hand really makes producing the *Styrene Sheet* much easier.

While not having to beg for last minute content is great, it can cause delays in publishing some of your articles. Rest assured this has nothing to do with the quality of your writing. I tend to include the articles in the order they are received, but if I already have an airplane story I will try to also include an armor or automotive story that may be more recent. Also, if I need to fill only a couple of pages, I will find something short.

A couple of you have requested information on how to submit an article to the *Styrene Sheet*. The correct answer is – any way you like! This newsletter depends entirely on the generosity of those who choose to contribute. Writing an article is a lot of work. For some, writing is second nature and possibly enjoyable; but for most of us, I suspect, it's a bit more painful. In light of the time and effort involved, any format for submissions is welcome and appreciated. E-mailed, typed or handwritten stories all work. Whatever is easiest for you.

That said, however, there is a hierarchy of preferred formats for article submission. Ideally, the text should be e-mailed to me in an attachment or pasted straight into the e-mail body. A file delivered on a floppy or CD works just as well. If for some reason you do your writing on something other than a computer, maybe on some sort of diesel powered typewriter thingy or something, a printed or typed copy of the text will work also. If you are only able to give me a handwritten copy of your treatise, don't be shy; I will have my secretarial pool (me) whip it into shape. If I have a hard time reading something, I will just make it up or, perhaps, call you.

Photographs are slightly different – size matters. Graphical elements, including line drawings and photos, work best when they meet certain specs. Specifically, for the file to be print ready, it must be a digital image with a resolution of height x width x 300 pixels per inch. This means that if the image were to be 4 inches by 3 inches, the file size would then be 1200 by 900 pixels. The easiest way to meet these specs is to hand the image to me. I will make sure it gets the proper treatment. I will then return it to you, perhaps without dog-eared corners and coffee cup stains. For those of you who have digital cameras or the ability to scan your images, please send me the raw images if you can. Neither of us knows how the image will be used in the newsletter so an unaltered uncropped image would be best. I can accept large file sized via e-mail but if you have a problem sending the files, you can burn them to a CD.

If for some strange reason you have a vector image you want to include, send it to me as vector without rasterizing. This will allow me to choose the size to be displayed in the *Styrene Sheet* and the file size will be much smaller.

If you have a model and no way to photograph it, please call or e-mail me and we can arrange a time and place for me to photograph it. Ideally, I can bring my photo junk to the next SVSM meeting.

When possible, it is nice to include an image of the inspiration for your model. Say, if you do some sort of silly cannon armed Mosquito, for instance (insane, I know), to have a photo or two of the actual aircraft is a plus.

With all submissions, please make sure I have your e-mail or phone number so I can reach you should I need to.

After all this blathering, I have to say that everything I have received so far has been great. I have no complaints about the articles that you all have submitted. This information is for those of you who care to know the details. If you have any questions, don't hesitate to call me. My goal is to make writing articles for the newsletter as easy as possible.

On an unrelated but more important subject, our president, Chris Bucholtz married Elizabeth Driver on June 19. Congratulations to Chris and Elizabeth. Because of the Presidential Nuptials, neither Chris nor I were able to attend the last SVSM meeting, so I would like to thank Jim Priete for "volunteering" to take the minutes at last month's meeting.

-The Editor



The STYRENE SHEET

is now on line.

WHY?

...*Fabulous Color!*

Go to www.svsm.org to download the June color newsletter.

August 4 - 7, 2004
Phoenix, Arizona
Civic Plaza Convention Center

IPMS/USA Model Contest
40,000 sq. ft. Vendor Room
Judges' Clinic
Modeling Seminars
Display-Only Tables
Chapter Displays
Spouses' Lounge
Family Activities

Hyatt Regency Hotel
122 North Second Street
Phoenix, Arizona 85004
1-800-633-7313
(Mention "IPMS Convention"
to get our \$89 rate!)



Contest Special Theme Categories

- "Grand Canyon State" award for best Arizona-related subject
- "Pat Fowler" award for best Cold War (1945-1989) subject
- "Dry Heat" award for best rust/oxidized finish
- "Checkered Flag" award for best real racing vehicle

Tours

- Davis Monthan AFB aircraft storage facility and Pima Air & Space Museum in Tucson
- Penske Racing Museum & Grand Touring Cars Museum
- Luke AFB & Arizona Wing of the Commemorative Air Force
- Hall of Flame fire fighting equipment museum
- Arizona Military Museum
- Sedona Red Rocks tour for spouses and guests

Get Ready for a Hot Time in Arizona!!!

Hosted by IPMS/Craig Hewitt (Phoenix) and IPMS/Tucson



For More Information:
www.ipms2004.org

Dick Christ, Convention Chair
480-983-7131, info@ipms2004.org

Kevin Henthorn, Vendor Coordinator
480-396-8738, vendors@ipms2004.org

IPMS 2004 National Convention
P.O. Box 27981
Tempe, AZ 85285-7981



Mosquito FB.Mk. XVIII "Tsetse" in 1/72

By Chris Bucholtz

The story of the deHavilland Mosquito is well-known, but the story of the weapon that led to the Mosquito FB. Mk. XVIII is not so familiar. In 1941, in order to meet a perceived need for a rapid-reaction vehicle-mounted anti-tank gun, British armaments engineers stumbled across the idea of fitting the 6-pounder 7cwt anti-tank weapon with an autoloading mechanism. This would be mounted in a fast, armored tank destroyer. The Molins Machinery Company (previously mainly noted for making cigarette manufacturing machinery) designed and produced an autoloading mechanism; but by the time it was ready for testing the 6-pounder was no longer powerful enough to defeat the heaviest German tank (the new Tiger), so the British Army dropped its requirement.

Despite this setback, the Molins gun was adopted by the Royal Navy and was fitted to many motor torpedo boats (MTBs) in the power-operated Mark VII mounting. In this form it used the shorter 43-caliber barrel of the Mk. 2 anti-tank gun and had a feed capacity of six rounds in the autoloader, plus one in the breech and another 12 in a ready-use rack on the mounting. The gun was a semi-automatic; the gunner had to

press the trigger for each shot. It was probably the most powerful gun fitted to naval craft of this class and was regarded as very successful. Nearly 600 of these guns were made.

An additional 10 LCS(L)-2 was fitted with the Army's manually loaded Mk. 5 gun in a Valentine tank turret, and these were used to provide close-in gunfire support for amphibious landings.

It wasn't long before the Royal Air Force began looking at the versatile Molins gun for use as an airborne tank-busting weapon system to replace the 40mm-equipped Hurricane IID. The Molins replaced the four 20mm cannon below the nose of the Mosquito in a mounting that extended into the front of the bomb bay. This version of the weapon was known as the QF 6-pounder Class M Mk. I with Auto Loader Mk. III, and was based on the long-barreled 50-caliber gun.

The gun weighed 1,072 pounds (1,397 pounds with the autoloader) and was fully automatic with a rate of fire of about 55 rounds per minute. The ammunition supply in

the autoloader consisted of 21 rounds, plus two additional rounds in the feedway. The rounds were fed by a combination of gravity and a spring-loaded arm and the four racks were moved into place in turn by an electric motor. The gun normally used the plain armor-piercing shot and had a high muzzle velocity of 2,920 feet per second.

By the time the Mosquito FB Mk XVIII, popularly known as the "Tsetse," had been developed, the RAF had lost interest in the anti-tank gun role, but Coastal Command eagerly accepted the aircraft.

Against U-boat hulls, it was calculated that the Molins gun would be able to penetrate when striking at an angle of 45 degrees or more at a range of about 1,400 meters, even through 60 centimeters of water. The gun/aircraft combination was

extremely accurate, achieving a hit rate in training of 33 percent against tank-sized targets, compared with 5 percent for rocket projectiles.

The Molins gun in the Mosquito FB Mk XVIII was tested in the United States in 1945 against the nearest U.S. equivalent, the manually-loaded 75mm AN-Mk. 5 in the PBJ-1H Mitchell. This comparison made sense because the two weapons fired shells of about the same weight, and



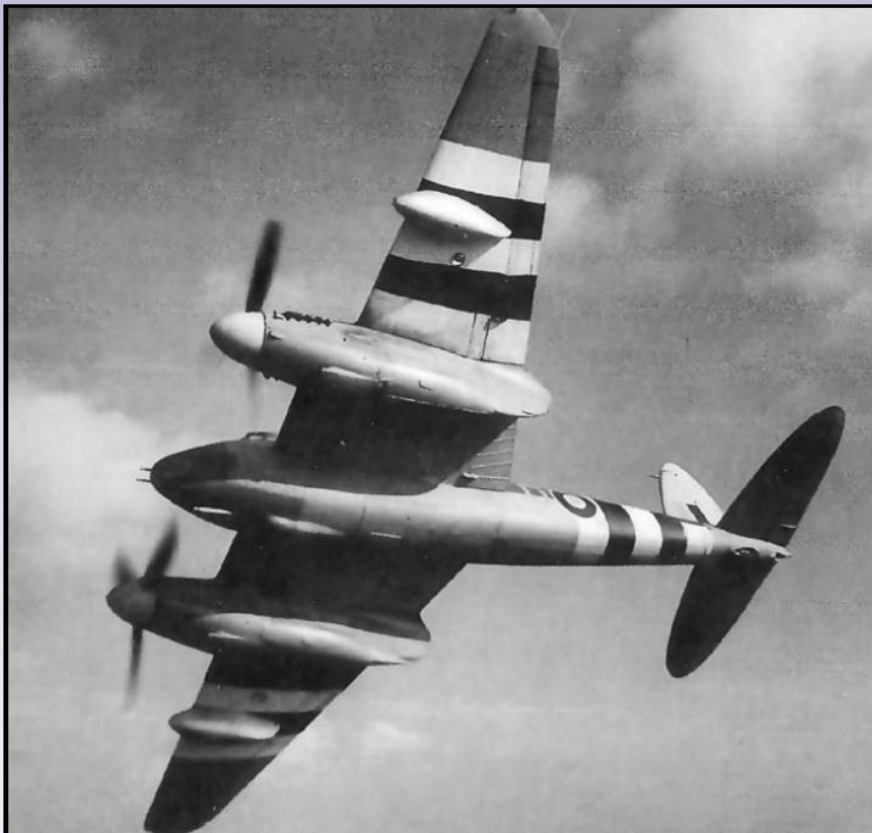
First adopted by the Royal Navy, the long barreled 50-caliber Molins gun was added to the Mosquito airframe as an anti-tank gun but Coastal Command used the Tsetse in the role of sub-busting.

the 6-pounder and 75mm tank guns were all but interchangeable in the later British tanks.

The Molins gun impressed the Americans with its performance and reliability and was considered superior to the 75mm gun because of its much higher rate of fire. The researchers recommended that the Molins autoloader could be considered not just for conventional guns but also for recoilless weapons and spin-stabilized rockets, but the end of the war also meant the end of the line for the Molins equipment in automatic cannon.

However, the Mosquito Mk. XVIII had a career that was eventful in proportions that dwarfed its numbers. Only 19 of the aircraft were manufactured, and all but one of these were assigned to the Banff Strike Wing, principally serving with 248 Squadron.

The Tsetse arrived at a time when U-boats were no longer diving to escape air attacks but were instead remaining on the surface and fighting it out with ever-heavier batteries of anti-



The real life subject of Chris' project. NT225 was attached to 248 Squadron based at RAF Pertreath. The Molins gun with autoloader can be plainly seen here.

aircraft guns. The Tsetse gave Coastal Command a weapon that could stand off farther and pack a greater punch than the standard 20mm guns, or so it was assumed.

The Tsetses did indeed damage a number of U-boats and were credited with sinking one, but they also lent their powerful punch to attacks on German-controlled shipping along the Norwegian coastline and across the North Sea. The Molins gun could be devastating to merchant ships and the flak vessels that protected them, and in combat the Tsetses established an enviable record.

NT225 was a very good representative of the Mk. XVIII. It entered service with 248 Squadron around May 1944. The aircraft flew on numerous strikes along the Norwegian coast until Dec. 7, 1944, when the Tsetse failed to return from a mission to attack a convoy at Alesund. Two Tsetses were lost on this mission, the first to meet with significant Luftwaffe opposition. Flying Officers William Cosman and Leslie Freedman were lost after an attack by the Bf 109G of Lieutenant Heinrich Freiherr von Podewils of JG.5.

Many years ago, I toiled over an Airfix Mosquito in an effort to build a Tsetse. While the Airfix kit is good even today, sometimes an individual model is just cursed. Anything that could go wrong did go wrong,

from the cockpit to the paint to the propellers. Nothing worked, despite my best efforts. This model was so benighted that, on the night my club held its "dogfight" contest for models that didn't come out right, one of its wings popped off while I was holding it and damaged my latest model! Still, I had affection for the Mk. XVIII, and when Tamiya and Hasegawa each put out new 1:72 Mosquitoes I started thinking about building a Tsetse again. I decided upon the Tamiya kit primarily because in the space of six months, I won three in club raffles! The kit's engineering is similar to that of the Tamiya 1:48 kit, with a carry-through spar supporting the wings. The top of the nacelles is molded to the top wing and breaking at a panel line; and the nose joins the fuselage along a seam that is largely hidden by the wing. It's a thoughtfully engineered model.

My first step was not the cockpit, as is usually the case, but the wheel bays. I made blank-off plates for the front and rear of the bays and added squares of .005 styrene sheet to blank off the two ejection-pin marks in each side of the bays - cut to match the squares formed by the stringer and former detail. I used copper wire to add detail to the top of the bay, and some styrene strip was added for structural detail. The nacelles were then cemented together and

test-fit against the upper wing, yielding a very encouraging result. Builders of multi-engine aircraft are used to doing lots of work to join the nacelles to the wings, but there would be little of that here!

The wings were assembled once the landing lights had been inserted into each lower wing. The nacelles were added next, and they fit well except for the flat, pointed area extending behind the wing, where large gaps were present. These were very easy to address, however, and filling them with styrene bits and superglue followed by a few minutes of sanding cleaned them up. I also used an engraving bit in my Dremel tool to add a little depth to the carburetor intakes; the kit has the openings to these molded flat, but a few minutes

Continued on page 10



Another image of NT225. The Molins gun can be seen poking out from under the nose. The anti-shipping gun replaced the four 20mm cannon.

Building a 1/25 scale '70 Dodge Hemi Coronet

By Andy Kellock

The Coronet was top of the line in Dodge's B-bodies. Nineteen-seventy was the last year for this model, and the 425hp Hemi R/T was the ultimate in this series. The R/T package included beefed-up suspension and drive-train components. Bucket seats were standard, and the interior was trimmed with wood grain and leather. The raw power of the Hemi and the R/T package was softened by the luxurious interior – truly a fist in a velvet glove. This was the ultimate boulevard cruiser. So let's build one!

To the best of my knowledge the 70 Coronet R/T had never been released in kit form. There was an old MPC 70 Super Bee, but that was a base model, and came with the 383 engine and the non-vented dome hood. AMT re-released a version of this Super Bee kit in the early 90's and it came with the vented hood, complete with the Ramcharger intake and double hood scoops, which would be necessary for a Hemi-equipped vehicle in 1970. The kit also included a nice Hemi engine.

The Coronet and the Super Bee were basically the same vehicle with only a few cosmetic changes that had to be scratch built. The most prominent difference is the tail panel and tail lights. The Coronet had a flat tail panel with the triple tail lights on each side that were a further tweak on the late 60's Coronet tail lights. The Super Bee had a convex tail panel with single elongated lozenge shaped tail lights on each side. The other prominent

external difference between the Coronet and the Super Bee were the non-functional side scoops between the door and the rear wheelwell. These carried R/T badging when appropriate.

As you can probably guess by now, the base kit for this project was the AMT 70 Super Bee. I scratch built the tail light panel from Evergreen sheet. I cut out the embossed DODGE logo from the Super Bee tail panel and glued this

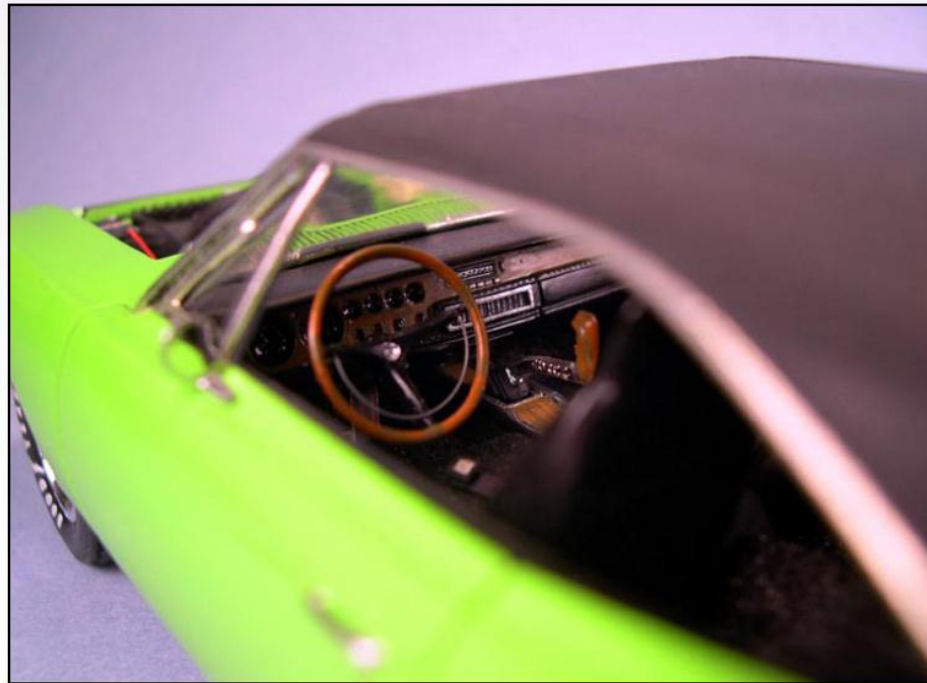
into a hole cut in the styrene sheet. The individual tail lights were made from 28 gauge wire wrapped around a jig carved from styrene rod – basically a square rod with the corners rounded off. Three of these wire hoops were glued onto a suitably shaped piece of styrene for each side. These two assemblies were then glued onto the larger piece which had the DODGE logo. The entire panel was covered with Bare Metal Foil, and clear red was used for the lens, clear white for the back-up lamps and everything was covered in flat black. The chrome lamp surrounds and the DODGE lettering were revealed in chrome by scraping away the black

paint. The only inaccuracy in this tail panel is that there should be an R/T logo below the DODGE script, but there wasn't room since the DODGE script is actually smaller on the Coronet than the Super Bee. I couldn't work out how to shrink the script so I left off the R/T emblem on the tail panel.

Next, the side scoops were made from sheet styrene.



The Coronet was the high end of Dodge's B-bodies. Andy built his Coronet by modifying the 1/25 scale AMT Super Bee kit.



Wood grain was added to the dash, center console and door panels to upgrade the kit's Super Bee interior to Coronet standards.

The scoops are contoured to follow the sculpted body side and are not square boxes. I made the top and bottom of the scoops from 0.060" styrene sandwiched between inner and outer sides from 0.030". I precurved the sides by rolling over a round metal rod and then glued the four pieces together. I then sanded a round contour into the top and bottom pieces, which was why they were made from thicker pieces. I cleaned up the inlet with an X-Acto blade. The R/T decals came from the Monogram 69 Charger kit.

The rest of the model was assembled pretty much box stock. I upgraded the interior to Coronet standards by adding wood grain trim to the dash, center console and door panels. The upholstery pattern is different on the door panels for the Coronet, but since I was doing a black interior it doesn't show, so I cheated and used the Super Bee panels. The AMT kit comes with a 69 Coronet dash for some reason, and this looks closer to the 70 Coronet than does the 70 Super Bee, so I used this dash. I detail painted the dash by dry brushing white and silver over the flat black gauge faces, and used 5 minute epoxy for gauge glass. The Magnum shifter came from a Challenger kit.

The Hemi engine comes with the Super Bee kit, and was detailed using electrical and jewelry wire. No aftermarket parts were used. You can get jewelry (beading) wire from craft stores such as Michaels, and it comes in silver and gold in gauges as thin as #32 (0.007").



Andy modified the Super Bee kit's convex tail plane and lozenge shaped, single piece lights (top) to the Coronet's flat tail plane and triple tail lights, as well as adding the non functioning side scoops in front of the real wheel wells (bottom).

This wire is perfect for a variety of uses, including making hose clamps. I scratch built everything including the throttle and carb linkage, throttle return springs, carb venturis, resistor packs, heater, coolant and vacuum hoses, battery cables from wire and plastic strip.



The Hemi engine comes with the Super Bee kit and was detailed using electrical and jewelry wire. Andy scratch built the carb linkage, heater, battery cables and other items.

During this build, I worked out why AMT gives you such nicely detailed hood hinges and springs. You can't close the hood if you use the kit supplied Ramcharger setup! The Ramcharger ductwork is too wide and hits the washer bottle on one side and the battery on the other side. Of course, Murphy dictated that I wouldn't find this out until I was in the final assembly stage after everything was painted and decaled. Because of this, I narrowed the Ramcharger duct by taking out 1/16" from each side between the air cleaner gasket and the intake horns with a razor saw. It's not too noticeable and

Continued on page 14

Red Baron - Griffon powered "baloney slicer"

Continued from page 1

cockpit sides I glued the new top piece on, blending it with Super Glue. I then cut out the canopy so it could be put in the open position.

For the nose, I cut the front off of an Academy Mk. XIV Spitfire - they gotta be good for something! I had to increase the size of the front where the spinner fits because I decided to use the spinner from the High Planes "World Jet" Mustang kit.

Living in the Bay Area you have access to a lot of cool modelers. One of these being Roy Sutherland of Cooper Details, who was nice enough to cast my prop blades from two masters I made. Now I can get prop sets reproduced for the other racers I am doing.

The next problem was the carb intake on top of the cowl.

For this I cut the "smile" off of a Hasegawa Corsair and blended it in with sheet styrene and Super Glue. One of the most time-consuming things was rescribing the panel lines on the nose, but hey this is fun right?

On to the tail. I cut the vertical tail and rudder off and saved the rudder. I made up a new vertical tail from a Monogram Skyraider horizontal. This was pretty easy and it saved some



To create the nose section, Mike sliced the front off of an Academy Spitfire Mk. XIV. The front of the nose had to be increased to fit the wider High Planes spinner. Mike made two masters for the propeller blades and had multiples cast from resin by Roy Sutherland of Cooper Details.

time. Since the counter-rotating props cancelled out the torque on the RB-51, there was no offset on the vertical tail so this was glued on straight and blended into the turtledeck.

The wings weren't very hard to modify. The tips were done using sheet styrene and ZAP super glue. They were shaped using a rat-tail file. The panel lines were filled with Squadron white putty. After the wing was mated to the fuselage the extended trailing edge fairings were done with, hold on, sheet styrene and ZAP super glue!

I used thin sheet to extend the vertical portion on the fuselage and thicker sheet for the horizontal part. The radius was done using Super Glue and a rat-tail file, and many hours!

To check for scratches and to see that the mods looked right, I brushed on several coats of Mr. Surfacer sanding them down with 320 dry paper. When I was satisfied with the airframe, it was primed with Tamiya rattle can primer. After wet sanding with 600 grit and a few touch-ups I painted the wings with Tamiya rattle can white and used Tamiya acrylic for the red. The exhaust area was sprayed with Alclad stainless steel and the model was clear coated with Model Master sealer.

For the exhaust stacks, I turned to Cooper Details and their absolutely sweet Spitfire Griffon pipes. (Oh man,



Mike created a mold and then vac-u-formed the Red Baron's unique canopy. After the Tamiya cockpit detail was removed Mike used the True Details P-51 set as a replacement. The seat is by Ultra Cast.

it's gettin' late!)

Now the wheels were a different story. A lot of civilian Mustangs use wheels/brakes from the P-63 Kingcobra, so I ended up making these using wheel and tire parts from many different kits. These parts are now available from Obscureco.

The decaling was a learn-as-you-go type of deal. It's a good thing I had multiple sheets because I screwed a few up. But in the end, they turned out OK.

The model represents the aircraft as it won the Homestead, Florida air race in March of '79 before the beer sponsorship. It took me 2 to 3 years to finish. Of course, I worked on a few other models in that time span. The Red Baron was a beautiful aircraft and it's too bad it's not still around turning the pylons. It would be interesting to see how a refined RB-51 would stack up against the Stregas and Dago Reds with their hot Merlins.

[More images of Mike's Red Baron can be seen on the following web pages:

<http://www.twox.com/gallery/mee krb51>

<http://www.twox.com/gallery/region92004>

Mike Meek has been building models since the mid 1960's and joined SVSM in 1986. His main interests include 1/48 scale air racers and 1/24 & 1/25 scale race cars.



The Red Baron model under construction. Here you can see the Tamiya body, Academy nose and the reshaped Monogram tail. Note the plug that would later become the vac-u-formed canopy.



Mike scaled up the 1/72 High Planes decals to 1/48 and had them printed on an Alps printer.



The author with the remains of the real Red Baron on display at the Planes of Fame Museum in Chino, California. The racer was destroyed in a crash during the final lap of the 1979 Reno National Championship Air Races.



Steve Hinton in his revolutionary RB-51. This photo was taken by the author in 1979 at the Chino air show mere months before the Red Baron was destroyed at the Reno Air Races. Quite fortunately, Mr. Hinton survived the crash to race again.

Converting Tamiya's Mosquito to a Mk. XVIII

Continued from page 5

of careful work created the impression of openings with in-scale edges.

The kit cockpit was nice, but I opted to use the Aires cockpit instead. This included a resin door for the forward fuselage; however, the sidewall piece provided for the starboard side where the door would go had no guide as to where to cut. This raised the prospect of a mismatch between the kit fuselage and the resin part. Instead of devising a way to true up the two parts, I started looking at the sidewall in relation to the kit fuselage. I quickly realized that I could cut the resin away just below a run of wiring and then down along the flare gun holster; effectively going around the door, and the raised features would prevent this cut from being seen from above. This allowed me to cut the door off the fuselage with a Dremel tool and an assortment of small bits, using the kit panel lines as a guide.

Next came the assembly and painting of the Aires interior parts. These included a series of sections that made up the stepped floor and radio shelf, two sidewalls, a control panel with a photo-etched control panel, a set of radios, the pilot's seat and the observer's armored seat back and photo-etched seat belts.

All the parts were painted with Testors interior black, followed by an airbrushing of RAF interior gray-green. The navigator/observer's seat was painted burnt sienna with a black wash to replicate leather, as was the back cushion on the separate seat back. The wiring was painted a yellowish-tan color to replicate the colors found in my references, and the flare cartridges below the navigator/observer's seat were painted their appropriate colors. The pilot's seat was painted interior gray-green and the cushions were painted a dark gray. I painted the seat belts for both seats, which were provided as photo-etched parts, and carefully added them to both seats. The radios were painted using the excellent photographs in the SAMI book on the Mosquito as a guide. The radios and pilot's seat were then set aside. I had some problems with the complex photo-etched rudder pedals; eventually I resorted to stealing the pedals out of the hulk of the old Airfix Mk. XVIII!

The fit of the major structural parts of the resin cockpit was troublesome, to say the least. I spent a lot of time sanding and test-fitting them to the fuselage, because they were simply too big for the space they were intended to fit. That combined with the multi-part nature of the cockpit

made for a tedious job. The same went for the control panel and instrument shroud. The panel was a photo-etched part with an acetate backing for the instruments, and the shroud replaced the out-of-scale kit part and included the gunsight and other prominent features inside the windscreen. This part was nicely detailed but fit poorly, so judicious sanding was needed to get the part to fit without causing a visible seam inside the cockpit.

Once the major cockpit pieces were re-sized and positioned into one of the fuselage halves, things became easier. The pilot's seat and radios went into place with ease, and I was pleased to see that not much of a gap was left inside the fuselage. The resin door was painted and set aside for future addition.

With the cockpit ready, I prepared to join the fuselage halves. First, however, I had to cut off a section of the lower fuselage in order to accommodate the Molins gun nose from the Airfix kit, which provides plates for both the 20mm cannon nose and the Molins gun nose. The Airfix part is slightly longer, however, so I had to cut away a section of plastic from the Tamiya fuselage halves and make a notch in the bomb bay doors to accommodate the big gun. The fuselage went together next, followed by the bomb bay doors and the nose gun plate. Once this plate was added, I sanded away the overly-heavy rivet detail and the inaccurate keg-shaped breech fairing, both vestiges of Airfix's attempt at a Molins gun arrangement, and added a new breech fairing from, of all things, an Italeri RB-66 ECM blister. According to photos, it's a very close match. After much sanding, I rescribed the lost panel detail on the nose and bomb bay doors.

Next, I added the nose and the four .303 machine gun barrels. Most Tsetses eventually had two .303s removed, but I liked the look of the four guns bristling from the nose. I next made my biggest mistake of the project: I relied on the SAMI book on the Mosquito for the details of my Tsetse. I painted the exhaust stacks with a darkened mixture of burnt sienna and glued them in place, then added the exhaust shrouds as the book instructed in its guide to the variants. A little later, I started looking for photos of a specific aircraft to model, and I found that NT225 was particularly well documented and settled on that aircraft. Unfortunately, NT225 did not have shrouded exhausts, so I pried them off and removed the stacks for addition after painting. I had to scrape and sand the points where the shrouds joined the nacelles, grumbling



After painting and masking the invasion stripes, Chris painted dark green freehand over the light sea gray for a soft edged camouflage pattern.

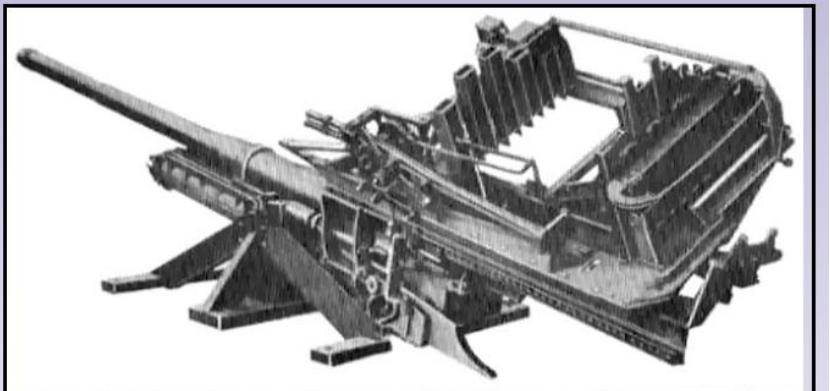
the entire time about not working from a photo from the beginning.

The wings went on with absolutely no fuss. I brushed a light layer of Mr. Surfacer 1000 over the seams, then removed the excess with a cotton swab dipped in Mr. Thinner. That was all that was needed to perfect the wing root joint. I drilled small holes in the wing tip lights and then painted the inside faces silver followed by a small drop of the appropriate color into the hole to simulate the bulbs. These parts were superglued into the wing tips, sanded, polished and masked. I also drilled out the signal light positions under the tail in advance of the addition of MV Lenses of the appropriate colors.

I painted the propellers next, airbrushing the yellow tips first, then masking them and painting the blades a semi-gloss black. In fact, I painted propellers for several planes at once; I think I had five Mustang propellers, a pair of HU-16 Albatross props and a T-28 propeller on the table all at the same time! I find that mass producing parts like wheels and propellers can be a productive use of painting time and less wasteful of paint than just painting one or two props in a session. The spinners were painted ocean gray, as were the backing plates, and the propeller/spinner assemblies went together and were set aside for future addition.

Next came the tail. The horizontal tailplanes required only a small bit more filler than did the wings, but I did slightly reshape the vertical fin as the kit fin is slightly too tall. Close inspection of photos helped in this. I then rescribed any panel detail I had removed, and I suddenly had a very Mosquito-shaped object on my workbench!

The one disappointing area in Tamiya's kit is the canopy. One side window is provided as a separate and difficult to fit part; moreover, the entire canopy is just oversized enough to



The aircraft version of the Molins gun with autoloader (top). The business end of the Mk. XVIII "Tsetse" with the Molins gun (bottom).

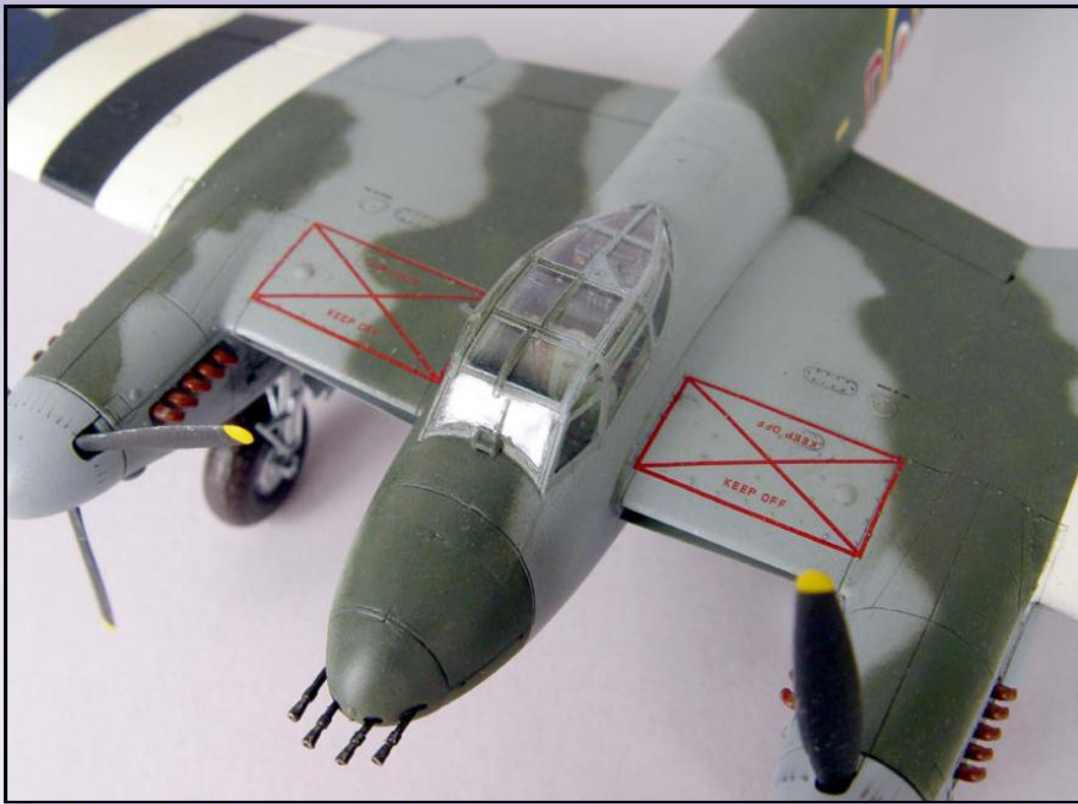
cause a sloppy fit. I joined the canopy to the fuselage first with white glue, then with a small amount of superglue, followed by some nerve-wracking sanding. I was afraid the sanding might break the canopy free - which it did on two occasions, forcing me to go back to the start and repeat the process more carefully. Once the canopy was on, I faced the equally nerve-wracking process of masking the canopy with Parafilm M and the use of a new scalpel blade.

With all of the major parts in place, I started work on the finish. One of the more striking things about NT225, and about Banff and Dallachy strike wing aircraft in general, was the presence of invasion stripes long after such markings had been removed from most aircraft in Great Britain. My process for painting these markings is simple, but may seem counter-intuitive to many. I paint the invasion stripes first, then mask them off and apply the rest of the camouflage to the model. The same goes for leading edge identification panels, theatre bands and other large markings; I find that painting them and masking them is easier than aligning and applying decals.

I start by painting a band of flat white over the entire area of the invasion stripes. It's a good idea, whenever possible, to paint light colors first. The white stripes that would remain were masked and Testors interior black was shot over them to form the distinctive invasion stripes. Masking the wings is very easy, but I had to use very thin



Chris used the nose from his Airfix Mosquito kit and a Aber turned aluminum 57mm Russian anti-tank gun for the Molins gun barrel. An Italeri RB-66 ECM blister was used for the breech fairing.



While the Tamiya kit was very good over all, Chris found the canopy to be over-sized and a bit troublesome to get a proper fit. The port side of the nose it painted is if it were a replacement part from another Mosquito with a slightly different painted scheme.

sections of tape cut with a straightedge in order to conform to the compound curves present on the rear fuselage. Once the paint had dried, I stripped off the masking to check my work and promptly masked it all off again in preparation for the application of the camouflage scheme, with the exception of small rectangular sections on the tail. Photos showed that the serials on both sides of the fuselage had been masked over before the application of the invasion stripes, so these open panels would get the camouflage, followed by the serials during decaling.

Roy Sutherland has spent the last several years trying to debunk the idea that large rubber mats were used to apply RAF camouflage schemes. I personally believe these mats were used in North Africa to help inexperienced crews apply improvised theatre camouflage; but I agree with Roy that factory camouflage had a soft edge during the war years. With that in mind, I shot the entire model with a coat of light sea gray and lightly

er Banff Strike Wing plane that had a slightly different application of the camouflage applied.

I masked off the panel line and applied a little darker mix of dark green, matching the panel line and the photos. Once all the painting of the main surfaces of the aircraft was finished, I took off the invasion stripe masking and shot a coat of water-based Varathane thinned 50-50 with water to provide a glossy base for the decals.

The decals, or at least one of them, proved to be a challenge. The roundels and serials were taken from an assortment of

traced the appropriate RAF camouflage pattern with a pencil. I also masked off the horizontal tail, which was left uncamouflaged, according to photographs. Feeling confident in my abilities with my Paasche VL, I freehanded the scheme and achieved a fairly tight line on the borders between dark green and light sea gray.

Photographs showed that NT225 had an odd paint anomaly in the nose area. Apparently, the aircraft suffered damage and a replacement nose panel was substituted, because the port side of the nose had a hard line in the camouflage right along a panel line. For a moment, I entertained the idea that the replacement had come from a nightfighter Mosquito and I could paint the nose black; however, it seems much likelier to have come from another



The code letter "O" proved to be a difficult decal to acquire. Chris solved this problem by cutting the tail off a two-part "Q" decal from his Hasegawa Spitfire Mk. VIII kit.

sheets for the Tempest V. The data decals came from the Tamiya sheet and went on very nicely. The only big hang-up was the code for this particular plane: a single "O" on each side of the fuselage. This serial was RAF insignia red, with a white surround.

As simple as this sounds, this marking was almost impossible to find. The search was exhaustive; among the candidates were nose numbers in 1:48 for a MiG-29. While some of these may have gotten close, they simply didn't satisfy me. Ultimately, I stumbled on a solution by cutting the tails off the two-part "Q" decals included in Hasegawa's first boxing of their Spitfire Mk. VIII. This marking was provided as two decals - one white and one red - which was the only thing that made the surgery needed to form a pair of "O"s possible.

Again, contrary to my expectations, the kit decals went on without any problem. Perhaps the largely panel-free surface of the Mosquito provided an assist in this department!

Once the decals were in place, I shot a second coat of thinned Varathane as a sealer and applied a dark gray "sludge wash" to the entire model. This involved using a gray water-color paint mixed with water and a few drops of dishwasher liquid to provide "sticking power" in the nooks and cranies. Once the wash had dried, I wiped the excess off with a

moistened paper towel. I mixed up a 60-40 mix of lacquer thinner and Testors Dull Cote and applied this as a flat coat; thinning the Dull Cote ensures a smooth texture and a thin application that is resistant to the yellowing that Testors' flat coat is notorious for. Once the dull coat was applied, I took the masking off the clear parts and was rewarded with a fairly clean application of the canopy framing.

Since my Mosquito was supposed to be a strike wing veteran, I added some gun blast effects to the nose in the area that would be occupied by the Molins gun; along with some exhaust staining behind the eventual location of the exhaust stacks, with gray, brown and black pastels. Only after the exhaust stains were applied did I add the stacks themselves. During this stage I also added some black wash to the carburetor.

The landing gear are small models in themselves. Each consists of a two-piece wheel and tire, two struts, a retraction strut, a mudguard and an oil tank, all of which fit together remarkably well. I drilled out the lightening holes on the

mudguard's mounts using a pin vise, but such common additions as brake lines were already present on the parts. I pre-painted the struts with a mixture of Testors aluminum and metallizer buffing aluminum; the lacquer-based metallizer helps the aluminum paint flow off the brush better. Details like brake lines and the black shock-absorber section of the struts were also painted before the parts were assembled over the wheels. The oil tanks were painted a burnt sienna color with silver mounting straps and added to the main gear. The tail wheel was painted and installed, and the mains went into place with very little effort.

Once the model was on its gear, I mounted photo-etched screens on the carburetor intakes using bits of fine wire to replicate the standoff the real items have. The props came next. I added some visual interest by applying tiny drops of black ink with a .005 Rapidograph pen to the perimeter of the spinners near the propeller cutouts and smeared the ink backward with a moist cotton swab, replicating the oil leakage seen in some Mosquitos. The finished props, with their vinyl bushings, were pushed onto the prop shafts.

The final detail: the Molins gun! Vladimir Yakubov, the club's resident Soviet 1:72 armor expert, picked up an Aber turned aluminum 57mm barrel intended for a Russian anti-tank gun. This was cut down, painted, drybrushed and



NT225 and the other planes in its strike wing wore D-Day invasion stripes long after most units were having them removed. NT225 was lost on December 7, 1944 when it failed to return from an attack on a convoy at Alesund.

cemented into place. The final addition was the crew boarding door, which had been painted and set aside much earlier.

So, at last, I had the Mosquito Mk. XVIII I had wanted in my collection for so long. The Tamiya kit is so well thought out I'm already entertaining ideas of a 1:72 Sea Mosquito TR.33, a two-stage photo reconnaissance version or a somewhat out-of-the box Mk. VI fighter bomber. I still have two more kits, so a swarm of Mosquitoes might be in the offing!

[More photos of Chris' Mosquito model can be seen at - <http://www.twox.com/gallery/cbmosquito>]

Chris Bucholtz has been building models since 1973 and has been a member of SVSM since 1986. His interests include 1/72 scale aircraft of all types, but specifically World War II and subjects whose pilots or crew he has met.

Converting AMT's Super Bee to a Coronet R/T

Continued from page 7

now the hood fits on with the air cleaner in place as well. Underhood detail decals came from the Last Detail and Fred Cady.

The model was mainly painted with Testors Modelmaster colors. The body was primed with gray Plastikote and then painted Modelmaster Sublime, which is a very good match for the original color. The interior was Testors Acryl black. I used various sheens on the black to add visual interest to the interior. The different sheens came from gloss and semi-gloss clears, and also from rubbing the flat black with a soft cloth or finger. I used this last method to make wear marks on the seats and headrests. The carpet was black flocking from Detail Master. Seat belts were scratch built from black cartridge paper with Bare Metal Foil buckles. The vinyl roof was a combination of flat black and semigloss black misted on from about 5'. With the rest of the body suitably masked off, I put the model on the ground and stand over it with the rattlecans. By the time the paint hits the model it is almost dry and it has a pebbly texture. When the paint is dry you can rub it with your fingers to give a shine to the



Andy built the side scoops from 0.060" and 0.030" sheet styrene. The R/T decals came from the Monogram '69 Charger kit.

top of the texture. This really gives a good impression of a scale vinyl top. One-sixteenth inch Chartpak tape was used for the seams (applied before the paint).

The body was clear coated with Modelmaster Boyds High Gloss clear and rubbed out with Detail Master cloths. These cloths come in six grades of mesh ranging from 2400 to 12000. Final polish was with Novus #2. Several different washes were used to bring out details in the engine bay and chassis. The chassis was painted flat and semi-gloss black and dry-brushed with various colors to represent the grime of a daily driver. The tire lettering is dry-transfer from Shabo.

This model was great fun to build and fills a void in my Mopar collection. It's especially gratifying when someone sees the model and says "where did you get a 70 Coronet?"



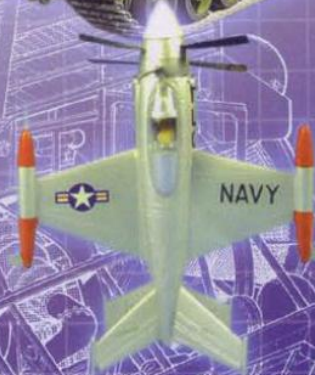
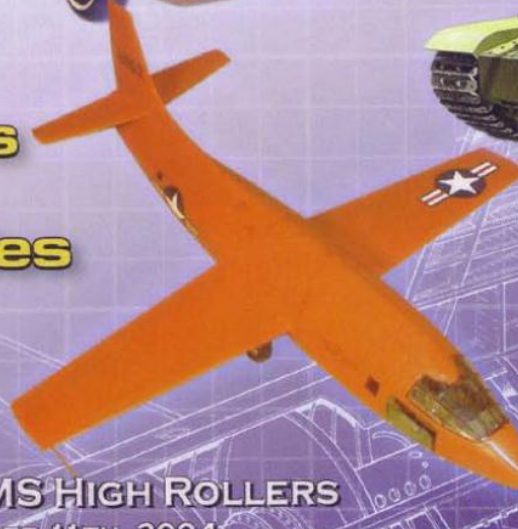
The tail light panel was built from Evergreen sheet. The DODGE logo is from the Super Bee tail panel. The individual tail lights were made from 28 gauge wire wrapped around a jig carved from styrene rod.

Andy Kellock began modeling in 1965. He joined IPMS/Australia in 1977 and joined SVSM in 2000. Andy's modeling interests include cars from the 50's, 60's and 70's as well as aircraft from the period between World War II and Vietnam.



5TH ANNUAL MODEL CONTEST

THEME: **Prototypes &
Experimentals**



Big Raffle

Local Events

Vendor Tables

SPONSORED BY: IPMS HIGH ROLLERS

DATE: SATURDAY - SEPTEMBER 11TH, 2004

**LOCATION: DESERT HEIGHTS ELEMENTARY SCHOOL
13948 MT. BISMARCK • RENO, NEVADA
9:00AM - 4:00PM+**

**ENTRY FEE: FREE TO ALL NON-ENTRANTS
\$5.00 FOR FIRST MODEL
\$1.00 FOR EACH ADDITIONAL MODEL**

VENDOR TABLES: \$20.00 (REGISTER EARLY)

MAKE CHECKS OUT TO: IPMS RENO

MAIL TO: TOM AINSWORTH

**1158 INDIAN COVE WAY
RENO, NEVADA 89523**

**PLEASE BRING DOCUMENTATION
FOR ANY QUESTIONABLE
ENTRIES**



PEOPLE TO CONTACT:

**CONTEST COORDINATOR
NEIL HULSE
5220 ECHO AVENUE
RENO, NEVADA 89506
(775) 972-3940
KNK41063@AOL.COM**

**CHAPTER PRESIDENT
DOUGLAS SUMMERS
GHPLTD@AOL.COM**

**MARKETING DIRECTOR
TODD JOHNSON
TODDLEA@CHARTER.NET**



Academy's 1/35 M36 Jackson - an in box review

by Eric McClure

Though I don't really care for in box reviews of kits I was tired of just doing book reviews for the club. Unfortunately with five uncompleted kits on the workbench it was going to be a while before I got around to building this kit, so an in box review it would have to be.

First, a little history on the M36 (can not find out where the name Jackson came from, most of my references just call it an M36). In 1942 the U.S. realized it needed a more powerful gun than the three inch gun to combat German armor. The 90mm antiaircraft gun was selected and modifications began. It was determined that there would be no major problem adapting the M10 vehicle to fit the new gun. A new turret was designed in March of 1943 to fit the 90mm

gun. After further testing and modification, the production drawings were released in November of 1943 with an order to convert 500 M10A1s to M36s by the addition of the new turret. Unfortunately only 300 could be converted, as the other M10s were too close to completion. To make up for this short fall additional M10A1 that were returned from the field were converted by ordnance depots.

The vehicles started arriving to units after August of 1944 where they were in great demand. In the end of 1944 a further 413 M10A1s had been converted to M36s. A further 187 M4A3 Shermans were converted to M36B1 by the addition of an M36 turret and internal stowage modifications. In May of 1945 an additional 200 M10A1s were converted to M36 due to the great demand for the vehicle. This exhausted the M10s available for conversion. The U.S. allowed the conversion of the diesel powered M10 to be converted to M36B2 which were considered substandard and only used for training.

Academy's kit comes in a large sturdy box with a rather lack luster drawing on the top. I would love to give you a part count but could not find any and I did not want to count them. Anyway, the parts are molded in a dark green plastic and two vinyl tracks. The kit contains a complete interior and turret details. There are also a couple of options in the kit. The options given are: two different front hull parts, one with a hull machine gun and one without; an armored roof for the turret and though not mentioned in the instructions, the rear hull and engine grills for a diesel engine

M36B2. Most of the interior and hull is from Academy's M10 kit with a new turret sprue. From what I've heard about their M10 kits it should go together fairly well. As far as dimensions are concerned, I have not measured anything and I could find no reviews of dimensions of the M10 kits (although one review

of the Achilles version of the kit stated that the hull checked out fairly close to some 1/35 scale plans the author had). As far as the turret, comparing the photos of a completed kit on the box to photos I have, it looks pretty good.

Here are some things that you might like to know if building the kit. The front hull piece with the machine gun was a post war modification from what people have said. I cannot find any photos of an M36 with a hull machine gun in my collection of references. The armor roof

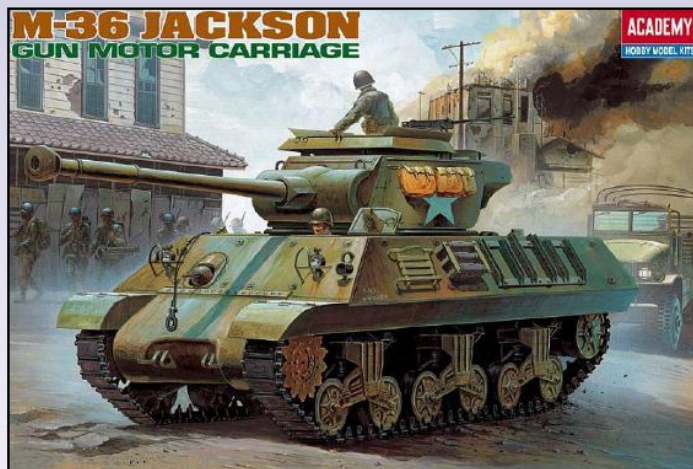
pieces match well to production photos of M36B2s that were equipped with them. Some people on the internet have said that these were never issued to units on the front lines while others say it matches almost exactly with photos of M36s with covers. This one is up to the builder as to whether he wants to scratch build one to match photos or use the kit version. The extra parts to make an M36B2 are probably useless, as I cannot tell if these vehicles were ever given to any nations or just left in the U.S. and scrapped after the war.

There are other issues that I have found or read about on line.

There are two versions of main gun tubes in the kit. One is a post war tube with a bore evacuator. The other has no evacuator but has an optional muzzle break or as a straight gun tube. The straight gun tube is a very early 90mm gun and did not see a lot of service. Most WW2 gun tubes had a sleeve on the end with a distinct ridge. It would take some work to make this version from what the kit gives you. There was a brass barrel for this style of gun tube that I got for a M36B1 conversion I started years ago. While very nice, I don't know if it is still available. Also, being brass

makes it heavy and as there are no locking tabs on the turret it might cause problems if used. We can only hope someone will do an aluminum one soon.

The ammo storage in the turret is also wrong. The kit provides two triangle shapes for six rounds each. The left stowage rack should only have space for five rounds. This should not be a problem, just cutoff the bottom round and use sheet



An M36 near Guidekirch, France March, 1945. Notice the Sherman style gun lock on the front of the hull.

plastic to fix the edge. There are no shells given in the kit but the real vehicle had a cover over each turret stowage rack. I had an opportunity to climb in and take some photos of an M36 that is in the Littlefield collection (this is an unrestored vehicle that came from Bosnia). The area under the left storage rack is where the turret .50 cal pintle is stored when not in use. Also, the hydraulic motor in the turret basket is simplified and lacks any hoses.

Another issue I have with the kit is in the turret there is a reel (I think for communication wire), part 44 & part 45, and what I believe is a sight for use with the main gun in indirect fire, part 25. These parts do show up in the restored vehicle in Squadron's Tank Destroyer Walk Around book, however I cannot find any photos of at least the sight in a production or operational photos, so I believe these might be post war items.

One problem according to some people is that the kit suspension has the early straight arms for the return rollers. Some people have said that only the raised return roller arms are correct. Others have said either the raised or the straight arm can be used. To me this is an easy solution to another modeling problem. Tamiya's version of an early production Sherman has the late production suspension. I just plan to swap Academy's kit parts with Tamiya's and I don't have to spend money on an aftermarket resin parts for the Tamiya kit.

The tracks are standard vinyl tracks that come with Academy kits. I have not read of any problems with using them. Personally I will probably pick up an aftermarket set of tracks.

All in all, this is a very nice kit that armor fans have been waiting for a long time.

As far as references for a build there are the following:

Sherman by Hunnicutt: This is a nice book but is out of print and only really for a die-hard Sherman fan.

Tank Destroyers Walk Around by Squadron: It has good external photos of restored vehicles but does not have any interior photos of an M36. It does have some interior photos of an M10, which will help.

US Tank Destroyers in Action by Squadron: I don't have it but have flipped thru it. It's okay from what I remember.

US Tank Destroyers in Combat 1941-1945 by Concord: very nice book with nice clear photos. The only color profiles of M36s are of post war vehicles in foreign service (why these are in a book on US WW2 vehicles I don't understand).

M10 & M36 Tank Destroyers 1942-53 by Osprey in their Vanguard line: a good history book but with few photos of in action service.

M36B1 and M36B2 Tech Manual CD by Easy 1 Productions: only useful to a true die-hard armor fan.



The crew of an M36 in Patton's Third Army reload ammo in March, 1944.

IT'S SHERMAN TANK NIGHT

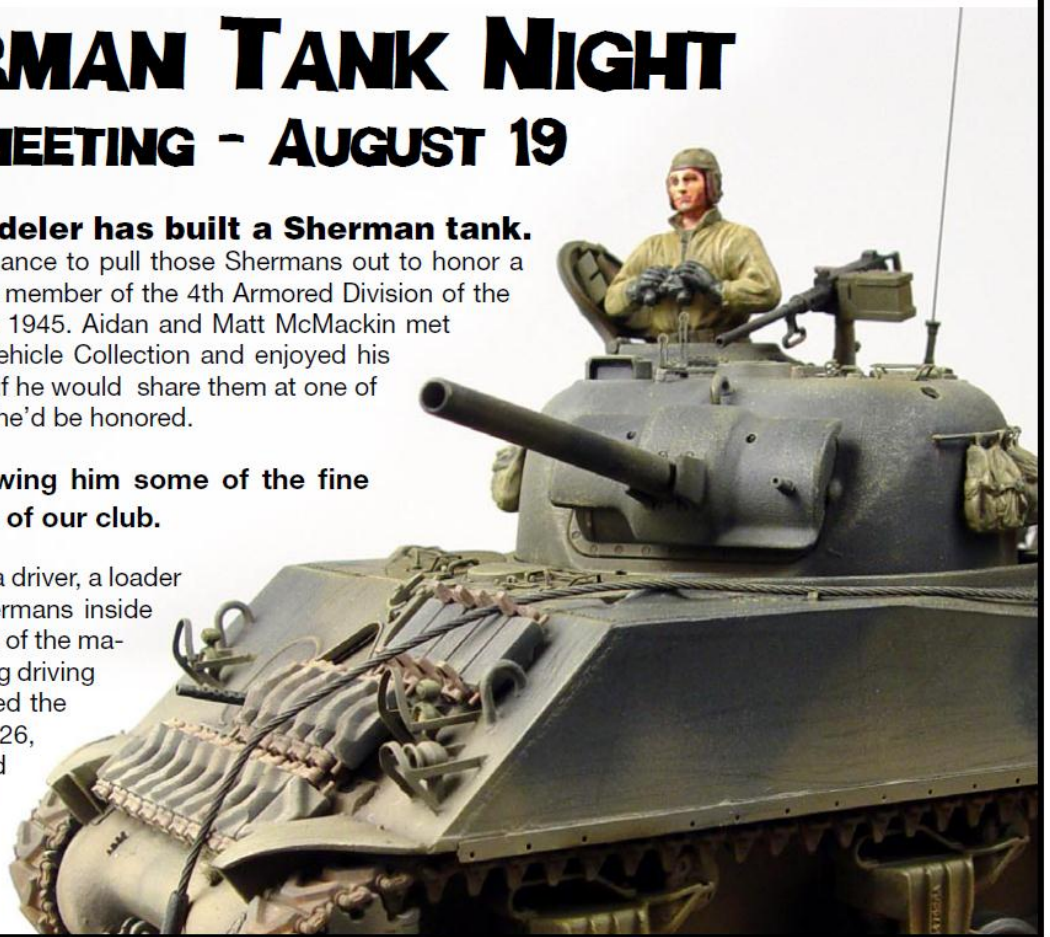
SVSM CLUB MEETING - AUGUST 19

Chances are every modeler has built a Sherman tank.

Our August meeting will be a chance to pull those Shermans out to honor a special visitor. Tom Sartor was a member of the 4th Armored Division of the 3rd Army in Europe in 1944 and 1945. Aidan and Matt McMackin met Tom at the Littlefield Armored Vehicle Collection and enjoyed his stories so much that they asked if he would share them at one of our monthly meetings. Tom said he'd be honored.

We can honor Tom by showing him some of the fine Shermans built by members of our club.

During his tour of duty, Tom was a driver, a loader and a gunner, so he knows Shermans inside and out. He was witness to some of the major events of World War II including driving one of the tanks that spearheaded the relief of Bastogne on December 26, 1944. As tank driver Tom earned the nickname "Backwards," but we'll let him tell the rest of that story.



JUNE MINUTES

In the June meeting, two of our members were rewarded for sticking with the club for two decades. For their cohesion, Rodney Williams and Bill Ferrante were awarded life memberships. While Bill was suspiciously and typically silent, Rodney was unafraid as he thanked the academy. With his lifetime membership secured, Rodney ironically announced that he will be moving to Colorado soon and that this would be the last SVSM meeting he will attend.

The guest speaker was not able to attend due to illness. The Russian helicopter contest that was being held in his honor was postponed until next month by popular consensus. Only three helicopter models were brought and none were finished. Perhaps the extra time will generate more completed entrants. The first entrant in the Russian helicopter contest was Laramie Wright who brought his Italeri Hind D. Laramie said the rotor hubs were nicely detailed but the blades were molded on to hub backwards. They are supposed to turn clockwise. Next, Brian Sakai showed his Mil 28 in Paris air show demo markings. Brian said acrylic paints were used. Mike Burton entered his Mil 4 Hound by KP models. Mike decaled the kit in Czech Museum markings.

Now on to Model Talk... Rodney Williams brought an Accurate Miniatures 1/48 Dauntless. He used panty-hose thread to make his antenna wire. Yannis Papageorgakis brought in a 1/35 Tamiya King Tiger tank. Yannis has been experimenting with different paints and says he is about one to two months away from finishing. Eric McClure showed his

Tamiya M3 halftrack with KMC 75mm gun conversion which fought him all the way. He used the kits rubber tracks instead of the conversion kits resin

tracks which wouldn't fit. Jim Lund brought several of his unique builds: a BT-9 by Pavla, a PT-22 by Rareplanes, a BT-13 by Pavla, and an AT-6A by Academy for his early Army Air Corps trainers collection. Laramie Wright continues his campaign of putting in a little work to get extra mileage out of older kits. This was demonstrated with his Monogram 1/48 P-47D that he bought at swap meet for a mere two dollars. He has re-scribed the panel lines and plumbed the engine. Laramie also showed us his Revell 1/144 Hunter. He was impressed with its de-

tail for the size. He has so far spent two hours during lunch at work to build it to its current state. Gabriel Lee brought a Heller AMX-13 in 1/35



Vice President Priete as dernier ressort secretary prepares to wax poetic about your models.

scale. As you may have guessed, it will be built in the Venezuelan version. Gabriel also had his Tauro F-86K under construction and a YF-23 in hypothetical Blue Angels markings. Vladimir Yakubov brought an expensive White Ensign 1/700 PT-109. He said the price was worth it as it included photo etched details. Vladimir once again brought his 1/700 Rurik. This time, the little model that can't stop winning won Best Ship and Best of Show at the Ontario show in Southern California. He has had to do a lot of repairs to rigging on the Rurik as masts keep getting broken. Vladimir also brought a 1/72 WWI Austin armored car and a photo etched T-27 that he can't complete until he finds the instruction sheet. Shervin Shambayati brought his Monogram 1/48 P-47. He used decals from the Monogram kit and a Tamiya kit. It is painted with Model Master paints. Shervin also had his Hasegawa 1/72 F4E in Iranian markings. He is having a little trouble with the paint scheme. Shervin also displayed a Heller 1-72 Mirage III. He said it was a good kit but has no cockpit detail. Roy Sutherland brought in something British, a Tamiya 1/48 Mosquito PR XVI that he is converting from a B MkIV. He is currently working on getting the two stage nacelle conversion for it just right. He used nacelles from the recent Airfix kit and also added a Cutting Edge cockpit with the many and necessary corrections. This model is being built for the Mosquito book he is writing for Osprey. With a blur, Rency Pesigan speeded in his The Flash comic book character in 1/5 scale. It was originally built by a friend but he stripped the paint and filled the seams. He has repainted it with Tamiya and Gunze paints. Buddy Joyce displayed a Revell EB-57 Night Intruder in box scale. This is a model he built many years ago. Ron Wergin shared his Tamiya 1/700 Ibari and 1/48 IL-2 by Accurate Miniatures on which he used Gunze paints. Vince Hutson's Tamiya 1/48 Spitfire MkVb is being converted into a Vc version using Airwaves resin wings. He is also using a Cutting Edge cockpit. John Carr built a WWI French infantryman figure in 120mm scale. He said it required a lot of clean



SVSMers await the start of the meeting.

up. Brad Chun did an excellent job of taping together the new Roden 1/48 Mohawk. Ben Pada brought in several 1/48 Hasegawa Kits; an Bf-109, N1K2 "George", and an F6F with Jaguar interior and Obscureco cowling. Richard Linder brought his Heller 1/35 S-35 Somua with a turret modified to the German configuration, as well as an Attack Model 1/72 SdKfz 31 Phanomen Granit truck that he said was a nice kit. Andy Kellock's Dodge Super Bee won a trophy with at the 14th annual Mopar Rally as well as a couple of awards at the TriCity Classic. Andy is working on a Chevy SS-R truck that he is converting to a Nomad version for a local model car club project. Don Savage is also building a Chevy SS-R that his is building for the same model car club project. Greg Plummer brought in Hasegawa's 1/48 Ki-44-II that he painted with Tamiya's new spray can lacquers for a gleaming natural metal finish. He then used Testors Metalizer on top of the Tamiya paint. All insignias were painted on except for the kill markings. With possibly the highest temperature construction for any project in attendance, Terry Newborn exhibited an abstract lost wax bronze casting that he calls "Wings of Love with Cancer of Dishonesty". He used plaster investment casting for the wings and ceramic shell investment casting for the base. It was on display recently at the De Anza College student show,

and will be shown until July 31 at the Mexican Heritage Plaza. Kent McClure lined up his usual collection of McCluriosities; A battle stork, battle giraffe, battle panda, battle antelope, battle rhino, and battle bat. Mike's Madness: Mr. Burton assembled his usual amalgam of models. In attendance were a 1/72 vac-u-form U-2, a Hobbycraft 1/72 F-86D that will be finished in Hellenic Air Force markings, a 1/48 Monogram Mustang that he is converting to a TF-51, an out-of-the-box Revell 1-48 F-86D, a completed, yes, completed, Mach 2 HUP-2 in French navy markings, and for his unlikely pursuits collection in 1/72, a XP-54 Swoose Goose, an XP-55 Ascender, an XP-77, a P-63A "Y" tail, a P-47H, an XP-67 Moonbat, and an XP-75.



Andy Kellock's award winning Super Bee.

CONTEST CALENDAR

August 4-7, 2004: **IPMS/Phoenix Craig Hewitt Chapter** presents the **IPMS/USA National Convention** at the Phoenix Civic Plaza, 122 North Second Street, Phoenix AZ 85004. For more information visit the event website at <http://www.ipms-phx.org/2004/index.htm> or e-mail chairman Dick Christ at dickc24@aol.com.

August 15, 2004: **IPMS Central Valley Scale Modelers** host their **16th Annual Contest** at the Holland Elementary School Cafeteria, 4676 North Fresno St., Fresno CA 93726. For more information contact Nick Bruno at (559) 229-3675 or e-mail Marvin Reyes at er0769@sufrenso.com.

October 16, 2004: The **IPMS/Redding North Valley Dambusters** host their **model contest**. At the Win River Casino, 2100 Redding Rancheria Rd., Redding CA 96001. For more information contact Richard Carlson (530) 357-4488.

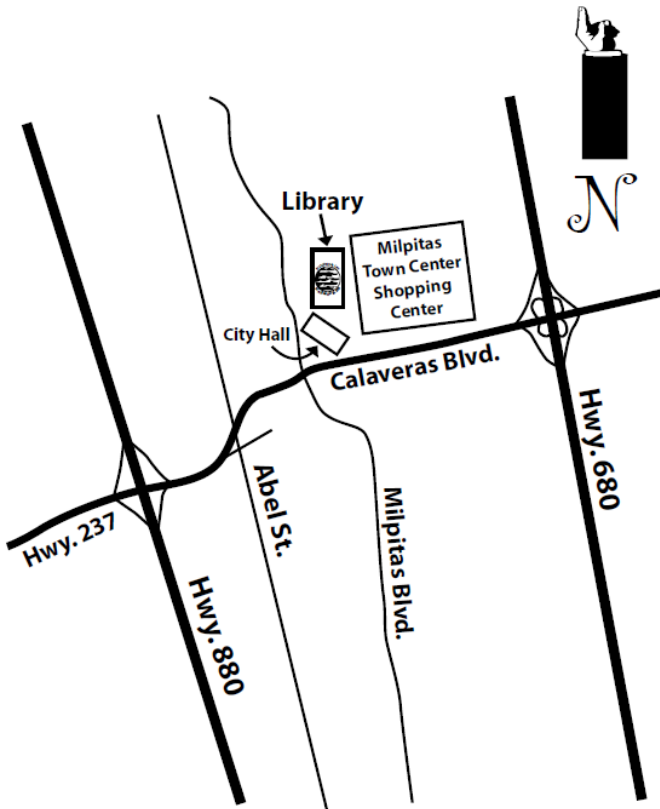
October 17, 2004: **IPMS Orange County** present **OrangeCon 2004** at Sequoia Conference Center,

7530 Orangethorpe Ave., Buena Park, CA 90621. For more information, e-mail them at oc_ipms@aol.com.

October, 2004: **IPMS/Fairbanks Aleutian Tigers** will have their **2004 Model Show and Contest** at the Pioneer Aviation Museum. The exact dates aren't set yet, but it will be either the weekend of 16-17 or 23-24.

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.

April 28 - May 1st, 2005: The 20th annual **GSL International Scale Vehicle Championship and Convention** at the Wyndham Hotel, 215 W. South Temple, Salt Lake City, UT 84094. For more information contact Mark S. Gustavson at msg@GSLChampionship.org or visit their web site at www.gslchampionship.org.



**Next meeting:
7:00 p.m.,
Friday,
July 16**

**at the
Milpitas Public Library
40 N. Milpitas Blvd.**

**For more information, call the
editor at (408) 307-0672**

email: john@twoX.com



**John Heck, Editor
Silicon Valley Scale Modelers
P.O. Box 361644
Milpitas, CA 95036**

DAN BUNTON
910 NIDO DRIVE
CAMPBELL CA 12345

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