

SPECIAL 2003 IPMS/USA NATIONALS ISSUE

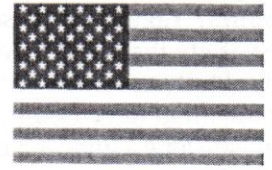


THE STYRENE SHEET

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June 2003



Building your first car in 1:24: 1968 Dodge Dart

By Mark Schynert

Back in 1972, when I got a part-time job while in college, I was finally able to afford the cost of maintaining a car. My parents gave me the older of their two cars, a 1968 Dodge Dart GT. After just four years, the bronze paint was already fading, and the black vinyl roof was starting to deteriorate too, but I got the former re-finished with Saratoga Green for \$99 at Earl Scheib, and the latter replaced for about the same at an auto upholstery place. So much for four week's wages...

It turned out to be a great car for me, and far better than anything my friends were driving. They had such heaps as a '63 Comet, a '64 Skylark convertible, a '62 Valiant and a Rover Saloon of indeterminate vintage. I got better mileage with the Dart than anyone got with theirs, it was more reliable than the Skylark or the Rover, and it drove better than any of them. Because it was boxy from stem to stern, it had more usable space in it than some of today's SUVs, and backseat passengers were reasonably comfortable. It even had shoulder belts (strung along the tops of the two doors when not in use, which was always) and air conditioning (an aftermarket behemoth called the "Mark IV," which hung below the dashboard). It also had its quirks, like a predilection for burning out the driver's side tail light just before a cop showed up, and a tendency to overheat, despite thermostat replacement, installation of a radiator return bottle and my practice of not turning the air conditioning on just when I needed it most. In fact, there were occasions

when I resorted to turning on the heater, such as during a drive from Lake Tahoe to Reno in July. That was fun.

The Slant Six engine has a legendary reputation for reliability, and though I went through a front end, an entire brake



The 1968 Dodge Dart was characterized by wags as 'your grandmother's musclecar' when outfitted with a V-8. With a slant six, as Mark's was, it was merely a very reliable and somewhat stylish ride.

system, a radiator, a water pump, a heater core, two mufflers, innumerable tires and batteries, and an alternator, the engine never missed a beat. It still ran well when I finally sold it in 1986 with something like 145,000 miles on the odometer for \$800 (new it had cost less than \$2700.)

I was really excited in 1997 to hear that Revell was going to release a 1969 Dart, figuring it would be easy to convert to a '68. The '69 GT kit was nice, and I was considering just building it out-of-the-box, even though the hood, running lights and tail lights were different from the '68, and I was thinking about how to add a vinyl roof. Then I looked closely—a 440 V-8 came with the kit, not the Slant Six. I guess Revell figured it was more sexy that way.

I explored the availability of aftermarket Slant Sixes without much enthusiasm, then put the kit away, where it would probably sit for quite a while. I assumed it was as close as I was going to get to a '68, so I couldn't get rid of it.

I was wrong. At some point thereafter, Revell re-issued the kit as a '68 GSS. It had the same hood, and same engine (now representing a 340 V-8!) but now there was a vinyl roof molded on, and of course the running lights were correct. I

Continued on page 13

The Styrene Sheet is a monthly publication of the Silicon Valley Chapter of the International Plastic Model Society (IPMS). Articles and comments should be submitted to Chris Bucholtz, Editor, P.O. Box 361644, Milpitas, CA 95036, or by E-mail at bucholtzc@aol.com. Excerpts may be published only with the written permission of the editor.

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EDITOR'S BRIEF

Welcome to another nationals issue of the Styrene Sheet! This issue presents a mix of the subjects that make up our hobby, with Mark Schynert's Dart, Bill Abbott's B-25 and Vladimir Yakubov's *Rossiya* representing a cross-section of the variety that's out there. Anyone who thinks the IPMS is only about airplanes needs to pay closer attention, or to have his attention refocused by a current member. Our organization has done a good job of opening up to appeal to all types of modelers; now, we just need to get that message out.

While this issue will arrive in members' hands in mid-June, it will also find readers at the IPMS/USA Nationals in Oklahoma City in the first week of July. If you're one of these new readers, welcome; this is the ninth year the Styrene Sheet has been distributed at our national event. Welcome to our newsletter!

—The Editor

LETTERS TO SVSM

The following letter was sent to Steve Travis:

Dear Mr. Travis,

On behalf of veteran patients, staff and volunteers of the VA Northern California Health Care System, I would like to thank you and the Silicon Valley Scale Modelers for your donation of models for the enjoyment of hospitalized veteran patients throughout the facility.

Your support of veteran patients is appreciated and does not go unnoticed. We appreciate your donation and your active participation to enhance the quality of patient care we provide.

Sincerely,

Juanita De Luna

Chief, Voluntary Service

Department of Veterans Affairs, VA Northern California
Health Care System

CONTEST CALENDAR

June 21, 2003: **IPMS/Ontario** will host its **annual model contest** at the Ontario Senior Center, 225 E. B St. Ontario, Calif. For more information, contact Al Parra at (909) 920-9917 or e-mail him at parrateach@aol.com

August 10: **IPMS/Central Valley Scale Modelers** host their **15th Annual Scale Model Show and Contest** at the Holland Elementary School in Fresno, California. This year's theme is "WWII European Theatre of Operations, 1939-1945." For more information, call Nick Bruno at (559) 229-3675 or Jim Cavin at (559) 584-5796.

August 16, 2003: the event planned by **IPMS/Mt Diablo** has been cancelled.

Sept. 13, 2003: **IPMS Portland Oregon** and the Evergreen Aviation Museum Present the **2003 Model Show and Contest** at the Evergreen Aviation Museum, 3685 Cumulus Ave., McMinville, Oregon. This year's theme is "Record Breakers." For more information, call Brian Yee at (503) 309-6137 or e-mail him at BYee1959@msn.com.

Oct. 11, 2002: **IPMS/Redding Dambusters** host their **Plastic Model Contest** at Enterprise High School, 3411 Churn Creek Road in Redding, California. The contest theme is "The Best of NASA." For more information, e-mail Richard Carlson at blwah25@c-zone.net

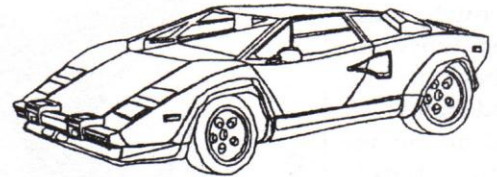
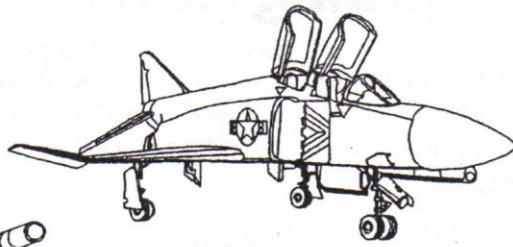
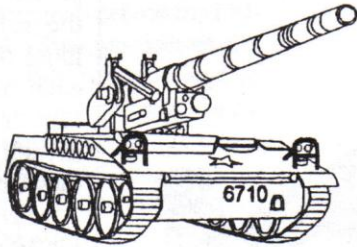
Oct. 19, 2003: **IPMS/Orange County** hosts **OrangeCon 2003**, the Region 8 Regional and Convention, at the Sequoia Conference Center, 7530 Orangethorpe Ave. in Buena Park, California. For more information, call Nat Richards at (949) 631-7142 or e-mail him at ocipms@aol.com.

Nov. 1: The **Antelope Valley Group** hosts **Desert Classic VII** at Antelope Valley College, 3041 West Ave. K in Lancaster, California. For more information, call Michael Warman at (661) 256-7069 or e-mail him at michael.warman@imco.com.

Nov. 15: **IPMS/Silver Wings** hosts their **annual contest** in Sacramento, Calif. More details to follow. For more information, e-mail Scott Bell at SnJmodprods@aol.com.

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

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



IPMS
CENTRAL VALLEY SCALE MODELERS
**15th Annual Scale Model
Show and Contest**

August 10th, 2003

Special Theme:
W W II European
Theatre of Operations
1939 - 1945

Raffles & Special Awards as follows:

Best of Show, Senior
Best of Show, Junior
Best of Show, Aircraft

Best of Show, Armor
Best of Show, Civilian
WW II E.T.O. Award

Holland Elementary School Cafeteria
10AM to 4PM

Museum quality: building *Italeri's* B-25 Mitchell

By **Bill Abbott**

On the morning of April 19, 1942, USAAF Lt. Col. Jimmy Doolittle was sure the raid he'd led against Japan had failed. 15 of the 16 B-25s had crashed or crash-landed and the 16th was interned in Vladivostok. He told a fellow flyer that he expected to be court-martialed when he got back to the United States.

Instead he received a hero's welcome, the Medal of Honor and promotion to general. All the other flyers were decorated as well. Though the physical damage done by the raiders was negligible, the raid raised U.S. morale amid a flood of defeats and reversals. It also intensified Japanese Admiral Isoroku Yamamoto's desire to bring the United States Navy's carriers to battle and destroy them once and for all, because the Army Air Corps B-25s had taken off from the U.S.S. *Hornet*

Barely seven weeks later, in the waters north of Midway Atoll, Yamamoto's diffuse and overcomplicated plan to force the U.S. Pacific Fleet into battle would end in a stunning defeat for the Imperial Navy. Japan would never recover the strategic initiative. In this sense the Doolittle Raid can be regarded as the first turn of what Winston Churchill called, "The Hinge of Fate."

When Bill Ferrante asked for volunteer builders to reproduce Doolittle's Raiders in 1:72, I couldn't stop myself. I had

to sign up. I'd read pilot Ted Lawson's wartime memoir, *30 Seconds Over Tokyo* in the 4th or 5th grade, and built the old box-scale *Revell* B-25 kit a few years later. I've seen two 1:72 aircraft carriers in two different museums and thought they

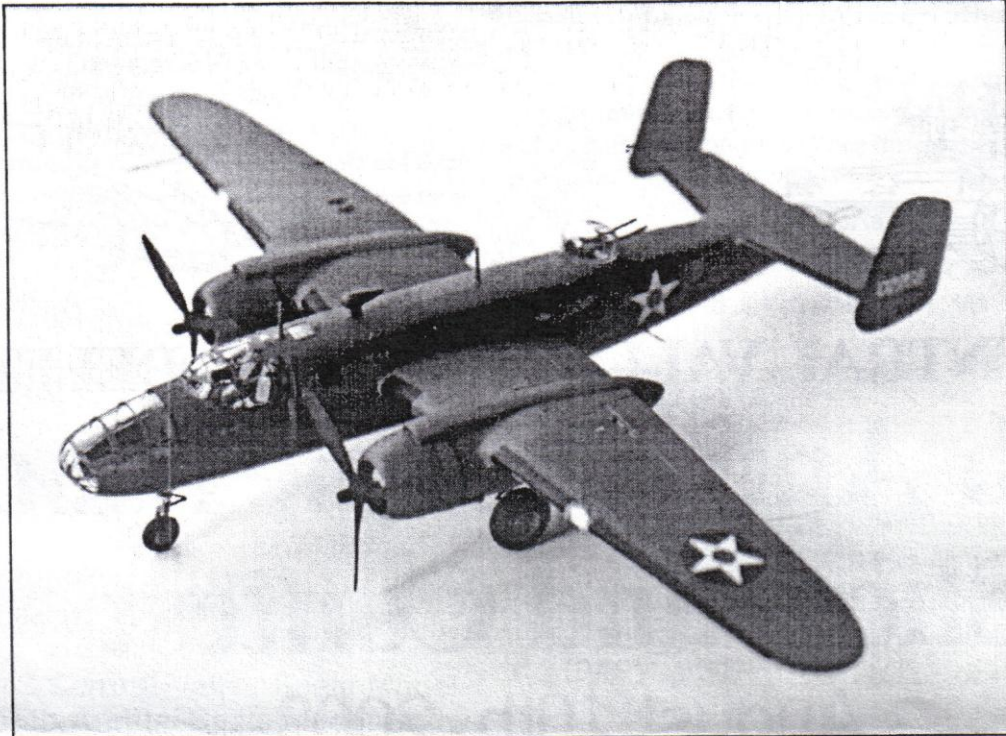
were really impressive. I knew the subject and liked the idea. I even managed to find the kit for myself at Hobbies Unlimited.

Italeri's B-25B kit is neat and straightforward, with generally good fit and a few, minor, accuracy problems. External detail is mostly raised lines, though the control surfaces and oil coolers are recessed. There is no surface detail on any internal parts, other than two lumps representing seat cushions in the bombardier's nose compartment. It's about what you'd expect from a kit of 1970s vintage.

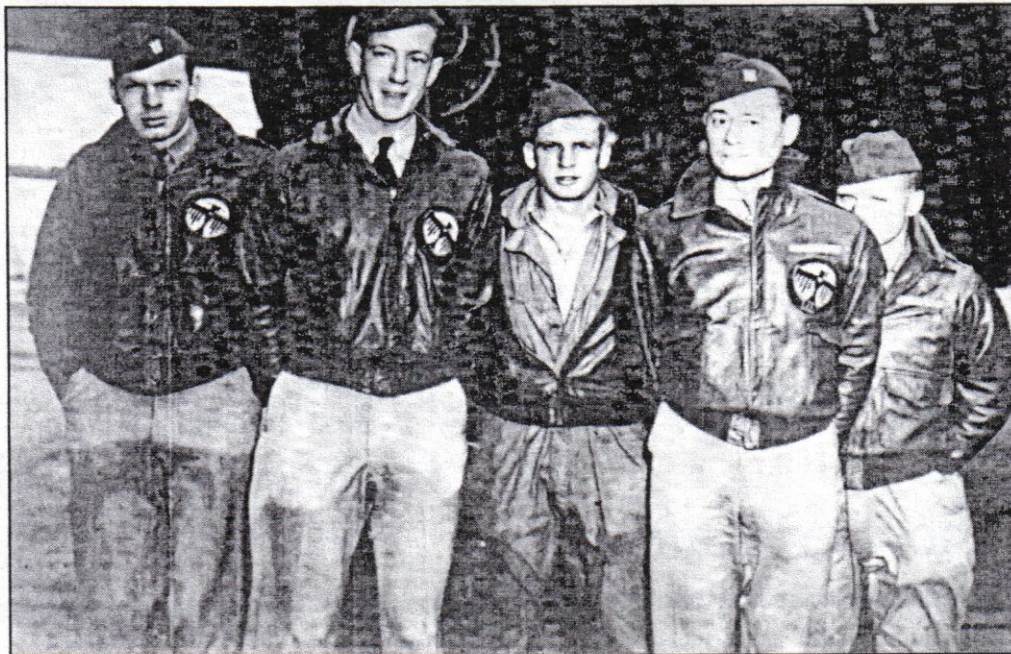
I'll describe how I built my Doolittle Raider, (4)0-2268, #16, the last to take off from the U.S.S. *Hornet*. Sadly, this crew were all captured by the Japanese Army and two, Lt. William G.

Farrow and Sgt. Harold A. Spaatz, were executed after kangaroo trials. The other three crewmen were P.O.W.s until the end of the war.

I started building by reading the instructions. No, really! There are optional parts for a B-25B (120 built) or the first mass-produced model, the B-25C/D (3915 built). Bill Ferrante



Bill's model of Aircraft No. 16. The crew of this aircraft (below) were captured by the Japanese in China. From left: LT George Barr (navigator), LT William G. Farrow (pilot), SGT Harold A. Spatz (engineer-gunner), LT Robert L. Hite (co-pilot) and CPL Jacob DeShazer (bombardier). Farrow and Spatz were executed by the Japanese.



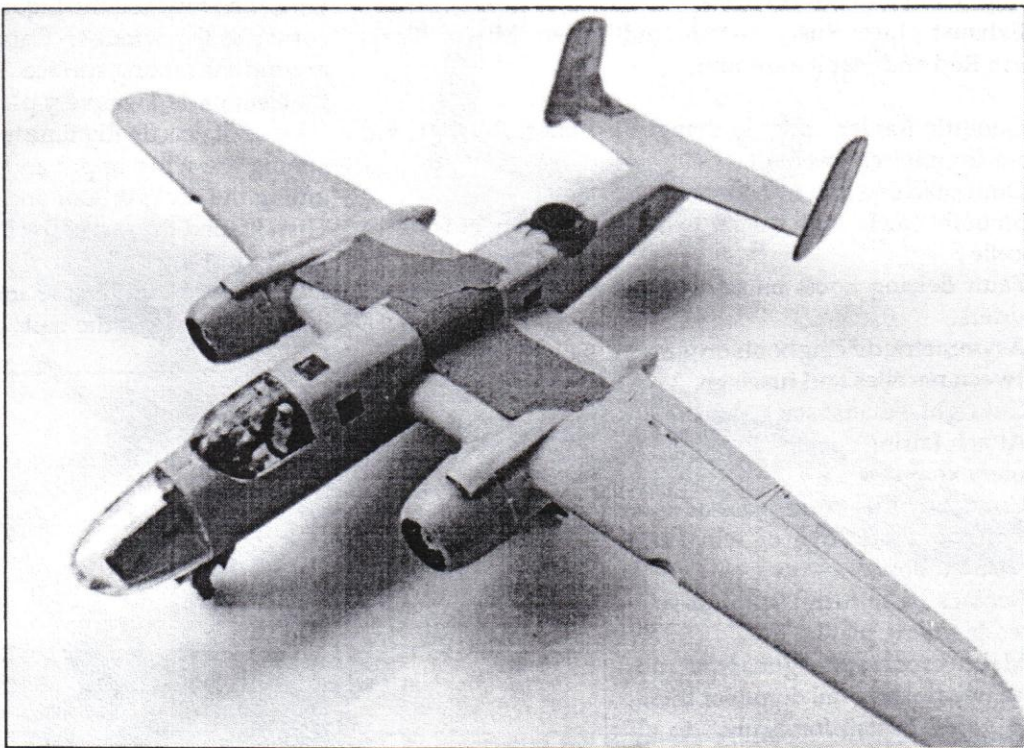
supplied copies of a three view from Bert Kinzey's *B-25 In Detail & Scale*, the markings instructions from *Accurate Miniatures'* B-25B Doolittle Raider kit, a copy of the *Italeri* instruction sheet for the B/C kit and computer-printed decals for each individual plane. Some volunteers received the PBJ-1 Navy/Marines version of the kit because Bill Ferrante had to scrounge for kits. Kinzey's book recommends the *Italeri* kit as the best available but cautions to check references for specific details—good advice!

The kit comes with clear parts and markings in the fuselage halves for what to cutaway for two pairs of mid-fuselage windows, horizontal oblongs for the radio compartment aft the wing spar, and vertical ovals at the belly turret sighting station. All references agreed that the radio compartment windows should be cut open for the plane of the vintage I was modeling, but the sighting station oval windows became my first research obsession. Until long after I ran out of research time, I was unable to find a clear photo or a drawing that showed this area on a Doolittle Raider B-25B or representative sister ship.

After I'd committed myself by gluing the fuselage halves together, I found suggestions that the sighting station windows should be opened, but the window shape is not exactly as supplied by *Italeri*. (*Accurate Miniatures'* B-25B kit has two windows on each side for the sighting station and no windows for the radio operator. See their on-line build-up at www.kithobbyist.com/saw/AM_Online_Builds/b25/b25_build_1.htm)

It was also clear that the radio compartment and navigator's compartment windows should have rounded corners, and possibly smaller sizes, than the kit supplies. I decided to go with what was in the kit, guessing that this would match most of the other builders' work. I made the same call in leaving the C-and-later tail bumper as molded. The references clearly show a retractable tail-bumper but Bill's notes didn't specifically suggest the change, so I left it.

Italeri's kit design traps the three landing gear legs between the fuselage and nacelle halves, so I wanted to paint them before major assembly. This became my second research obsession: What color did North American paint their gear legs and wheels? I even enlisted my loving wife, Jean, to pour over black and white photos and try to guess whether we were seeing gray, green or a metallic paint. She was very kind and agreed with the mistaken conclusion (light gray) I had at the time. I finally concluded a medium metallic gray was right, a "steel" color, and then found Kinzey specified the same in the *D&S* book. (Which I bought after I started painting). This "steel" color was used for the gear legs, wheels and



In its early stages, Bill's B-25B has its main components taped together. Note the painted pilots in the cockpit.

the flat hubcap on the nose-gear leg.

Doolittle Raider Colors:

Upper exterior surfaces and seat cushions: *Poly Scale* ANA 613 US Olive Drab (note this is 1940s Olive Drab, not the modern FS 34087 version)

Lower exterior surfaces: *Poly Scale* ANA 603 US Neutral Grey.

Landing gear, legs, wheels: *Tamiya* XF-56 Metallic Gray

Interior surfaces, gear wells, turret and engine cowls: *Poly Scale* ANA 611 US Interior Green

Engine crankcases: *Testors Model* Master Acrylic Light Grey

Engine Cylinders: Metallic medium gray.

Propellers & spinners, instrument panel, control yokes and pedestal, fake tail guns, fake "slots" in tail dome for fake guns: *Polly Scale* NATO Tricolor Black.

Note: No safety markings on prop tips or manufacturers decals on blades. The Archers' book suggests early "flat black" for previously polished props was gloss paint thinned with gasoline!

Tires and deicing boots: Blackish mix of NATO black and *Poly Scale* U.S. Earth Red FS-30117

Pilot's flying jackets, gloves, boots and goggles: Various Brownish mixes of US Earth Red and NATO Black.

Pilot's uniform pants, shirts, flying helmets: *Poly Scale* Clear Doped Linen

Pilot's faces: Various pinkish mixes of *Gunze-Sangyo* Radome Tan mixed with *Poly Scale* Red.

Pilot's inflatable life jackets: *Poly Scale* USAAC Orange Yellow.

Upper turret machine guns: "Parkerized" gunmetal, NATO Black with trace of *Poly Scale* Flat Aluminum.

Tips and center of control yoke, landing gear oleo struts: Flat Aluminum

Pitot tube tip, zipper fob on life jacket: Weathered brass.

Tamiya Gold and NATO Black.

Exhaust pipes: Rusty metallic red-brown. Mix of Black, Earth Red and Flat Aluminum

Doolittle Raider options/changes in Italeri B-25B/C kit, from front to rear, as built:

Omit machine gun in nose compartment

Smooth cowls with single exhaust stack on outside of nacelle.

Paint deicing boots on wings, horizontal stabilizer and rudders.

Asymmetric deicing boots on wings between nacelles and fuselage.

Cut right exhaust stack short

Attach fairings over right side oil-cooler exhausts.

Cut open radio compartment windows above aft edge of wing and install windows.

Replace belly turret with kit-supplied blanking plate.

Make "broomstick" guns from rod, bore two holes in tail dome for them, and paint "slots" for "guns" to elevate in.

Kinzey's kit reviewer warns that the kit-supplied aft-bulkhead is entirely false—real B-25s had no such bulkhead, though *Accurate Miniatures* clearly depict a fuselage former that is several inches wide there. Behind the pilots was the navigator's compartment, then the bomb-bay and wing-spar. I decided to leave it in to hide nose weight behind and so I didn't have to extend the floor and improvise a navigator's compartment. It appeared to me that most of the other volunteer builders made the same call.

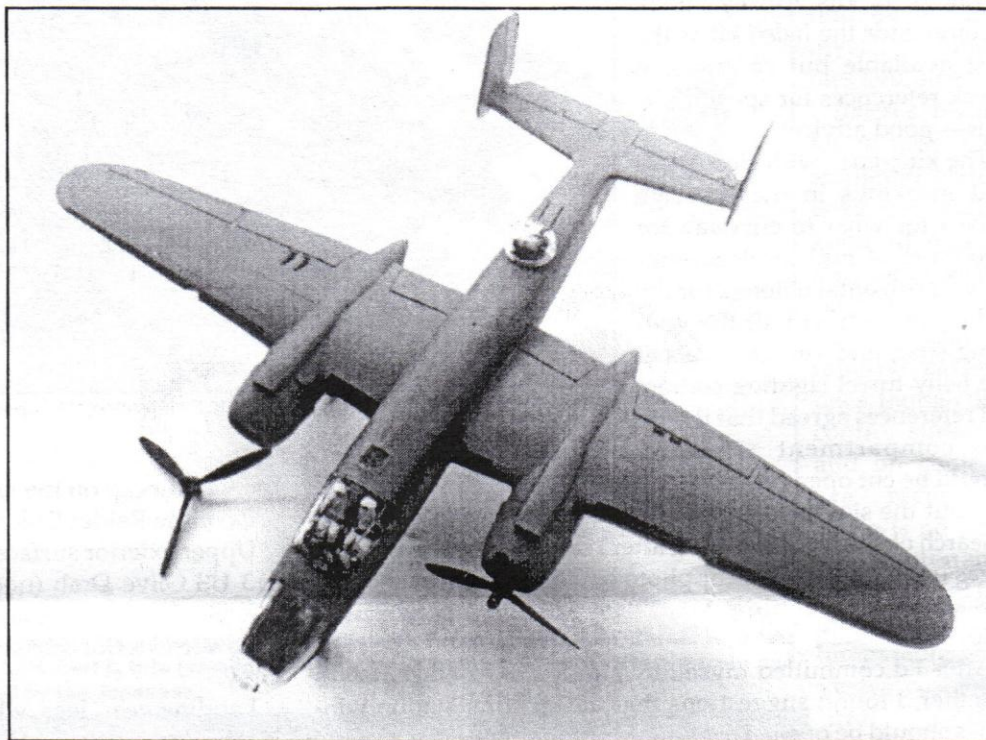
The nose compartment aft bulkhead is more accurate, the B-25 had one, but it has an opening to what should be the pilot's rudder pedals in the cockpit. The real B-25 had a crawl-way under the pilot's side cockpit floor. So the opening is on the correct side, but too big and too high. I left this one as molded, figuring most of the others would too.

Since this model would be transported and moved by people other than myself, I worried that my usual white-glue for the clear parts wouldn't hold. So I decided to glue the clear parts with the same *Testors Non-Toxic Liquid Cement* (blue label) that I use for regular styrene joints. I'd read about people using Future Floor Wax as a barrier to allow clear parts to be glued with cyano-acrylic ("super") glue, and so I decided to use Future on all the clear parts, sand it off the mating surfaces and glue with liquid styrene cement.

I brushed the Future on carefully inside and outside, avoiding the mating surfaces as much as possible. It dried quickly and the results were beautifully clear and shiny transparent parts. For the six fuselage side windows and the window above the navigator's compartment, I taped the clear part in place with a 1/16-inch strip of blue masking

tape, then touched the Liquid Cement dispenser's tip to each corner of the window. Capillary action carried the glue all around the mating surface. The liquid glue did no damage to the clear parts. I was very pleased and will use this trick again.

When it was finally time to start major assembly, I began by joining the wing upper and lower halves, taping them, and gluing the cockpit floor and fallacious aft bulkhead in place. Then I taped the rest of the major pieces together and poured small finishing nails into the cockpit unit it balanced level on my fingertips under the inner wings. Taking the fuselage halves apart, I cut the nails to the length of the cockpit floor



Bill's B-25 before decals were added. The de-icer boots have already been painted in this shot.

using gas-pipe pliers and epoxied as many as would fit in the under the floor. Be careful you don't block the nose-gear when doing this—after my epoxy cured, I had to use a Dremel tool to grind down some nails that prevented the gear from lining up between the fuselage halves.

I wanted the upper turret to work, since it would be less likely to be broken if the guns elevated and the turret rotated freely. I pre-painted the turret ring exterior with ANA 613 Olive Drab and also the fairing around the turret, before assembly. This meant that I didn't have to flood it with paint when doing the whole exterior to get coverage.

With these fiddly bits out of the way, I put the fuselage halves, landing gear, wings, nacelle halves and horizontal stabilizer together in about an hour. A little strategic taping held the nacelle halves so the top of the back end of the nacelle was flush with the upper surface of the wing, and the leading edge fillets of the nacelle were lined up with the leading edge of the wing. I was left with gaps to fill, but everything was at the same level as adjacent pieces.

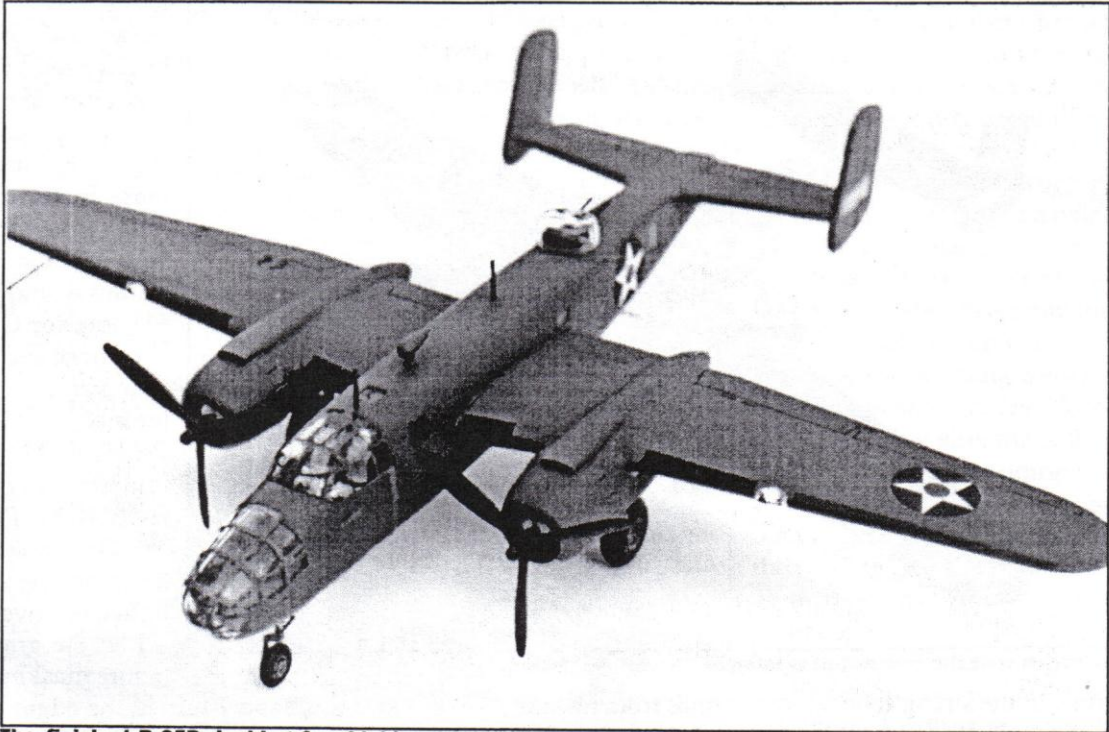
I could see that the cockpit parts could be installed through the canopy opening, so I left the cockpit interior for after major assembly. The control columns are molded with funny little handles on the top, NOT associated with the yokes, and I

couldn't find any pictures or mention of anything in a real B-25 that corresponded to these odd additions. I should have cut them off but I wasn't sure, so I left them. I shouldn't have.

I should have sanded down the outside of the belly turret blanking plate, or opened the hole it filled, because the swelling of the plastic as the liquid cement dissolved it caused the blanking plate to heave up out of place. More tape pushed it down flush, but then it popped inside the fuselage. A paint brush handle, poked through the upper turret opening, held it against the tape on the outside, and more tape held the paintbrush handle in place. Crude, but it did the job.

Airfoil-shaped indentations in the fuselage halves really positively locate the wings, but I was worried about a gap requiring filling at the upper wing/fuselage joint. I taped the wing halves toward the top of their fit and let cement run by capillary action into the joint. Later, I did have to fill the underside of the wing-to-fuselage joint, but this gap was not large, and no filler was required on the top.

I made a template from a sheet of corrugated cardboard with a cutout to miss the fuselage and checked that the upper surfaces of the wings had a slight anhedral as the glue dried. B-25 outer wing panels were dead level at their centerline, with the taper in thickness making the top surface descend

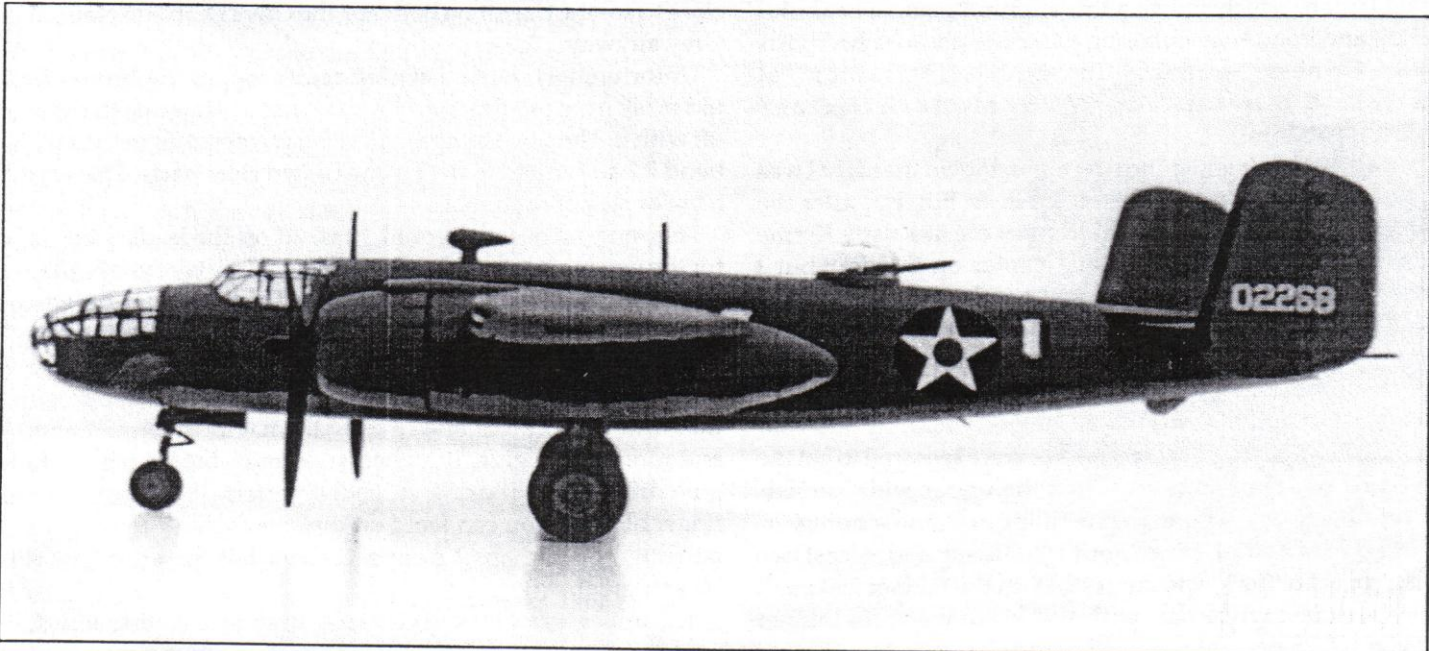


The finished B-25B, looking formidable with its broomstick tail guns. The decals were reduced from the *Accurate Miniatures* sheet and printed on an ALPS printer.

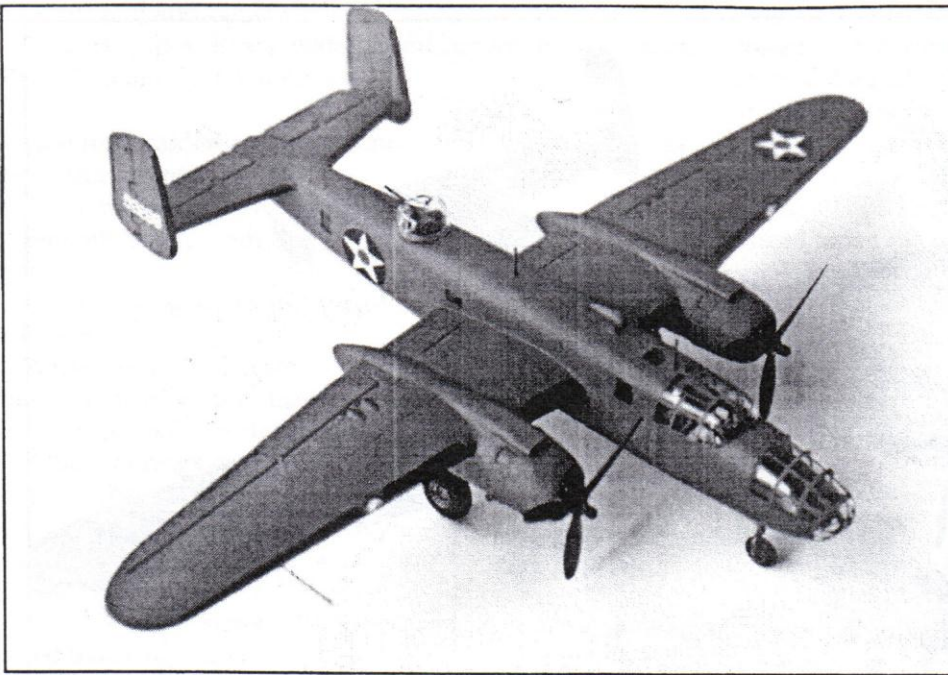
slightly from the nacelle to the tip. All the dihedral for stability was on the inner wings. I had to bend the wings downward once but they stayed in place after that. All three landing gear legs were parallel and looked right. I was impressed with *Italeri's* mold makers. I let these major structure joints dry for three days before filling, sanding and adding the rest of the parts.

Another trick to the assembly was that the engines are attached by their cylinder heads to a shelf on the inside of the cowlings. Not precisely to-scale, but the fit there should be close.

The rudders have two holes, each of which fit over pins molded on the end of the horizontal stabilizer. This locates the



This shot reveals just how convincing Bill's 1:72 B-25 is. From this angle, guessing the scale would be very difficult!



Another view of the completed version of Aircraft No. 16.

parts, but the strength of the joint comes from just the side of the rudder butted to the end of the stabilizer. One of mine got tilted after the glue dried; it's not a very strong joint.

A neat but trying feature of this kit is that the entire nose is a single clear part. The floor of the bombardier's compartment has to be tapered slightly to fit the curve of the fuselage side to fit down onto the shelves molded inside for it. Getting sidewall detail out into the nose would be an accomplishment. I didn't add any here or in the cockpit. Is pretty bare looking, but at least there are seat cushions molded to the floor. I glued the floor in place and then the nose onto the plane all at once so the floor wouldn't dry misaligned.

The trick I missed was that the clear nose piece is about 1mm wider than the fuselage. If I'd known, I could have shimmed the fuselage joint from the front to the canopy and nose gear cutouts quite easily. I later found an excellent web site describing how to build a Lend-Lease B-25 as supplied to the Soviet Union, which shows a this shimming and a beautiful cockpit and bomb-bay detailing job using photoetched parts (Ilya Grinberg's B-25 In Soviet Markings at www.kithobbyist.com/VVS/ModelArticles/grinberg_b25.html).

I got all the major and minor parts assembled the night I was supposed to turn the completed kit in to Bill, but after the meeting. Luckily for me, he could meet me at Krispy Kreme Donuts at Willow Pass shopping center on Sunday, but I missed that deadline too. I did make it the following week. When he collected my kit, it was the 8th he'd received. He later told me that the last one arrived with 45 minutes to spare.

With all the major and minor exterior pieces assembled, I used my standard thinned Squadron putty for filler and wet-sanded after it dried. A couple passes were required to get the tops ends of the nacelles to match the upper wing surface. Everything else was done in one filling and one sanding.

For *Poly Scale* paint, I find thorough stirring and at least two brush coats are the key to success. With the Badger 250 paint sprayer, three to five coats with a little tap water for thinner (maybe 1:3, 75 percent paint, 25 percent water) seemed right

to me. I use a bike tire pumped up to 65 psi as an air source; a different air source might need thinner paint.

After masking the upper turret, engine nacelle openings and landing gear with tape, I applied *Ambroid's* green liquid mask material to the nose, cockpit and fuselage windows. It was hard to see as it went on and I wasn't sure my canopy frames would be straight. I then sprayed 611 Interior Green for the inside of the clear nose and the canopy frames. Three coats, each allowed to dry to flat, only took about 40 minutes. I then sprayed *Poly Scale* ANA 603 Neutral Gray on the undersides. I got horrible fish-eyes on the fuselage, but *Poly Scale* paint dries quickly and I was able to entomb the first coat in a second, very light one. A couple more light coats over that completed the gray.

I let the gray dry for about six hours before masking it with 3M low-tack blue

masking tape. I turned the edges up in the hopes of getting soft transitions from Gray to Olive Drab and started spraying paint. It was 11 p.m. on Saturday night. Of course, everything went wrong. It took an hour to get a couple of coats, the paint was too thick, it wouldn't spray right and I didn't want to thin it too much since I was hoping to complete the model in less than 12 hours. If you want to make God laugh, tell her your plans.

In the cold light of morning I could see another coat of Olive Drab was needed—there was a markedly lighter, browner, streak across the fuselage and both wings. On top of everything else, the paint had settled while I flailed the night before. This time I thinned it correctly, to the consistency of whole milk, and it sprayed fine. Two quick coats, 30 minutes for working on props and wheels, and off came the masking. I'd even gotten soft edges in some places, but hard or nearly hard edges in most. Still, it was good enough. You have to look close to see the transition between the Olive Drab and Neutral Grey anyway.

Unfortunately, when I started removing the *Ambroid* liquid mask from the clear parts, all the canopy frame paint came off with it. The skin strength of the paint was stronger than the bond it had formed to the Future coated clear parts! This was a major disappointment.

I cleaned-up as best I could, masked off the leading edges for the deicing boots and painted them with *Poly Scale* NATO Tricolor Black toned down with some Dark Red for a brownish, slightly oxidized rubber, look. I also painted the interior of the landing light recesses in the wings black. Then I cut out some appropriate sized circles of aluminum foil and glued them into the recesses, and covered them with the clear covers and more white glue. It looked good even before the white glue dried. After it dried, it looked perfect. If you run your finger along it you can feel that the covers don't actually fit perfectly, or perhaps I swapped them left for right, but it looked great.

The upper turret looked great too, in spite of having almost no detail. The kit supplies only the turret ring, two guns joined

with an axle and the clear dome to cover it all. After painting the dome with Future, it looked thinner than it really was. I lightly sanded its bottom edge and glued it to the lightly sanded joining surface on the ring.

The first trip to Krispy Kreme was high drama or low comedy, with me gluing the main gear strut braces and wheels onto the kit while Jean drove and our son offered helpful advice. There were no decals or canopy frames, I faked the fake tail gun with one barrel from an unused kit machine gun and the rear dome with the one hole molded in. It wasn't really done, but we'd missed Bill because I delayed our departure while I painted the deicer boots anyway. There's a children's entertainment place called "The Jungle" around the corner from Krispy Kreme, and we went there on this trip and the next; that's how this model ended up costing me nearly \$100!

Returning home, I got out my #000 brush and tried hand painting the interior green for the cockpit canopy framing. It wasn't too bad, and in 15 minutes I completed all of the framing. After half an hour to dry, I got out the Olive Drab and painted the outer color on the framing. The overall effect was of tooth-thick canopy framing, but at least I had something. After the paint dried for a couple days, I discovered that I could trim it using a toothpick, something I read as a hint in *Fine Scale Modeler*. In an hour I managed to trim most of the framing down to size and straight lines.

There are clear photos of Doolittle's plane showing two fake guns added to the tail dome. Besides the "gun barrels," which appear to be thicker than the broom sticks of legend, someone had painted black "slots" on the tail dome for the guns to "elevate" in. Some references suggest different planes had different improvisations, but I decided to copy the #1 plane's installation for #16. For my model I used 0.025 rod, 1.8 inches in scale, which appears smaller than the kit's upper turret gun barrels. I cut two pieces about the same length as the kit machine guns and painted them black. I thought about different ways to bore holes straight through the tail dome but off-center, not an easy hole to drill. In the end I just bored through with a brand new X-Acto #11 blade, working from outside and inside so the holes weren't too tapered. I glued the "gun barrels" in place with white glue and glued the dome onto the fuselage with liquid cement.

Bill Ferrante's custom computer printed decals came in two pieces, full size, color images and slightly reduced white backgrounds to go under each of the color images. Each was printed on clear material, so I had to cut them out very carefully, as close to the image as I dared. The red dots for the U.S. stars were separate. Some of the white backgrounds had streaks that I didn't spot until I put them down on the model, but the blue star surround covered most of the streaks. I didn't quite get the red propeller warning stripe lined-up

over its background, and two of the tail numbers folded slightly as I applied them, as suggested, individually over the background white versions. I applied a few decals every morning during the week, using *MicroSet* to snuggle them down.

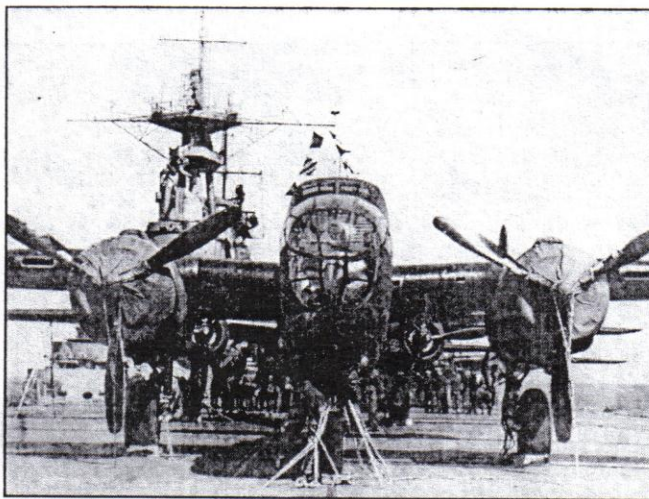
The trailing wire antenna guide has no locating hole or pin, so I picked a spot and glued it on, after scraping off the paint down to bare plastic. The two antennae on the top of the fuselage have locating holes, but the ADF "football" doesn't, so more guessing and scraping were required to position it. The "football" had a big sink-mark that required filler and sanding before assembly. No hinges or operating arms are supplied for the landing gear doors, so I just glued them in place after brush painting.

I'd broken-off one of the prop-shafts at some point, so I bored into the back of the spinner with my trusty X-acto #11 blade and used Zap cyano-acrylic to glue a

piece of round toothpick in place of the original shaft. A little sanding and it turned as freely as the stock part.

As I added the last parts and decals, I touched up various deserving spots with paint. I didn't spot the sink-mark and glue blob between the windshield and the nose transparency until I'd sprayed the paint and removed the masking. Luckily, I was able to fill, sand and gently brush-paint without hurting anything else. And finally it was done.

It was the second Sunday morning after the club meeting. I made an official travel box with a foam liner cut-out to clear the landing gear and props, tied it to the foam with a big red ribbon, and we went back to Krispy Kreme's parking lot. Bill Ferrante drove-up and parked on schedule, and I handed him the model while Jean took our picture. We headed for "The Jungle."



A Doolittle Raiders B-25B lashed to the deck of the Hornet en route to Tokyo.



The true size of Bill's model, and Bill's head, is revealed in this shot!

Building Kombrig's 1:700 Czarist cruiser *Rossiya*

By Vladimir Yakubov

In the April issue, I reviewed the *Rossiya's* career and Kombrig's kit of her. This issue, I'll describe building the model, the third 1:700 Russian armored cruiser in my collection.

The hull sides had a very rough texture and it required a lot of sanding to get rid of it.

The cleanup was further complicated by the presence of many small hatches, ledges and case-mate covers on the sides of the hull. To get rid of the pits and dimples I used *Gunze Sangyo Mr. Surfacer* and superglue where appropriate. At first I tried to sand around the hatches on the hull and, to be fair, it did get rid of most of the deficiencies, but when I put on a coat of paint to check it, there were still some irregularities. This was mostly because I was using an X-Acto knife to scrape the sides hull in order not to damage the detail, which left flat planes and scratches in the tumblehome. Seeing as how I couldn't successfully work around the hatches, I went ahead and sanded them off. I didn't touch the case-mate covers, because they were detailed, but the cargo hatches were simply bumps on the hull and would be easy to rebuild. After I took them off, the cleanup went much faster and was pretty easy to accomplish.

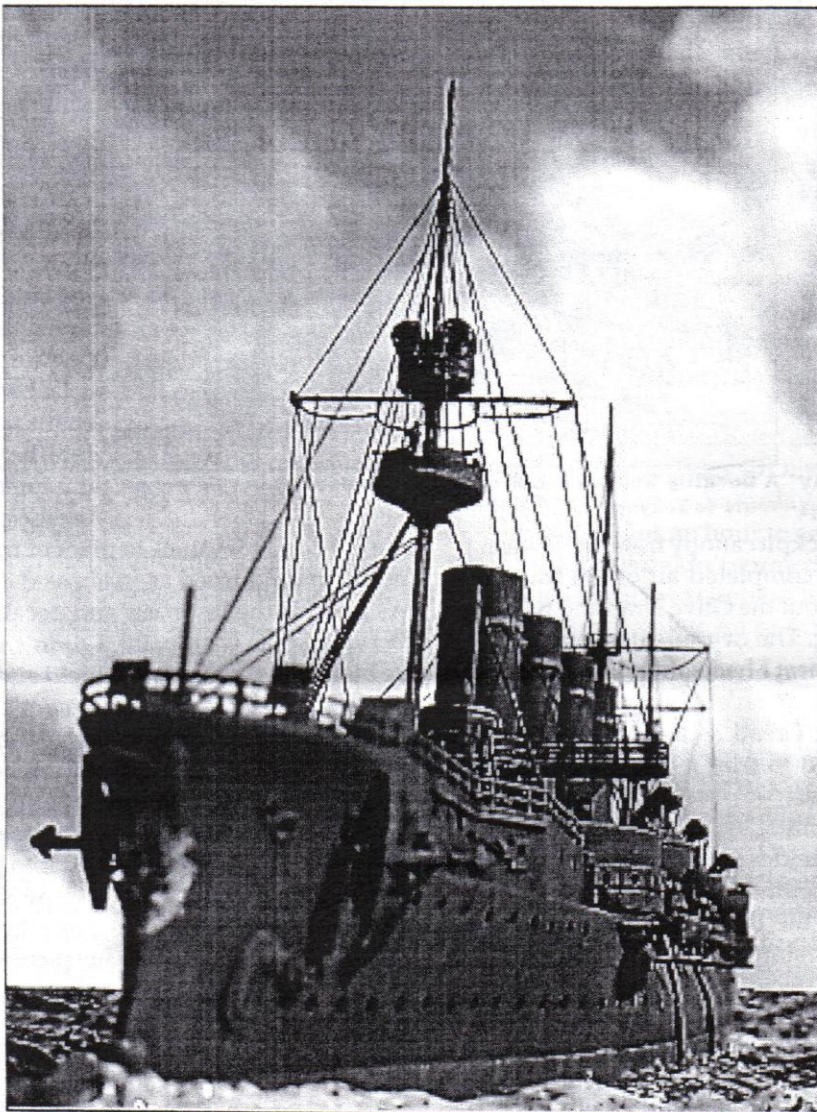
When I was satisfied with the hull, I went back and rebuilt all of the hatches on the sides, using the plan provided in the kit for reference. The very tip of the lower bow was broken off, and I went ahead and rebuilt it, but it kept breaking off, so I just left it broken, since it will be hidden by the bow wave anyway once I mount the ship on the base.

It is at this point I usually install the smokestacks and other large superstructure details that will not interfere with the painting of the deck. The boiler room tops were very easy to install, due to the presence of the shallow locator pins on the deck. The ease of alignment was furthered by the deck planking, which was an easy way to make sure that they are all parallel. After they were done, I installed the smoke stacks.

With four of them, the alignment is critical. There were locator pins on the smoke stacks, so it was relatively easy to align them all. The biggest challenge in building resin kits is that you have to use superglue, which sets very fast and doesn't give you too much time to fiddle around with alignment, so you have to get it right the first time. To accomplish that, I

usually glue the first smoke stack and make sure that it is centered and then glue in the rest of them one at a time, aligning them on the first one.

At this point I painted the deck. I also used that coat of paint to check for any other deficiencies, so I covered the whole ship with it. The paint revealed that the joint between smoke stacks and boiler room tops was very rough and needed to be cleaned up further. It also revealed the irregularities in the hull sides mentioned above. The cleanup around the base of the smoke stacks was greatly complicated by the fact that the ventilator heads were integral to the boiler room tops and there was hardly any room between them and the smoke stacks. That made sanding the joint without breaking the ventilators extremely difficult and time consuming. After it was done to my satisfaction, I added two small stacks to the front and back of each smoke stack made from brass rod. At this

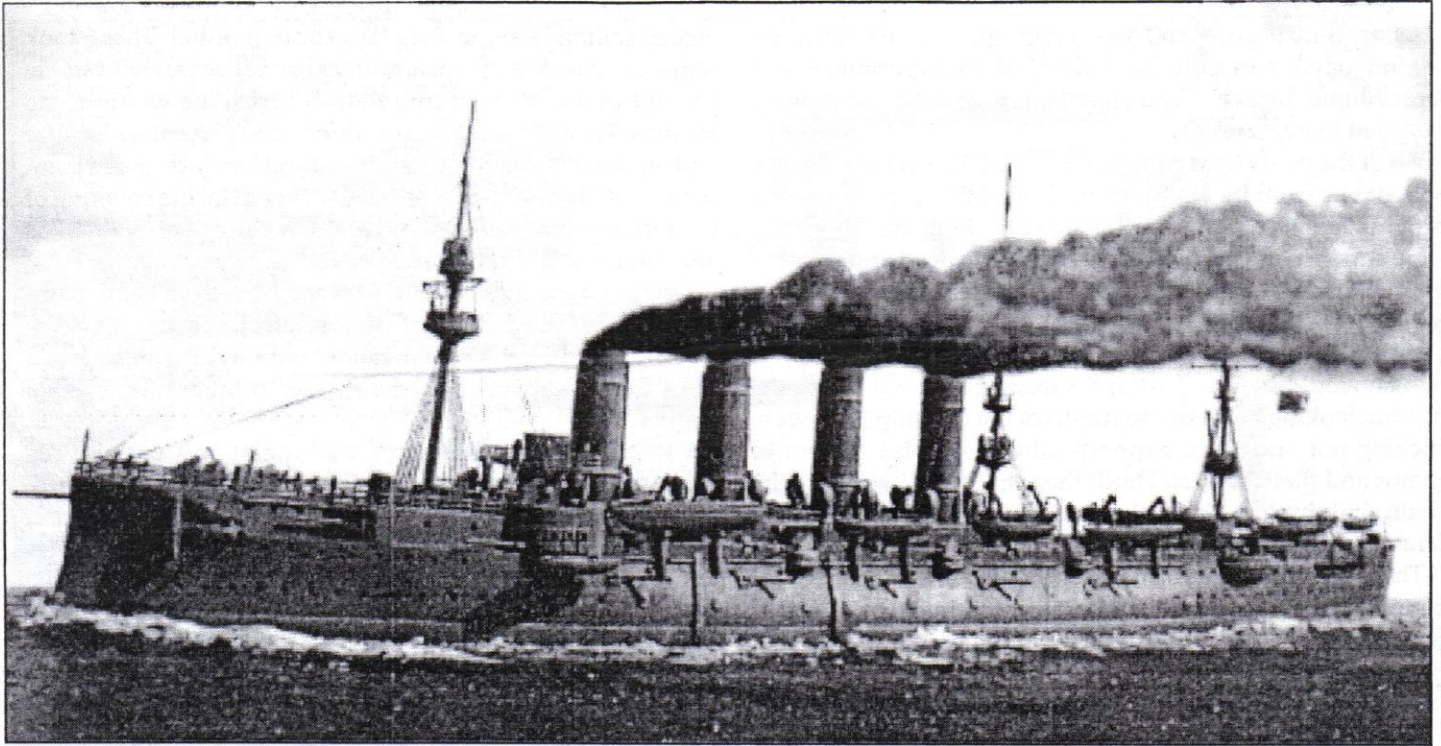


The *Rossiya* in 1:700 scale. This cruiser and her part-sisters *Rurik* and *Gromoboy* formed the only successful Russian naval unit of the Russo-Japanese War.

moment the rest of the ship was ready for painting.

As the deck was already painted, I masked off the deck leaving major parts of the superstructure uncovered and went ahead and painted the hull using an airbrush. There are two colors that would be appropriate to use with the model. The first color is the overall white hull with yellow stacks used in peacetime, and the second color is the overall dark green used during the Russo-Japanese War. I decided to paint it dark green for two reasons. I like to depict the ships that I build "in action" (i.e. in their wartime schemes and fits) and I hate working with white color, since it is very hard to get to look right (in my opinion).

There are no reliable references as to the true shade of green that was used by the Russian navy. I've seen various repre-



With computer-generated coal smoke billowing from her stacks, Vladimir's *Rossiya* plies the seas in search of Japanese commerce shipping.

sentations of that color ranging from pale green to dark green. I went to the local hobby shop and chose several shades of green that looked about right to me based on the references that I've seen. When I came home I sprayed one of the green shades on the model and, to my horror, realized that it looked much darker on the ship than it did in the can. Then, in a panic, I made a second mistake and, without giving that coat of paint adequate time to dry, I oversprayed it with another shade of green. That shade of green was German RLM 62 Green from *Polly S*. This shade was much more to my liking, but then after a couple of hours I discovered that, while the top coat has dried, the undercoat was still soft and could be easily dented by a fingernail. I started thinking that I'd have to strip all of the paint from the ship and start all over again (a thought that didn't appeal to me in the slightest), but I decided to give it a chance and left it alone for about 24 hours. Fortunately for me the undercoat finally dried and I didn't have to repaint the ship.

At this point in the construction I usually use a wash to bring out deck and side details. I usually use stuff called "Black-It-Out" which is basically a black ink. I liberally smeared it all over the ship and after it dried, I used a Q-tip and a stiff brush to clean off the excess. After that was done, I dry brushed the deck with a lighter shade of tan and then, after touching up the deck details, dry brushed all of the dark green parts with the lighter shade for green (added a few drops of white into the base green color). It looked very good and I was ready to add small details.

The first things I added were the rest of the superstructure details, which consisted of two bridges, forward and aft. Both bridges came with solid shielding around the sides, which I cut off to replace with railings as it seemed my references indicated. Of course as soon as I did it, I realized that I made a mistake. While the forward bridge did have railings, which were uncovered at the period that I was modeling, the aft

bridge was supposed to have the thick borders represented by *Kombrig*. Of course I only discovered that after I cut them off, but as they say in Russia: "stupid head makes legs hurt!"

Since both bridges were cast with the railings integral to them, when I cut them off the edges of the bridges came off looking ragged, so I decided to scratchbuild them using the kit parts as templates. I scribed the planking onto a sheet of styrene and then cut out the bridges. Due to scribing, both bridges heavily drooped to the sides and to prevent that I glued a thin brass rod under them, which solved the problem. I built up the sides on the aft bridge and cut off the pilot house from the kit bridge and glued it to the forward bridge. I also scratchbuilt the catwalks between the smoke stacks since the ones in the kit also had solid shielding. After all bridges were glued in place I started to detail the ship with small details starting from the bow and going aft.

As with any ship of that era, *Rossiya* bristled with guns. As there were no casemate guns provided in the kit (and if there were I would have still replaced them), I used hypodermic tubing of appropriate sizes to make gun barrels for the 8-inch and 6-inch guns in the casemates. Please note that the 6-inch guns in the midship casemates were placed in a counterclockwise manner, starboard guns facing forward and port guns facing aft. Since I was using scale tubing for the bigger runs, the 3-inch and 47mm guns on deck were looking grossly oversized, so I replaced them as well. I used the kit gun shields for the 3-inch guns, replacing the barrel with tubing. For the 47mm guns, I used the guns from *White Ensign Models Askold* photoetch set. They are beautiful, but unfortunately there are only 10 per fret. Since the kit needed 20, I used up two frets worth of guns, which gets expensive (\$16 or so per fret). I really wish that some manufacturer comes out with 47mm and 37mm guns on a separate fret as they do for World War II AA weapons. I really believe that there is a market for them. But, I digress...

As aft 8-inch guns and the 6-inch gun on the stern are behind open gun shields, I decided to experiment and scratchbuild them. Each gun had 11 parts and the results were excellent in my opinion.

All of the boats used came with the kit. I used the complex boat davits from the kit in the middle of the ship, but davits provided for the stern were way too big (9mm tall when they were supposed to be 5mm tall), so I went ahead and scratchbuilt them. I replaced the stacks on the steam launches with tubing as well.

In the plan, the anchors were shown to be flush with the hull (which would require part of the anchor to be cut off on the kit), but looking at the photographs of the real ship, they were sticking out and were supported by a complex system of chains and platforms, so I built them like that. I've made the chain, link by link, from the chain in *WEM Askold* set and scratchbuilt anchor davits.

The aft compass platform is represented in the kit as a solid pedestal, but in reality it was supported by four legs, so I scratchbuilt them. The ship's crest in the bow is made from golden foil, with a decal of the Imperial Eagle on it. Railings and ladders are from the *Tom's Modelworks* set.

The masts were scratchbuilt. You should look closely at the photographs of the ship in the period that you are building, since the configuration of masts and platforms was always changing. I chose to model the ship as it looked right before the Battle of Ulsan, since I had several very good photos of the damage that the ship received during that battle. There were rectangular (with rounded edges) searchlight platforms on each mast, which are not represented in the kit and have to be scratchbuilt. There were only four searchlights in the kit instead of six needed and I broke one of them, so I decided to use *WEM* searchlights for all three platforms so that they all look uniform. Several other platforms were also scratchbuilt and the holes for the guns were added on the kit's fighting top. The photos showed that two of the platforms were covered with canvas, so I decided to simulate that. I placed photo-

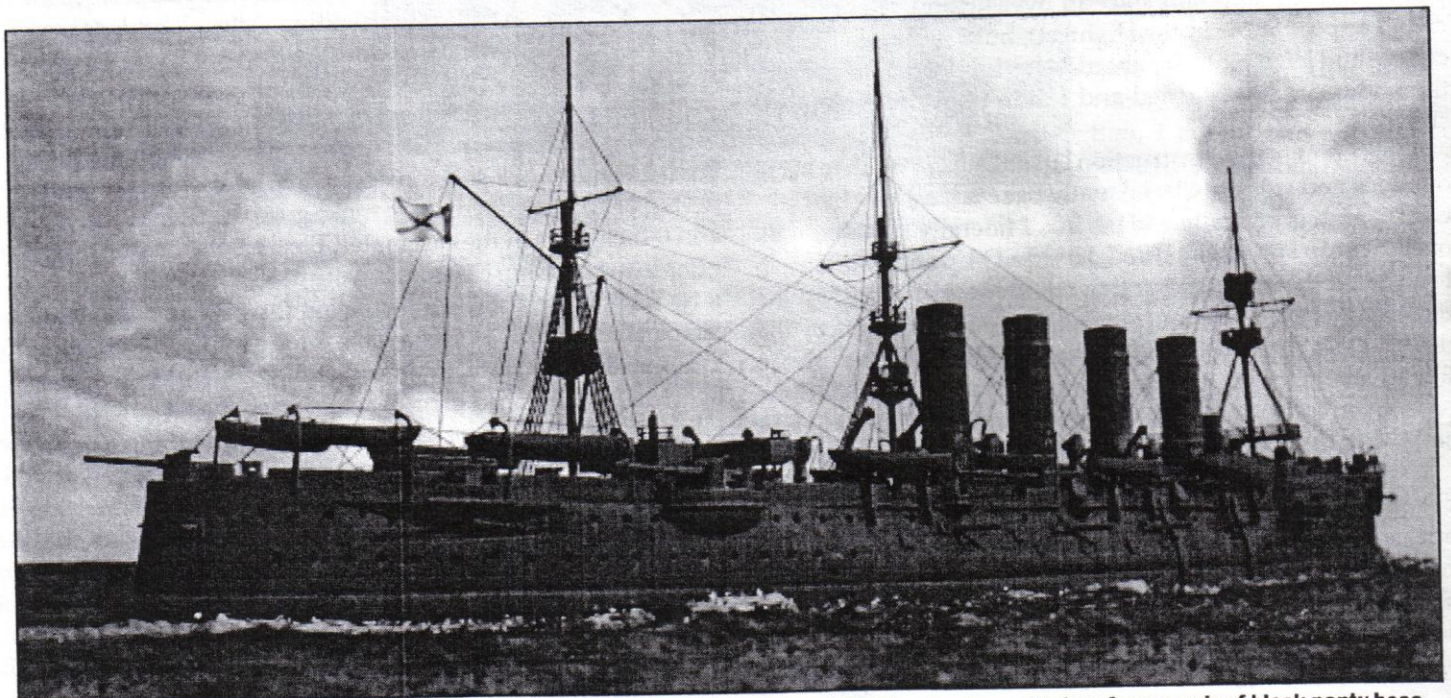
etched railings around the platforms as normal. Then I took regular tissue (Kleenex or any other brand), separated a single ply out of it and cut it into narrow strips the width of the railings. Then I took white glue thinned 50 percent with water and dipped the strips of tissue into it and carefully glued them to the installed railings. The result is a convincing covering of the railings that has the same rough texture of canvas and is also irregular like real canvas covering.

I installed the mast last, to prevent them from being damaged by handling the kit. I used photoetched ratlines from *Navalis Models*. I rigged the model with nylon thread taken from black pantyhose. The flag was printed on an ALPS printer.

I weathered the ship using both paint and pastels. The photos from the war show Russian ships to be heavily weathered, with white streaks visible on the dark paint, so I went ahead and liberally applied light green streaks down the sides of the ship. Then I used black pastels to darken the tops of the smoke stacks and also made dark streaks down the side of the stacks.

I darkened the mid portions of the mid and aft masts to represent the soot from the stacks settling on them. Then I liberally applied rust streaks on the hull using rust colored pastels and wet brush. Finally I tried using white pastels to add some more white streaks to the sides of the hull and while they looked great right after application, they almost disappeared after the application of the final dull coat.

Overall this is an excellent representation of *Rossiya*. There are several flaws in the kit, but most of them are mere annoyances and none of them present a large obstacle. Once built the kit looks excellent and in the dark green camouflage it really stands out next to the gray warships on the table. It is possible to build up this model into an excellent show piece. My model took first place at the ReCon 7—IPMS Seattle Spring Show 2003. I highly recommend this model to any one with resin and minor scratchbuilding experience who is interested in the warships of that era.



Vladimir drilled out the portholes in the sides of his armored cruiser and rigged it with nylon thread taken from a pair of black pantyhose.



A V-8-equipped Dart GTS burns out before a drag race. Even today, despite its boxy exterior, the Dart is a coveted street and drag racer.

Dodge Dart in 1:25: building your first set of wheels

Continued from page 1

bought the kit in May 2002, and this time it never went into hiding in the closet. In late February, I started on it, having solved the issue of acquiring a Slant Six.

By dint of some research, I discovered that several kits included the Slant Six, but I also tracked down a gorgeous resin aftermarket engine by *Ross Gibson*. Even better (or worse, depending on how one feels about spending money), I found a photoetched set for the '68 Dart. Once again, the aftermarket stuff was going to out-cost the kit by a rather large multiple. However, I did appreciate the prospect of working on photoetch in 1:25, instead of my accustomed scale of 1:72.

The first order of business was to modify the hood. The V-8 Darts apparently all had raised ridges with chrome insets, but the '68 GT hood was unremittingly flat. There were corresponding indentations on the underside; I started by filling these with superglue and microballoons, using several layers to completely fill, then sanding the underside fill flat. Next, I used my Dremel Mini-Mite with a drum sander to rapidly plane off the topside ridges. Before I started eroding the flat areas of the hood, I switched to a series of sanding sticks, and soon had flattened everything. The filling from the underside had not quite done the trick where I had gone through the original plastic, leaving some cracks, so I used a little more superglue and microballoons to resolve the worst spots, and followed up with *Dr. Microtools* putty to fill the remaining scratches and a small sanding depression.

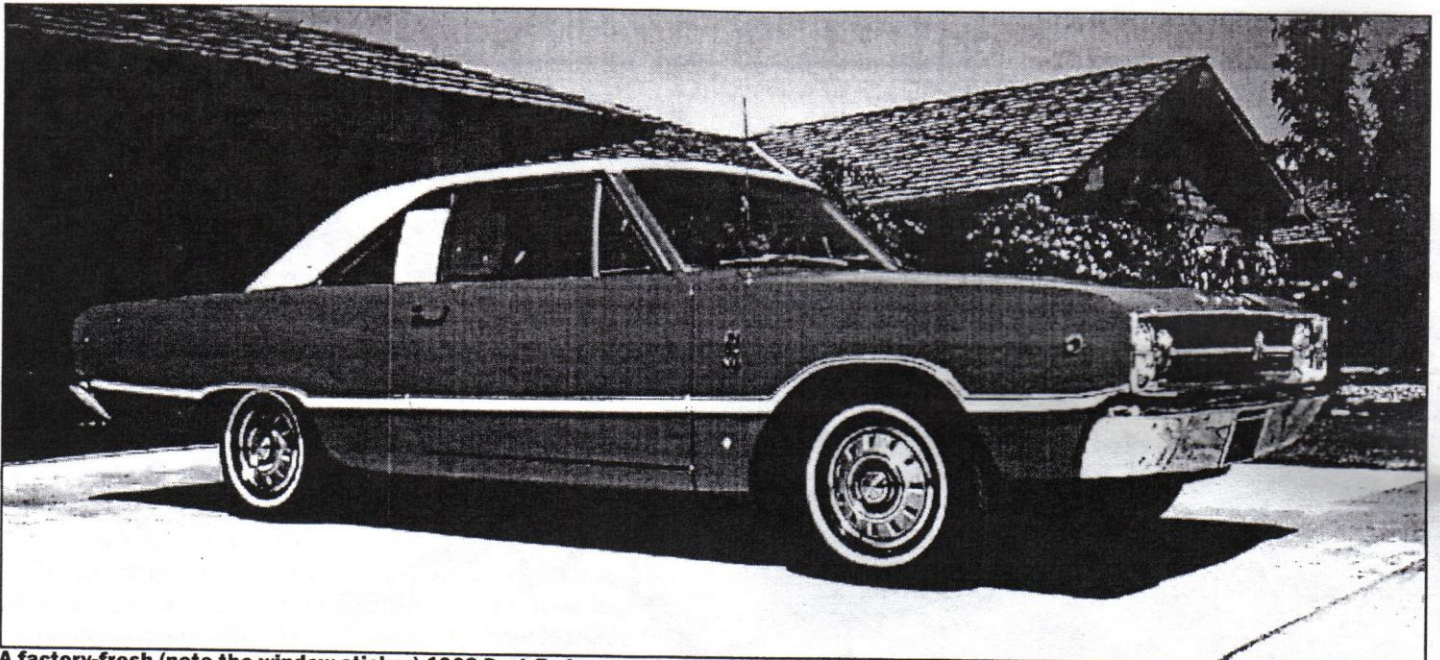
The body and hood had a total of four "GSS" symbols in

raised relief; I sanded these off. The photo-etch "GT" symbols would take their place later. Then, after appropriate masking, I sprayed the inside of the roof and the main body engine compartment black. The interior of my Dart had been black vinyl with dark gray carpet; I used *Polly Scale* NATO Tri-Color Black (mixed with a little Future to give a satin finish) for the upholstery and dash, and *Polly Scale* RLM 66 for the carpet.

I then masked off the black areas on the inside and out of the body, and gave the exterior a coat of white primer, which blotted out the red putty spots on the hood. The way the kit is laid out, it's possible to put on the exterior paint for the body and hood in parallel with most of the assembly of the chassis. This meant that the exterior paint could cure properly between coats while the rest of the model progressed.

Duplicating Saratoga green was my goal, but simplicity was a watchword. I did have an old color photo somewhere, but I never did find it, so I went from memory. I had some *Boyd's* Lime Pearl left over from another project, but it was too bright. However, I discovered that *Boyd's* line also includes a Dark Green, so I decided to make up a custom mix to see if it would come close to what I remembered. A 50/50 mix looked pretty close to what I recalled, so I went with it.

I found the fit of most of the parts to be excellent, and the gates were well-placed, minimizing the need for cleanup of parts. The radiator in the kit had some pour voids, though the fan shroud would have covered most of them; I simply substituted the identical item from the '69 kit, which also



A factory-fresh (note the window sticker) 1968 Dart finds a new home. New, a Dar could be purchased for a whopping \$2700! Note the vinyl roof, a feature Mark duplicated on his model.

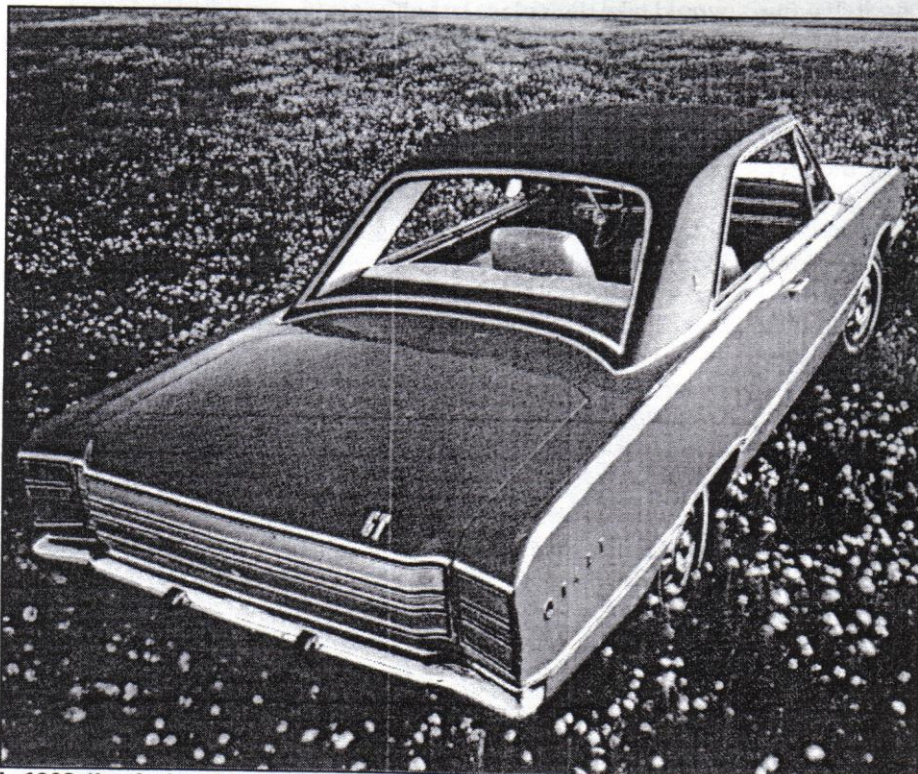
donated the glass for the windshield and back window (both scuffed in the '68 kit) and one tire (one in the '68 kit had a flaw). One accuracy note: the V-8 "pony car" Darts supposedly had manual transmissions, but both kits have the automatic console shift and no clutch pedal, typical of the standard GT. Thus it worked out fine for me.

The *Ross Gibson* engine turned out to be a kit in its own right, with 22 resin parts, a two-part photo-etch fan, a fret of photo-etch wire looms and carb hardware, and a 2mm-wide strip of adhesive vinyl for the fan belt. The assembly diagram was less than clear, but fortunately I had received some pictures of a

Slant Six in an old Plymouth Duster from Tommy Tucker, an RMS contact, which resolved most of the placement issues. The resin pieces were good to excellent, with little or no flash, no voids, fairly good fit and good detail. What with sanding, fitting, gluing and painting, it took quite a while to get the engine together, particularly because it was something of a Chinese puzzle exercise, figuring out the order of assembly. The wire looms were not shown in the assembly diagram, so I faked it; as I was wiring an engine for the first time, fooling myself was an adequate expression of scale accuracy. I did match the cylinders to the correct distributor connections and added a throttle linkage and the line to the alternator.

I went back to the interior and detailed it now. The dashboard came in two pieces, with a truly ugly seam across the top, which had to be resolved with superglue and microballoons. The photoetch came with acetate inserts for the dashboard gauges; I only used the main panel, first painting the existing gauge area white for background contrast. It worked out very well. I then turned to the interior side panels, adding chrome paint for the inside door handles and backseat ashtrays, and adding photo-etched window crank handles and interior GT door emblems in place of the molded GSS emblems, which I sanded off. The various details in place, I assembled the interior; it fit together with virtually no trimming. Last, I added a radio decal, which fragmented, but I was able to nudge the bits into place. In a burst of AMS-driven fanaticism, I added a photo etch keychain and key to the steering column ignition lock.

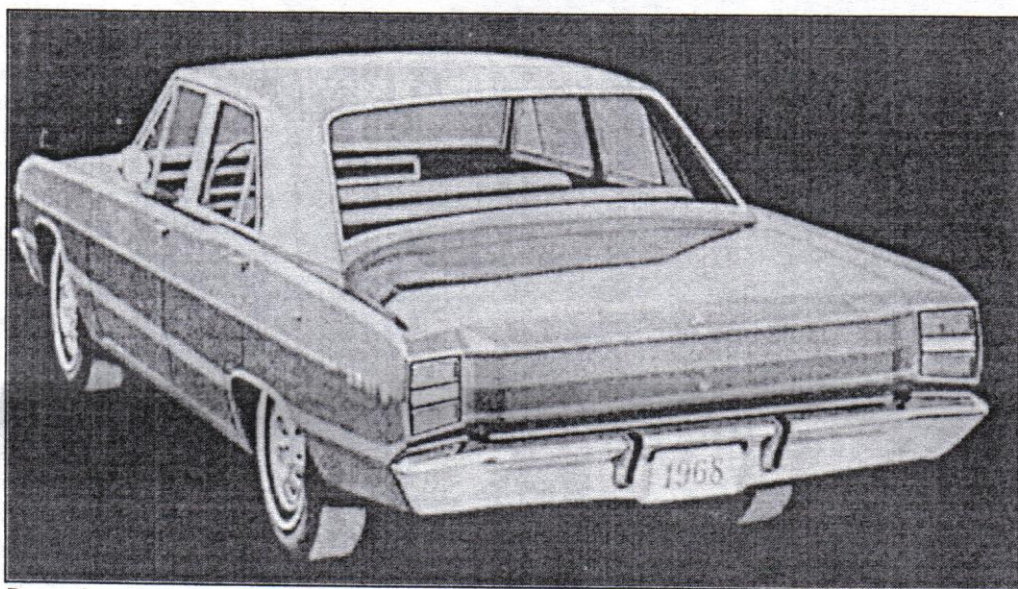
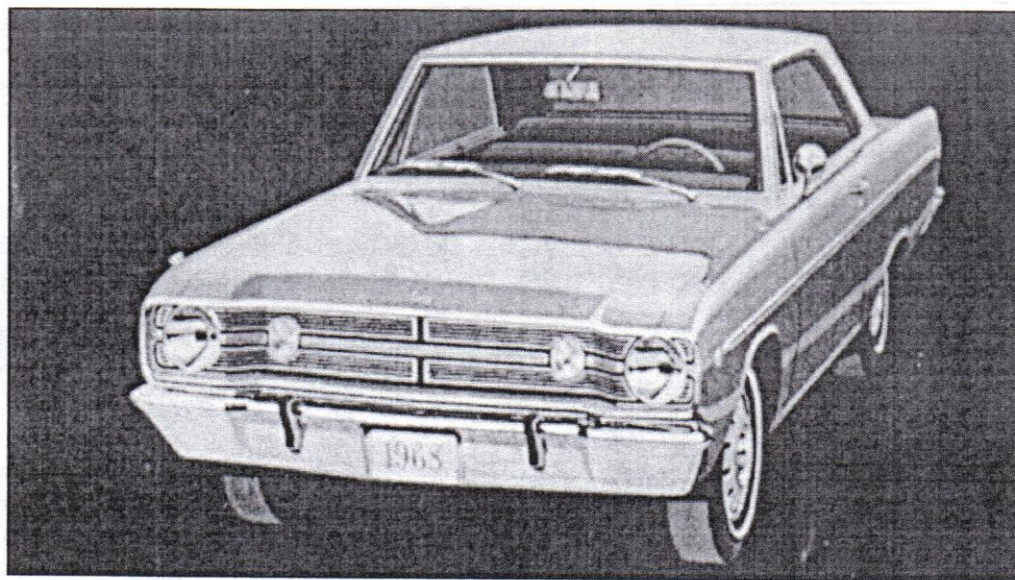
The chassis was also fairly trouble-free. The one problem I encountered was the



In 1968, the vinyl roof was considered to be quite stylish. This promotional shot shows the placement of the vinyl roof.

sway bar, which would never have stayed in place if I had used styrene glue. Going with superglue and accelerating it with microballoons, and then sanding the excess away, I managed to force it to stay in position. In short order, I had mated the chassis, the interior and all four wheel assemblies. All four tires touched the ground at the same time—love those basics! Soon thereafter, I popped off the wheels with tires from the front end, as I discovered on an attempted dry fit of the body that the front end would not come together with the tires in place. Fortunately, the dry fit demonstrated these assemblies would snap right back on once the body and chassis were mated.

The trickiest part was now before me: getting the engine to fit the rest of the car. The first thing I had to do was extend the driveshaft, which I had trouble measuring exactly. This led to me eyeballing the size of the graft. After cutting the shaft in two, I drilled out both interior ends and inserted styrene rod stubs, and then a length of tube of the same diameter as the shaft over those stubs. The drive shaft was now too long. I cut through the original plastic in another location, sanded down, again drilled out and added a stub, and reattached. I was rewarded with a dry fit that looked pretty good; the net extension was about a centimeter. Some surgery to the chassis had also been necessary to get the engine to slip into place.



Promotional images of the 1968 Dart 270. Dodge also produced a convertible, a 4-door and the GTS versions of the Dart in 1968.



Although not as dramatic as the 1967 or 1968 Dodge Charger, the Dart showed a distinct family resemblance in its body styling.

Another issue was the exhaust system. Earlier, I had separated the dual exhausts, molded as a single piece, since I would need only the left-side exhaust and muffler. I cut the end off just where the exhaust system came into the engine compartment. I also separated the line just behind the muffler so I could thread the U-bend under the exhaust, this maneuver being made necessary by the order of painting. The rejoining of this latter cut was straightforward. I then fabricated a new piece to flow smoothly from the exhaust manifold to the rest of the exhaust system. For this I followed the suggestion of Postoria Aguirre. He recommended solder, since it is the right cross-section and very malleable. It's also 60 percent lead, so proceed with caution and wash your hands



Two views of the 1968 Dart GTS., which featured a 340 cubic inch V-8 or an optional 383 and the distinctive 'bumblebee' stripes.

before eating! After some difficulty, I managed to get the right shape on a section of .092-inch diameter solder. The unsightly joint between the styrene and the solder was filled with superglue, and the excess wicked off with the tip of a cotton cloth. I painted over the entire exhaust line with Vallejo Acrylic steel, which hid the joins nicely.

At long last I finished the main body color. I then remasked everything to allow me to spray the vinyl roof with a coat of Polly Scale NATO Tri-Color Black mixed with a little Future for a semigloss appearance; the slight texture of the kit looked good enough as a simulation of the material. Next, I masked around areas with chrome trim (wheel cutouts and window frames, mostly) and painted them by hand.

The windows went in next; I used Alene's Jewel-It gem-to-fabric white glue for this. I had added the pedals earlier to the backside of the firewall, but they had snapped off during dry-fitting; I now remounted them using straight pin shanks to add strength. The sun visors were a single piece; the rear view mirror mounted on that piece. I had a choice of the one-piece plastic item that came in the kit or a three-piece photoetched

version. The kit piece sufficed. I also attached the dome light.

At this point it was time to mate the chassis to the body. This was a delicate operation, since the flare in at the bottom of the body required a certain amount of flexing. Fortunately, everything got in place without casualty. The front wheels and tires went back on again before I glued anything, to make sure they all still touched the ground at once. That accomplished, and the alignment apparently correct otherwise, I glued the body and chassis together. The front shocks also went in now.

Final engine compartment connections included running a line from the distributor to the voltage regulator on the firewall, another from the battery to the voltage regulator, and the battery to ground cable. This is much simplified over the way the car was really wired, but enough was enough. There were also heater hoses to add; the kit part worked fine even with a different engine. At this point, I added the hood hinges to the hood.

I now confronted the final tricky bit: getting the radiator assembly to fit with an engine that seemed to be about a millimeter too long. An attempted dry fit nearly overstressed the entire engine compartment; I concluded I would have to do surgery on the fan shroud to make this work. I sanded the shroud down until on dry fit it snugged in without stressing the frame and engine. I added the fan to the center of the shrouded area of the radiator and glue it in place. When I mounted the radiator assembly, the fan lined right up with the fan shaft. P.A.'s solder solution came up again, as I simulated the radiator hoses with lengths of .063 solder, painted black. The bottom ran to the

opposite side from the V-8 Darts, which actually worked to my favor, as that side was a bit less crowded.

The excellent qualities of the base kit at last reasserted themselves. The grille, bumpers, door handles and smaller bits were easy to clean up, and fit nicely. I added the photoetch key cylinders for the doors, as well as four "GT" emblems and a couple of badges on the rear quarter of the vinyl. I had long since added the tail lights to the rear bumper assembly; now the headlights and front turn signals went on.

The last task was to customize the license plates. A decal sheet from Ed Leo Decals' California Decals line offered the correct selection of yellow characters from the '63-'70 period. After painting the chrome plates black and coating with Future, I laid down the letters and numbers in the usual manner, overcoated with Future, and mounted the plates.

I miss my real Dart in the same way I miss my first girl friend, which is to say I tend to remember only the good times, and I'm much better off where I am now (are you reading this, Sue?) It's nice to have a model of the old car, and no, my next project will not be a buxom blonde figure!

MINICON '03

MODEL CONTEST

Hosted by
The Ontario IPMS Chapter
(Formally the Planes of Fame)

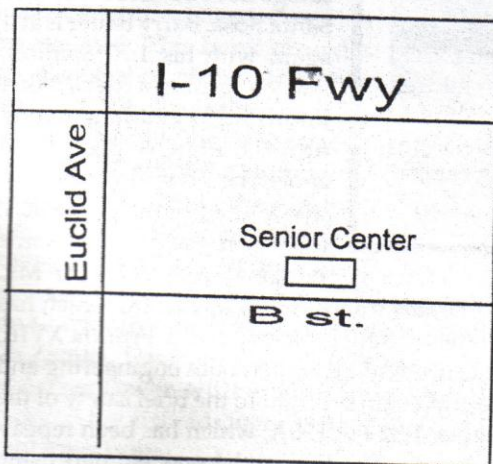
June 21st, at the *new* Ontario Senior Center.

25 categories

Aircraft
Armor
Ships
Diaromas
Figures
Auto

Admission:
\$5 cover charge
includes first model
\$1 each additional
model.

Doors Open at 9 AM. Judging begins
at 11:30 AM.



The Ontario Senior Center is located at
225 E. B St. in the City of Ontario CA.
From the I-10 Fwy exit Euclid Ave. and go South
to B St. Make a left and head one block.
From the I-60 Fwy exit Euclid Ave. and head
North to B St. Make a right and go one block.

Plenty of Restaurants within walking distance from the Center

**All entries past and present
welcome.**

Everyone, including Vendors are welcome to contact Al Parra, Pres.
at (909) 920-9917 or email at Parrateach@Aol.com

MAY MINUTES

The SVSM VA Model Program is still going strong, reports Steve and Anita Travis. They took 30 models, some paperback books and a few jigsaw puzzles to the VA hospital in Palo Alto this month and were rewarded with the letter that appears on page 2 of this issue.

In model talk... Brad Chun actually used glue to put together his *Hobbycraft* P-59 *Airacomet* instead of his usual tape! Brad also stuck a Black Box cockpit in the model, which he assembled over the course of a single Friday. Also on Brad's workbench these days is a *LeMans Miniatures* Bentley XEP-8, which finished fourth behind the Audis at this year's 24

Hours of LeMans. Brad says the instructions include a paint chip of the odd metallic green used to finish the real car. Kent McClure has been adding to his collection of small jets with *Revell's* 1:144 YF-22, which he says is a very nice kit for something in this scale. Kent is also working on a selection of gaming pieces, including some gangsters, reporters, vampires and two "banana republic" figures. No, he's not making a diorama of Baghdad in March. Randy Ray used oils to replicate the wood, brass and iron surfaces of *Verlinden's* 16th-century mortar; Randy used some of the pieces in the kit and replaced the ones too badly cast to fix, then made a base for his large-scale small gun. Chris Bucholtz is painting his *Hobbycraft* CF-100 and his *Hasegawa* P-47D concurrently; since both have natural metal schemes with black highlights, he reckons he'll save a little time by working on two models instead of one at a time. Chris also cut out and replaced the side windows on *Azur's* Martin *Maryland* with clear plastic, and he's assembled the basic cockpit of *Czech Master*

Models' Sikorsky S-39 flying boat. Bill Ferrante is working on *Paola's* 1:72 PT-19; he used a little *Tamiya* putty to tame a couple of seams on the short-run kit. Terry Newbern built a paper die-cut model that Steve Travis brought in in record time and thus had a model on the table. Since there will be a nightfighter category at the 2004 Kickoff Classic, Ben Pada is prepared with a 1:48 *Tamiya* He 219 that's all ready to compete. Ben also brought in his F-84 *Thunderbolt* and his P-47, both built from *Tamiya* kits, and is *Hasegawa* P-51D *Mustang* in *AeroMaster's* Checkertail decals. Andy Kellock is a self-admitted Mopar freak, which explains the two late '60s muscle cars

he had on the table. Andy also built a '32 Ford roadster as a 1960s club car, and he combined parts to make a '40 Phaeton Ford based on an idea he saw in *Scale Auto* magazine. Robin Powell reviewed *Trumpeter's* 1:35 Challenger II; his features nose armor from a *Tamiya* Challenger I and dust screens made of aluminum foil. Robin also earned kudos at the Santa Rosa contest with his *Dynavector* 1:48 *Wyvern*, which sports detail parts by *Compass Rose*. Braulio Escoto had a couple of Aardvarks on the table, a *Monogram* EF-111 "Spark Vark" equipped with some extra *Hasegawa* wings and a F-111F that was based at Beall Air Force Base in days gone by. Tom Trankle is using

the *Jaguar* interior set to jazz up the pilot's office of his 1:48 P-51B *Mustang*. Martin Sczegan has almost completed *Revell's* 1:72 Luchs armored car; he says many of the kit's small detail parts end up underneath the hull when the model's assembled! Martin scratchbuilt additional exterior storage boxes for his Luchs. Cliff Kranz completed his cutaway V-2 missile, built from the old 1:40 *Revell* kit, by finishing up the motor with a home-made turbopump. Cliff painted his missile using images from the Schiffer book on the V-2. Repeating a never-ending modeler's curse, Vladimir Yakubov scratchbuilt a Russian heavy armored car in 1:72, only to discover a kit of the subject had just come out. Vladimir's three Russian armored cruisers swept their categories both in Seattle and Santa Rosa. Barry Bauer is at it again with his 1:72 *Spitfires*. Barry's turning a *Revell* Mk. I into a PR.13 by adding, among other things, a bigger oil cooler; he's building a *Tamiya* Mk. V as, of all things, a Mk. V (come on, Barry, show some imagination!); a *Fujimi* Mk.

XIV with a *Cooper Details* interior; a *Hasegawa* IX, which has had some inaccurate scribing replaced; and a *Ventura* XVIII, which he says is accurate but rough in both engineering and surface texture. Ron Wergin brought to the brief safety of the meeting his *Hasegawa* 1:32 Fw 190A, which has been repeatedly broken by his wife. The big model was painted using *Testors* Acryl. In 1:72, Ron built a *Revell* Fw 190A, then realized it had the same markings as his big Butcher Bird after applying *AeroMaster* decals. Also in Ron's stable of aircraft is an *Italeri* 1:72 Macchi 205, painted with *Tamiya* colors Ron mixed himself. Roy Sutherland took a few pieces of *Airfix's* 1:48

Richard Hubbert 1949-2003

Silicon Valley Scale Modelers lost a member of its family in late May. Richard Hubbert died suddenly on May 24 of an apparent heart attack. He was 54.

A native Californian, Richard had only been a member for a few years, but he threw himself into the hobby with abandon. He was keenly interested in learning as much as he could as fast as he could, often grilling the award-winners in the club about what he could do to improve his models. While they were almost always beautiful, he wanted to learn what his mistakes were and he took this criticism with good humor every time. This approach was making him a force to be reckoned with; his 1:72 F4U-1A took second in a highly-competitive field at the Santa Rosa contest on May 13.

By trade, Richard was a mechanical designer. He also had a second set of pastimes that often found him on the water. Richard was an active member of the Long Board Union, the Big Stick Surf Club, a member of the St. Francis Yacht Club, an avid ocean and San Francisco Bay Sailor (sailing on numerous winning boats), and a member of the Millimeter Fleet. He had been surfing the day before he died.

Richard is survived by his wife Emily, his sister Vicki Bloom, his brother Jason Hubbert, and grandchildren Jasmine, Amber, and Christian Burroughs, Phillip Moehrke, and Elizabeth Trevino. Contributions in his memory may be made to: Ride A Wave, P.O. Box 7606, Santa Cruz, Calif. 95061.

Spitfire 24 and four pounds of resin and won himself best of show at the Santa Rosa contest! Roy's model also features corrected *AeroMaster* markings. Laramie Wright filled and repositioned the turret hatches on his *Academy* M51 Sherman to accurately depict their placement, then jazzed up the tank with the *Aber* brass detail set intended for the M50. Laramie's also adding a scratchbuilt interior to *Italeri's* 1:72 *Spitfire* V, although the soft plastic used in the kit is giving him headaches, and he's close to painting a 1:48 *Azur* Nieuport 411 carrier-based bomber. Mike Burton's productive month saw him trying *Alclad* on an *ICM* P-51 *Mustang* and a P-63 *Kingcobra*, and he's gotten to work on a *Hobbycraft* F-86F which will end up in NASA markings. Mike has almost finished his own

Hobbycraft P-59, and points out the only major flaw is the lack of dihedral on the wing. An *Italeri* B-58 *Hustler* and its pint-sized companion, a 1:144 *Hustler*, were there to show another modeler that the kits did exist. Finally, Mike is almost finished with his Revell version of the four-engined Mickey Thompson Challenger land-speed record car. And the model of the month goes to... Mike Meek, who turned an *Eduard* P-39 *Airacobra* into an ill-fated air racer, with exaggerated clipped wings and an authentic primer gray finish. Mike said he thinned the trailing edges of the wings on this otherwise nice kit. The real plane crashed on its first flight; Mike's will no doubt survive a lot longer, and since it's successfully finished, Mike has no reason to send this model airborne, anyway!

SVSM BOOKSHELF

Down to Earth: Strafing Aces of the Eighth Air Force
Osprey Aircraft of the Aces No. 51

By William N. Hess

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By mid-1944, the Luftwaffe saw the writing on the wall. While the U.S. Ninth Air Force and the RAF's Tactical Air Force were chewing up its assets near the front lines, the U.S. Eighth Air Force was aimed directly at its heart. Ninth Air Force fighters returning from escort missions were routinely detailed to strike German air fields on their return trip home, and the Germans countered this by fortifying their bases with vast amounts of anti-aircraft artillery. This made it so daunting to attack air fields that, as an incentive, the USAAF began awarding kills for aircraft destroyed on the ground—hence, this book in the Aircraft of the Aces series.

Covering the airfield-busting exploits of the entire 9th Air Force is a massive task. This book provides only a snapshot of the entire history of such endeavors. In looking at the roster of leading strafing aces, what is striking is the number of air-to-air aces among them. Obviously, if you can shoot down a moving aircraft, destroying a parked one is well within your abilities. Because of that, many of the names here are familiar: John C. Meyer, John T. Godfrey, Edwin Heller, Robin Olds, Hub Zemke, David Schilling, etc. Others, like Joseph Thury and Archie Tower, will be new to most readers, although their attacks on the airfields were as thrill-packed as any dogfights might have been.

Unfortunately, Hess manages to turn what must have been an adrenaline-soaked scenario more action-packed than any Hollywood movie into a dull exercise in official-speak. All too often he relies on after-action combat reports and, at the end of the book, the official USAAF advice of notable command-

ing officers. These tend to be just as exciting as any governmental writing anywhere—perhaps a tad more vivid than the instructions for your 1040 form. As far as this reviewer can tell, Hess neglected to speak to any of the surviving pilots mentioned in the book, which leads directly to the tone of the text.

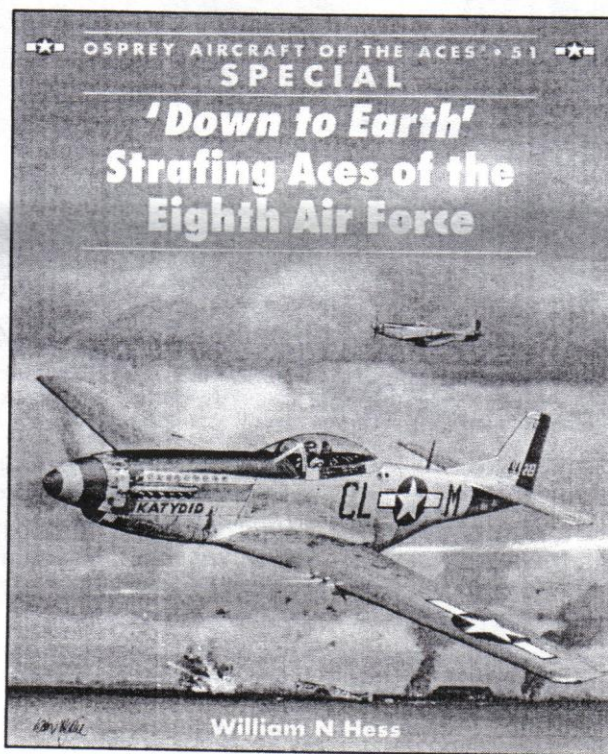
That is not to say that the research that went into the book is not good. The section on the transition to armor piercing incendiary ammunition and its direct impact on ground kills is interesting, as is the fact that several pilots chalked up big scores against massed numbers of planes like He 177s and trainer types. Attacks on training bases seemed to be natural "ace" makers, with many small aircraft parked close together. One omission that hurts the larger story is that there is no mention of German efforts to fool American planes with decoys (which was what the He 177s were, in effect, by 1945) and the impact of decoys on claim numbers.

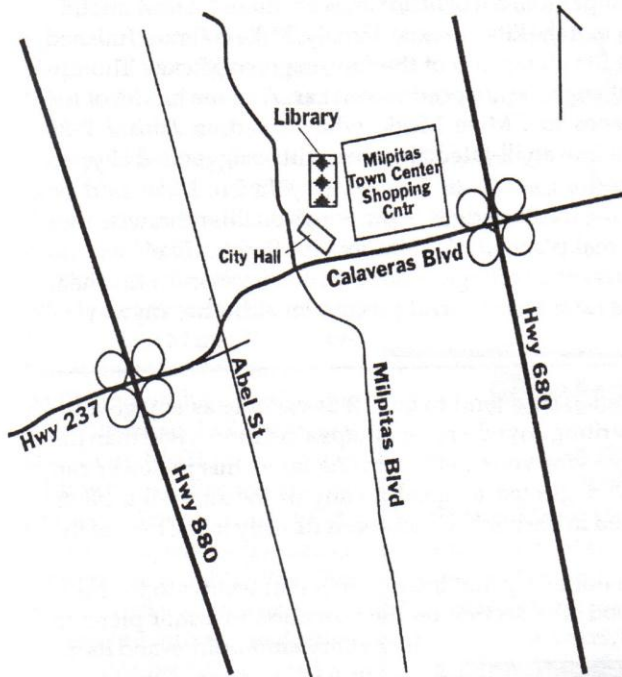
There is no doubting the effectiveness of these attacks, however. Numerous photos show that, after a few passes, the fighters' biggest obstacle was not anti-aircraft but smoke from planes set afire in previous passes. A number of top pilots, including Francis Gabreski, were lost after hitting the ground

during such attacks, a testament to how badly visibility could be impaired.

The photos in the book are worth the price of admission for a modeler, however. There's a vast assortment of *Mustangs*, *Thunderbolts* and *Lightnings* included, ranging from unknown but attractive subjects to aircraft familiar to most modelers ("Petie 2nd," "Big Beautiful Doll," "Hell-er Bust"). The color profiles are good, providing a cross-section of aircraft without repeating many of the subjects from previous editions in the series. This is not the best of Osprey's "Aces" books, but it would be of use to the *Mustang* maniacs out there.

—Chris Bucholtz





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