

Propliner luxury in 1:144: Minicraft's 377

By Bob Miller

One of the most compelling facets of modeling is the chance it gives me to get close to something that I might otherwise see only in pictures, or look up at from on the ground or from behind the protective chains. If I can turn a model about in my hands, it starts to come alive and I can perhaps answer old questions.

A good example of this was Boeing's *Stratocruiser*. Here was an interesting type that was long represented only by an *Airmodel* conversion for the 1:72 *Airfix* B-29, and a 1:144 *Welsh* kit so pricey that it stayed perennially on my "deferred" list, until *Minicraft's* 1:144 trio of B-377, C-97, and KC-97 appeared. (Of course in the intervening time, the new 1:72 kit has appeared; I haven't seen it.) So *Minicraft's* kit offers a chance to have a closer look. Ugly duckling, or swan?

It was certainly a visually distinctive design with that "double-bubble" fuselage and vast, blunt front end. Publicity blurbs portrayed it as being exceptionally luxurious, complete with a spiral staircase down to a lounge abaft the wing. It was slightly slower than the rival *Constellation*, but considering the large cross-sectional area, Boeing had clearly learned with the B-29 how to keep drag to the minimum.

The model, without the engine nacelles, looks odd, with what appears to be a stretched fuselage. It doesn't look "right." It would have been extremely easy to stretch it a couple of feet ahead of and behind the wing and gain a row of seats and a still more luxurious lounge plus some cargo room. One wonders how things might have developed. As it was, there were only about 44 civilian B-377s, and except for the KC- version tankers, the C-97s did not seem to have the longevity of some better known C- types.

Perhaps those R-4360 engines were the problem. They

seem to have had a reputation for poor reliability, and NASA engineer Jerry Mitvalsky, who was a crew chief on the type, says they had a bad habit of swallowing valves, and needed an inordinate number of cylinder changes. Crews not infrequently did precautionary engine shutdowns, followed by

restarts on approach. Herschel Smith, in his *Aircraft Piston Engines* says in addition "it was one of the (fortunately) few engines that could be shut down in perfect operating condition and have something wrong with it the next time it was started up." BOAC aircraft used Curtiss propellers that had a unique failure mode that caused them to go into flat pitch and refuse to come out, an awk-



The answer to Lockheed's *Constellation*, the Boeing 377 offered sumptuous accommodations. The 377 was not the success Boeing hoped for; only 55 of these propliners were built.

ward thing indeed if it happened midway between Greenland and Scotland. Yet Bob Kruse, another NASA engineer, flew KC-97's out of Riverside "hot and heavy" for hundreds of hours and claims he never had one miss a beat. Perhaps that's the clue. With Curtis LeMay rounding up the money, you could spend what you needed to do the job, but poor reliability or high maintenance demands could doom a type with an airline.

So, how about the *Minicraft* kit? Some of their work has been excellent, but both the C-97 and the *Electra* have been panned harshly in articles I've seen. Ken Miller, our local 1:144 guru, says the *Electra* nose shape is simply wrong, and hard to fix, and *Scale Aircraft Modeller*, V. 21 no. 10, hits it hard for bad fitting nacelles and lack of detail on the fuselage. Lack of detail doesn't bother me in 1:144: better none, so I can put in what seems appropriate, than overly heavy recesses that need to be filled. So, I dived into the C-97 kit. It has these faults plus one glaring addition. The wing section is concave from about 60

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

FROM THE PRESIDENT

What a contest! We had an excellent turnout, over 100 entries, and 310+ models. If you missed it, be sure not to miss the next contest, because they keep getting better and better. In fact, this year we actually made enough money to pay for the contest expenses and raise a small profit. This has not happened in quite a while. Typically, when a club runs a contest the mantra is "please, PLEASE break even!" In many cases the club in general takes a loss, but at the same time the club is in the public eye, where there is a chance that we may gain new members and broaden our horizons.

Here is the total count of models that will be donated to the VA hospital in Menlo Park and Bosnia. We are sending 210 models to Bosnia. For the VA, we have approximately 320 kits, of which about 100 are snap-togethers. The remainder was used for the raffle that we had in January and the kit auction in February. We also received some cash donations this year, and from that I was able to purchase 19 snap kits through the help of Steve Travis and Hobbyworld in San Jose.

The February auction raised a total of \$258, and from that we used \$200 to buy even more snap-tite kits for the VA. Mike Burton and I were able to pick out an additional 40 snap kits for the VA, plus a few puzzles for Bosnia. There are a few more

residual kits that Frank has that have not been counted; these are slated for the VA as well. So, the grand total to date is about 900 kits. This is including the manufacturers donations.

Well it's that time of year again! Time for all of you to ponder who will be next person to sit on the banana seat and guide this club as it continually evolves. To be perfectly honest with everyone, I would love to serve this club with a second term, but I also know the rules—the president may not serve back to back terms—and only the club as a whole can change them.

I would like to thank everyone in SVSM for your support, especially Dan "Buntcake" Burton, Dave and the soon-to-be Kris Balderrama, Frank Beltran, Chris Bucholtz, Diane and Mike "Eeyore" Meek, Mike Braun, Mr. Bill Ferrante, Angelo "The Toolman" Deogracias, Admiral Bert McDowell, Cliffy Kranz, Joel "Bondo Boy" Rojas, Robin Powell, Brad Chun, Jim Priete, Roy Sutherland, Steve and Anita Travis, The old crusty modeler Rodney Williams, and the list goes on and on and on.

For the moment, my job is done. I am now off to build a model of one of those flying thingies!

—Richard Pedro

EDITOR'S BRIEF

Our club contests have no rhyme or reason to them. This Friday—meeting night—is St. Patrick's Day, so of course we'll be saluting Australian and New Zealand subjects! (Just when is ANZAC Day, anyhow?) Then, in April, just as baseball season gets going, we'll have "Football Heroes." Huh? Does no one own a calendar around here? Oh, well... Be prepared for the next slate of club contests, which will be reduced in number but which will be as inclusive as we can make them.

A group of road warriors went north for the IPMS/Seattle contest this past weekend. The cast—Mike Burton, Robin Powell, Linda Shandell, Roy Sutherland and Jim Priete—drove up and all who entered (that is, not Linda who doesn't build models, nor Mike, who didn't enter any of his many subjects) brought home an award. There were 500 models entered, with another 300 on display—not too bad! We have the utmost respect for these crazies, especially considering that they drove up and back for the event.

While they're committed (or, at least, should be committed), the March meeting will show just who's the most committed. That's the month when we elect officers at SVSM; the president must step down, according to the constitution, and the offices of vice president, treasurer and secretary/editor are also available for candidates. These roles are fairly self-explanatory, except for the vice-president's post; basically, this job is filled by the person or persons in charge of organizing the contest, picking the head judge, taking care of the categories, ordering the trophies, etc. Do you think you can do one of these jobs? You probably can! Don't hesitate to throw your hat in their ring.

—The Editor

CONTEST CALENDAR

May 20, 2000: The **IPMS/USA Region IX Regional Contest**, hosted by IPMS/Fresno at the Fresno Air National Guard Main Hangar. This year's theme: "History in Your Hands." For more information, call Domenic Ortiz at (559) 222-1042.

June 11, 2000: The **Annual Planes of Fame Museum Contest**, hosted by IPMS/Planes of Fame in Chino, California. For more information, call Al Parra at (909) 920-9917.

August 20, 2000: **IPMS/Central Valley** hosts its **annual contest** in Fresno, California. For more information, call Nick Bruno at (559) 229-3675.

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

STYRENE SHEET

Write to:

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

Winners from the 2000 Kickoff Classic

S1. Single Engine Jet or Rocket Aircraft, 1:72 or Smaller

1. Rodney Williams, F4D-1 *Skyray*
2. Greg Plummer, CF-104 *Starfighter*
3. Daniel DiBacco, *Etendard IVM*

S2. Multi-Engine Jet Aircraft, 1:72 or Smaller

1. David Carr, SR-71 *Blackbird*
2. Mark Wong, EKA-3B *Skywarrior*
3. Jim Priete, *Canberra PR.9*

S3. Single Engine Prop Aircraft, Axis and Neutral, 1:72 or Smaller

1. Roy Sutherland, Fw 190A-1
2. Chris Bucholtz, N1K1-Jb "George"
3. Mark Hernandez, Sack AS-6

S3A. Single Engine Prop Aircraft, Allied, 1:72 or Smaller

1. Charles Betz, *Mustang III*
2. Mike Laxton, *Kittyhawk III*
3. Charles Betz, Dewoitine D.520

S4. Multi-Engine Prop or Turbo-prop Aircraft, 1:72 or smaller

1. Chris Bucholtz, *Beaufighter TF.X*
2. Al Wanta, XF5U-1 "Flying Pancake"
3. Frank Babbitt, An-14 "Little Bee"

S5. Single Engine Jet or Rocket Aircraft, 1:48

1. Ray Lloyd, *Hunter F.6*
2. Ray Lloyd, MiG-15
3. Juan Solorzano, Su-7BMK "Fitter A"

S6. Multi-Engine Jet Aircraft, 1:48

1. Milt Poulos, A-10 *Thunderbolt II*
2. Rodney Williams, F/A-18A *Hornet*
3. Fred Shammas, Su-27 "Flanker"

S7. Single Engine Prop or Turbo-prop Aircraft, 1:48, Allied

1. Bob Phillips, P-51D *Mustang*
2. Ben Pada, P-47D *Thunderbolt*
3. Pat Sharp, *Spitfire Mk. V*

S8. Single Engineprop or Turbo-prop Aircraft, 1:48, Axis and Neutrals

1. Bob Phillips, Bf 109G-10
2. Ron Scholtz, A6M "Rufe"
3. Rod Bettencourt, A6M Zero

S9. Multi-Engine Prop or Turbo-prop Aircraft, 1:48

1. Mike Laxton, P-38H *Lightning*
2. Ron Scholtz, PZL-37 *Łos*
3. Jim Priete, G4M "Betty"

S10. Jet and Rocket Aircraft, 1:32 and Larger

1. Milt Poulos, F-4J *Phantom II*
2. Paul Stoner, F/A-18C *Hornet*
3. Howard Weaver, F-4B *Phantom II*

S11. Prop Aircraft, 1:32 and Larger

1. Rodney Williams, F6F-3 *Hellcat*
2. Howard Weaver, P-51D *Mustang*
3. Howard Weaver, Morane-Saulnier M.S. 406

S12. Biplanes, All Scales and Eras

1. Denis Winters, *Heyford Mk. II*
2. Mike Laxton, Hanriot HD-1
3. John Boes, Pfalz D3A

S13. Rotary Wing Aircraft, All Scales and Eras

1. James Wallace, H-21 *Shawnee "Flying Banana"*
2. David Campbell, MH-60K *Blackhawk*
3. Vladimir Yakubov, Kamov A-7

S15. Civil, Sport and Racing Aircraft, All Scales and Eras

1. Mike Meek, "Rotofinish" P-51D
2. Rodney Williams, F2G *Super Corsair*
3. Robin Powell, Cavalier *Turbo Mustang III*

S16. Jet, Propeller and Rocket Aircraft, 1:144

1. C-131 *Skytrain*, Ken Kroes
2. P-47D *Thunderbolt*, Marv Wong
3. YS-11, Ken Durling

S17. Monogram Mastery: 1:48 Single Engine Monogram Fighters

1. Ben Pada, P-47N *Thunderbolt*
2. Mike Laxton, P-40B *Warhawk*
3. Mike Burton, P-47D *Thunderbolt*

S18. 1:35 Softskin and Support Vehicles

1. Mike Braun, SdKfz. 9 "FAMO"
2. Jim Lewis, Willys MB Jeep
3. Dave Connolly, Kubelwagen

S19. 1:35 Armored Fighting Vehicles, Closed top, Post-1945

1. Jim Lewis, LVTP-5 Amtrac
2. Jim Priete, PT-44 with Mine Roller
3. Greg Plummer, Type 74 MBT

S19A. 1:35 Armored Fighting Vehicles, Closed Top, Pre-1945

1. Bryan Finch, T-34/76
2. Michael Surles, Centaur
3. Laramie Wright, PzKfw. 2 Ausf. L Luchs

S20. 1:35 Armored Fighting Vehicles, Open Top

1. Jim Lewis, M26 Dragon Wagon and M18 *Hellcat*
2. Jim Lewis, M20 *Greyhound*
3. Greg Banks, T-72

S20A. Semi-Open Top Armored Fighting Vehicles, 1:35

1. Greg Banks, Panther F
2. Mark Wong, M163 *Vulcan*
3. Howard Weaver, M51 *Isherman*

S21. 1:35 Towed Artillery and Ancillary Vehicles

1. Bryan Finch, Quad Gun Tractor, Limber and 25 Pounder
2. Laramie Wright, 25 Pounder
3. Randy Ray, 5cm PAK 38

S22. Military Vehicles, 1:48 or Smaller

1. Dave Parks, Vickers Mk. Vic
2. Vladimir Yakubov, BA-3
3. Dennis Trimble, Mk. IV "Male"

S23 Ships, 1:350 and Larger

1. David Carr, U.S.S. *Los Angeles*
2. John Carr, Sr., U.S.S. *Liberty*

S26. Automotive Custom—Closed Wheel or Fendered

1. Greg Plummer, Ford Focus "Euro"
2. Greg Plummer, '49 Ford Custom
3. Steve Travis, '34 Ford Pickup Truck

S25. Automotive, Stock

1. Bryan Finch, '66 Volkswagen Bus
2. John Carr, Ford Crown Victoria Police Car
3. Ken Durling, '50 Chevy Pick Up

S26A Automotive, Custom—Open Wheel

1. Steve Travis, '34 Ford Lowboy Roadster "Blue Angel"
2. Steve Travis, '27 T-Bucket "Pearly Hammer"
3. Steve Travis, '34 Ford 5-Window Coupe "Neostalgia"

S27. Automotive, Competition—Open Wheel

1. John Russell, '99 Beast Midget
2. Steve Travis, "Mooneyes" Fiat Funnycar
3. Steve Travis, '34 Ford Dry Lakes Racer

S28. Automotive, Competition—Closed Wheel

1. Steve Travis, '53 Studebaker Dry Lakes Racer
2. Steve Travis, '57 Corvette Funnycar "Patriot"
3. James Lehr, Remington Thunderbird

S29. Space, Sci-Fi or Fantasy Subjects

1. John Carr, Zentradi Flagship Battle Cruiser
2. Philip Gin, Hypothetical Spacecraft
3. Gabriel Lee, Colonial Viper

S33. Figures, Military and Historic

1. Steve Munroe, Finnish General
2. Ryan Hartnett, Waffen SS Squad Leader
3. Hieu La, MAC-V SOG

S34. Figures, Science Fiction or Fantasy

1. Brian Sakai, Rei Ayanami
2. Anita Travis, Predator
3. Brian Sakai, Asuka Soryu

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B-25B at the North American plant. Like British medium bombers, the early Mitchells were woefully lacking in defensive firepower.

Twin-engined avenger: AM's B-25B Mitchell

By Bradley D. Chun

The B-25 *Mitchell* was destined to always be associated with perhaps the most famous single raid of World War II, the Doolittle Raid to bomb the Japanese homeland. But when planning for this raid was in its infancy, the B-18 was initially considered, and only later did the field expand to include the B-23, B-25 and B-26. The selection process revealed the B-18 lacked the necessary range for the mission, and the B-23 was ruled out because its wing span was so wide that it would not be able to keep clear of the aircraft carrier's "island." The B-26 needed a longer take off distance than the deck of an aircraft carrier could provide. Therefore, the B-25 was chosen to take its place in the history books.

The plan was initially devised Navy CAPT Francis Low, who collaborated with CAPT Donald Duncan to calculate the specifics of such a mission. If a medium bomber—ultimately, a B-25B—could be flown off a carrier that had sailed close enough to Japan, it could bomb the home islands and fly on to a landing field in China.

LTC James H. Doolittle, who was given the responsibility to lead the raid, selected and trained a group of volunteers who had been taken from the 17th Bomb Group and the 89th Reconnaissance Squadron. While training was being conducted, the aircraft were modified to increase their range. The ventral turret was removed, reducing the planes' weight by 600 pounds and making room for an additional fuel cell that increased fuel capacity to 1,141 gallons. The maximum weight would be 31,000 pounds at take off, but would decrease as fuel was used en route to the target.

Other modifications to the aircraft included deleting the supposedly super-secret Norden bombsight and replacing it with a 20-cent gadget, the "Mark Twain," which happened to

be more accurate for low level bombing. Two fake .50 caliber machine gun barrels made from broomsticks were installed in the tail to discourage rear attacks from enemy fighters. De-icer boots were also installed on the leading edges of all flying surfaces. The engines were tuned for low-level, cold-weather long distance flight, a painstaking process Doolittle felt was necessary for the planes to have any chance to reach Chinese bases safely.

The raiders made their way west and assembled at the Sacramento Air Depot at McClellan Field. There, civilian mechanics were tasked with the remaining work on the raiders. They were instructed to check over the planes and make sure everything worked properly, but were a little over-enthusiastic about their tasks. Apparently, they were not informed that the planes had been modified with cold-weather propellers and had their engine settings adjusted for running at low level and maximum fuel economy. They proceeded to change the planes' engine settings, then rev the engines, throwing up huge clouds of debris and sand along the bottom and sides of the airplanes, scratching the propellers. To fix this, the mechanics sanded and filled the dings, causing a strong possibility of salt water corrosion during the trip aboard the *Hornet*.

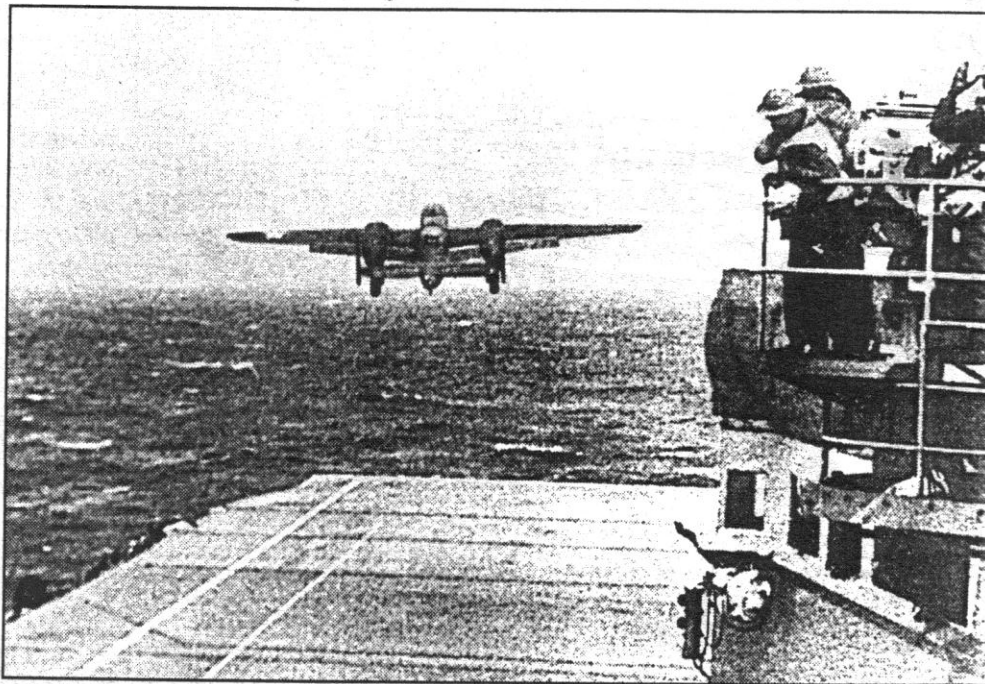
The *Hornet*, with 16 B-25Bs lashed to her deck, set course from San Francisco on April 2, 1942. On April 18, Doolittle and his men launched earlier than planned after the task force was spotted by a small Japanese fishing vessel that, it was feared, could report the fleet's position to the Japanese Navy. They were forced to take off 600 miles from Tokyo, 200 miles short of the planned takeoff point; The Doolittle force bombed specific targets across Japan, including some in Tokyo. After they dropped their bombs, the B-25s headed for China. If

crews bailed out, four crash-landed, and one safely landed in the Soviet Union, where it and its crew was interned.

Even though the physical damage was minor, the psychological damage to the Japanese was tremendous. As a morale booster to the American people it was an outstanding success. To prevent this from happening to Japan again, four front-line fighter groups were kept on the home islands even though they were needed in the South Pacific. The Japanese military was so stunned it pressed for a final decisive battle with the Americans to bring the war to an end before such an ignominious attack could happen again. That battle was Midway, and instead of serving as a final Japanese victory, it proved to be the turning point that eventually led to Japan's defeat.

Until now, if a modeler wanted a 1:48 B-25B depicting a Doolittle raider, there weren't too many choices. Modelers would have to combine the *Revell* 1:48 B-25B (which lacked detail and has long been out of production) with the interior and other details from the B-25J by *Monogram*, or one could heavily modify and add scratchbuilt details to the *Monogram* kit.

Accurate Miniatures has now released the very much anticipated and long-awaited B-25B "Doolittle Raider" in 1:48. The



Doolittle's B-25B staggers into the air. The B-25's wings cleared the *Hornet's* island by six feet.

model is packaged in *Accurate Miniatures'* usual wonderful way, with four sprues of injection molded parts (such as the fuselage and other detail parts) common to all early B-25s, one bag containing a sprue of injection molded parts specific to the B-25B, and another bag containing the sprue for the wings. Under the false bottom of the inner box, the modeler will find an instruction booklet, a bag containing numerous brass weights, a sheet of vinyl canopy masks, a bag containing the sprue of clear parts, the decal sheet, and the Doolittle after-action report.

All of the parts are cleanly molded with no flash to be found. The panel detail is finely scribed. Even the ejector pin mold marks are strategically placed. There are two above the air observation windows, but they will hardly be noticed once the fuselage halves are glued together. I did find ejector pin marks on the crew access hatches, and they will pose a problem in removing them. There are a few sink marks, but as Bill Bosworth has stated, any injection molded piece that is molded thicker than 0.060 will suffer from some shrinkage. This is a result of the injection-molding process and cannot be prevented. All of the parts scream out to be painted, washed, and dry-brushed.

The second bag contains the cowlings specific to the B-25B, the bombardier nose .30 cal machine gun, the fake machine guns for the tail, and the long range, bomb bay, fuel tank.

The detail on the wings is in the form of both finely scribed recessed panel lines, and raised detail. The modeler will have no problem masking off the de-icer boots for painting.

The instructions' paint reference chart is especially handy as it not only gives the Federal Standard number, but also cross-references the *Model Master*, *Humbrol*, *Gunze Sangyo* (Aqueous), *Gunze Sangyo* (Mr. Color), and *Xtra Color* paint lines. The 19-step assembly process is based on the process the crew at *Accurate Miniatures* found to be easiest after they built over 100 sample kits. Painting, detail painting, and assembly tips are given throughout the assembly process. The decal placement section shows a four-view drawing of the aircraft



The tail guns on the Doolittle raiders' planes were painted broomsticks.



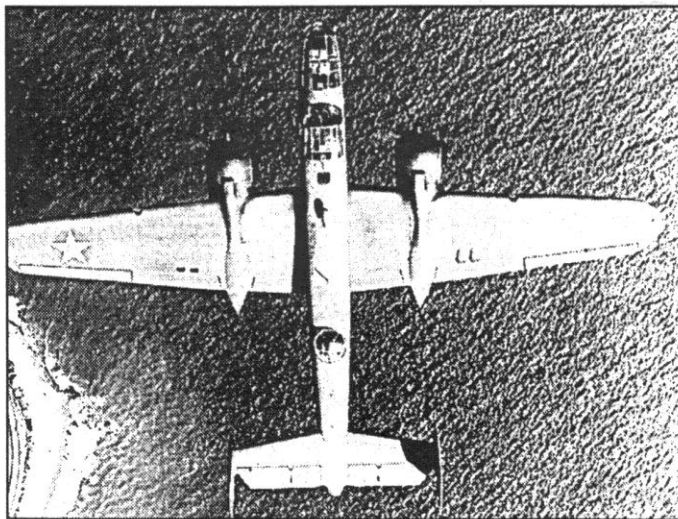
Engines are turned up as the 16 B-25Bs prepare to launch, April 18, 1942.

and also shows the nose markings specific to six of the sixteen Doolittle raiders.

A bag containing brass weights is also included. The brass weights come in four different sizes that are to be strategically placed in the forward area of the cockpit, in front of and along side the instrument panel. The modeler won't have to guess where and how much weight will be needed to keep the Doolittle raider on its tricycle landing gear.

A recent trend in modeling is the use of vinyl canopy masks. This new tool not only cuts down on the time required for masking greenhouses, but it also provides a mask that is specifically made for that model's canopies. *Accurate Miniatures* now provides the modeler with vinyl canopy masks, yet another nice addition by this cutting-edge manufacturer. (As a side note, Bill Bosworth states in his online build, that the observation window masks are a tad oversize. He recommends cutting them into quarters and to overlap them when placing them. The online build can be found at: http://www.accurateminatures.com/b25_build.htm)

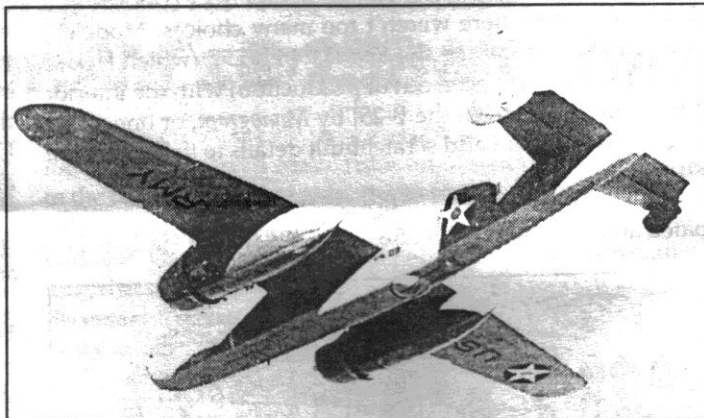
The sprue of clear parts is contained in its own bag. The



Overhead view shows the asymmetrical exhausts on the wings and the placement of the national insignia in early 1942.

sprue contains the canopy greenhouse, bombardier greenhouse, observation windows, upper machine gun turret, wing lights, instrument panel, and two different clear tail cones. The difference between the two tail cones is that one has the holes molded in for the fake machine gun barrels that the Doolittle raiders had modified, and the plain tail cone if the modeler wishes not to make a Doolittle raider. My example contains the parts that will be included in the future B-25G release as numerous clear sprues for the B-25B kits were rejected due to quality control issues. Even though the parts are separately bagged, I did find a few scratches, but they aren't anything a dip in Future won't take care of.

The decal sheet is also separately bagged. Tail markings for all 16 B-25B Doolittle raiders are included. The modeler will also find nose markings for six of the Doolittle raiders as well as the national insignias, red propeller warning band, lap belts, and U.S. Army markings. The decal for the instrument panel is provided in two versions. One decal is printed with the instruments facing out, and the other is reversed.



The ventral turrets on the Doolittle raiders' planes were removed. These proved hard to aim and were prone to jamming in the lowered position.

There is even a decal for a *Life* magazine (I guess the aircrews needed something to read on that long flight.). I could find no registration problems. All of the colors for "Ruptured Duck" line up perfectly.

A fold out after action report is also included for this model of the historic raid. The after action report is reproduced exactly as how LTC Doolittle wrote it. Not only does it outline the objectives of the raid, and any contingency plans, but it also includes what happened to each and every aircrew, and their fate.

There has been much discussion about the delays related to the delayed release of this kit, and of the high retail price. When you take into account the amount of detail, the good fit reported by modelers already building the kit, and the added bonus of nose weights and vinyl masks, I think this kit is a bargain. I was impressed by the built-up example that Bill Bosworth had at the 1998 IPMS National Convention, and knew the wait would be worth it. I can't wait for the B-25C, D, and the B-25G. There will surely be a few of these kits on contest tables in the future.



When equipped with mine-rolling equipment, the T-44 turned into the PT-44. Some of these tanks remain in use even today with second-line Russian combat units.

Next-generation armor: turning a T-34 into a PT-44

By Jim Priete

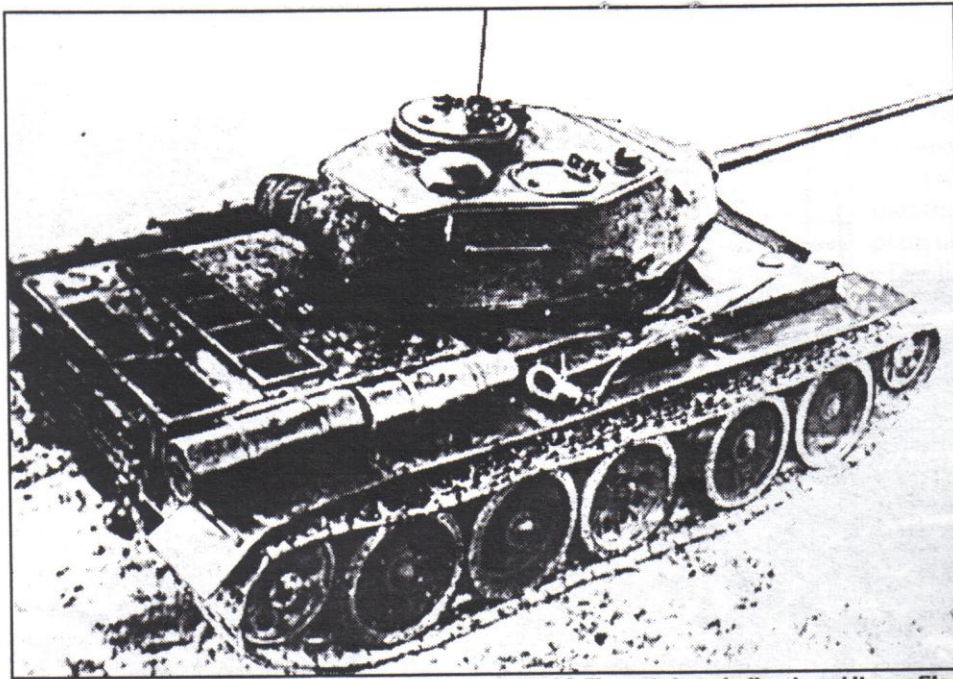
The T-44 was a late-war design intended to replace the T-34. It had a new hull with torsion bar suspension and a modified T-34/85 turret that gave the T-44 a much lower profile. Although the T-44 met the requirements intended by its designers, it was only a limited success, since the turret could not accept the new 100mm gun that had recently been developed. The T-44 evolved into the more successful T-54/55 series.

There are no conventional kits of the T-44, only expensive resin items, so for a cheapskate like me the logical choice was to perform a conversion. Since the T-44 had the same basic hull as the T-54/55, you want to start the conversion using either the *Lindberg* or *ESCI* kits. Although these kits apparently have some shape problems that prevent them from being the ideal T-54/55 model, they are good enough for this project. I chose the *ESCI* kit since I already had one. The first step is to assemble the basic hull pieces per the kit instructions. Don't attach the final drive housings at the back of the hull; these will be replaced later. Before you attach the upper and lower hull halves together it will be necessary to make a small horizontal vision port, approximately 1/4" wide in front of the driver's position on the front plate. It is located about 3/4" from the top and 1/8" from the hull side. I drilled two small holes forming the ends of the vision port, then connected them by carving out the material in between, trueing the slit with a small file. When this was done, I glued a piece of styrene from behind to blank off the port.

The next step is to modify the driver's hatch. I replaced the

kit hatch with a fully circular one using a piece of scrap plastic of a suitable diameter and attached a triangular bracket to one side similar to the style of bracket on the kit hatch. I detailed the bracket with some bolts that I made with my *Reliant* hex punches. I now attached the suspension swing arms and the idler wheel axles per the kit instructions. The wheels and tracks are straight from a late model T-34/85. You want to use the so-called "spider web" road wheels, the ones with the lightening holes and rubber tires. I got mine from a *DML* SU-85 kit. I also used the drive wheels, idler wheels and tracks from the same kit. The final drive housings on the *ESCI* T-54/55 are too large for the T-34 drive sprockets, so I scratch built smaller diameter units to replace them. Also, since the T-44 turret was smaller in diameter than the T-54/55 turret, the semi-circular cheek pieces that attach to the hull sides are not used. I filled their locating notches on the hull sides with styrene. The engine grills are slightly different on the T-44, so I needed to modify the kit engine deck. There just isn't much information available on the T-44, and I couldn't find any clear photos that show what this area should look like on production vehicles. The *Squadron/Signal* book on the T-34 has a few photos of the prototype T-44, including a view of the upper rear hull, and a simple three-view drawing, so I used this as my main source of information. I made the grill from with aluminum mesh screen and styrene strip.

The turret modifications are the biggest part of this project. The T-44 turret is pretty much a T-34/85 turret with reduced height. The first thing you need to do is cut the turret ring off at the bottom and remove most of the step at the base by about



Lessons of World War II were incorporated into the T-44. The cut-down hull reduced its profile, making it more difficult to see and to hit.

1/4". When the cut is sanded smooth, reattach the turret ring and blend it in. You will need to re-texture this area when you are done sanding the new joint. Do this by spreading liquid glue liberally over the area and then stippling the surface with the glue brush. Soviet cast armor had a very rough texture, so don't be afraid to overdo it. If you think it looks too rough you can tamp the area down with your finger while the area is still soft, or wait until it is dry and gently sand the area with fine sandpaper. The next area to modify is the turret roof. The commander's cupola and gunner's hatches are in the same location, but the cupola needs to be reduced in height by about 1/16". Also, there is only one fresh air vent on the top of the turret, so this will need to be modified as well. Everything else is the same as a T-34/85, grab handles, lift rings, periscopes, etc., so finish these details per the kit instructions.

I used an aftermarket turret from RPM, which sells this item separately for conversions. It is the "Rudy" version, which was a composite cast/welded turret, and had a prominent skirt at the rear. In using this turret I had to do more modifying than if I had started with a standard T-34/85 turret, since I had to remove the skirt and fill the resulting gap

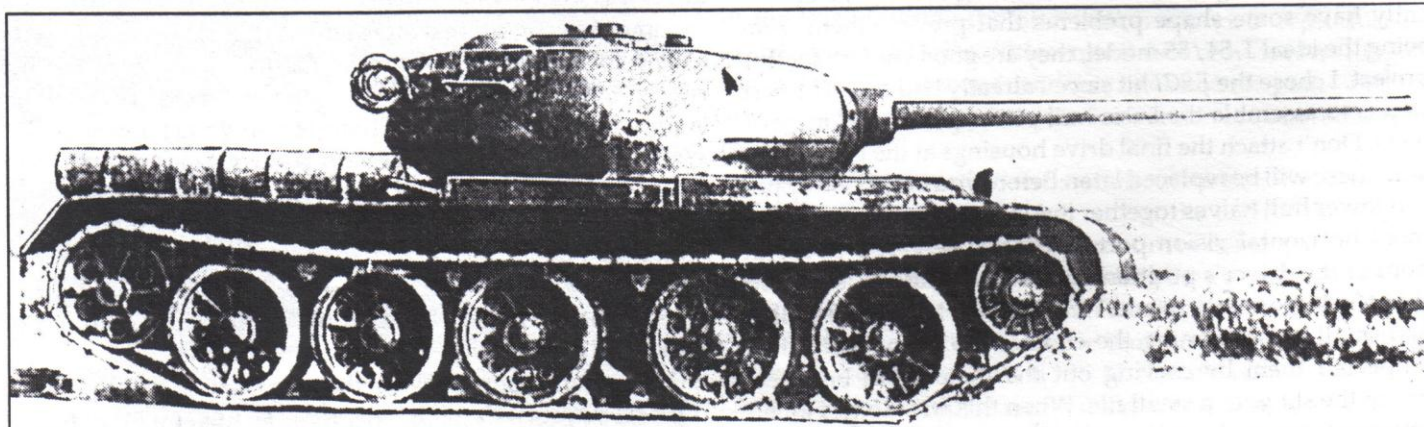
of about 1/32"

then spread a thin layer of *Squadron* white putty in the space between. The seam needs to be somewhat rough so I didn't worry about applying the putty too neatly. Once the putty was on I lifted the tape immediately. When it was dry the seam looked pretty good, so I left it as is.

Once the turret was complete I had to add the various items of equipment onto the top of the fenders. The most prominent features are the auxiliary fuel tanks typical of most Soviet armor. I was going to use the fuel tanks from either the *DML* or *Tamiya* kits, but both of these are depicted with dents, which I did not want, so instead I decided to scratch build them. I started with 3/8" *Evergreen* tubing cut to the appropriate length. I then chamfered the inside of the ends and inserted the end caps from the *Tamiya* fuel drums. I used the mounting racks from the *DML* kit. These are separate items and are nicely detailed. I made the bracket from .010 X .040 styrene. When all four were completed I glued these into place and then attached the fender braces that I also made from *Evergreen* strip, and then added various tool boxes according to the drawings in the *Squadron* book.

with epoxy putty. The gunner's hatch on top was too far to the right according to my information, so I plugged the hole, as well as the two holes for the air vents and the holes for the periscopes, and re-skinned the entire turret roof with .005 styrene. I then attached the commander's cupola, vent cover, gunner's hatch, periscope, and so on. I also re-textured the turret sides since I had to do a lot of sanding when converting it to the early version.

I chose to use a *Jordi Rubio* barrel to replace the kit 85mm gun. These are inexpensive, perfectly round and they look great on any AFV model. It was also necessary to replicate the mold seam that runs around the turret. It looks like a weld seam but it is not, and this is a characteristic feature on all T-34/85 and T-44 turrets. To reproduce this feature I placed masking tape above and below where the seam would be, leaving a gap



The prototype T-44, shown here, differed from production machines by having a gap between the second and third road wheels. Production machines had a gap between the first and second wheels.



Jim's model, showing off the modified suspension, turret and mine roller. This model was a deserving winner at the Kickoff Classic.

I wanted my model to be a bit different, and since the T-44 was used mostly in second line units, particularly for mine field clearing, I purchased an aftermarket kit of the PT-3 mine roller attachment. This is an injection molded kit recently produced by *Arsenal*, a Ukrainian company, and turns the model into a PT-44. The kit is a bit basic in detail, but is an inexpensive start and with a bit of work it looks quite nice. The bottom of the main framework is molded open, which didn't look right to me, so after I cleaned up the pieces I closed the open ends with sheet styrene. I also re-textured the weld seams since these are overdone and look terrible. I just applied some liquid glue to the welds, then stippled them with an *X-Acto* knife. The other area that requires considerable reworking are the roller wheels themselves. The spikes that are attached to the rollers are molded as solid pieces, which is incorrect. A photo on page 44 of the *Squadron* book shows what they should look like, so I sawed out the middle portions and attached a cross member from top to top according to the photo. This is rather tedious, as there are ten wheels to modify with 20 spikes per wheel, but the work is worth the results.

I painted my finished model with some old *Polly-S* paint that I have had for a while. It was a generic olive drab. To make sure that the paint would adhere, I sprayed a primer coat using *Tamiya* acrylics to make sure that there would be no reaction with the acrylic-based *Polly-S*. The *Tamiya* paints have a lot more bite than *Polly-S* colors, and *Tamiya* paints have the added benefit of drying very quickly. I used a dark green

for the wash which gave a more subtle appearance than if I had used a dark grey. The only markings I used were some simple tactical markings that I painted onto the turret and the vehicle serial number on the upper right glacis plate in white. Both were applied with the excellent *Stencil-it* photo etched stencils for Soviet WWII vehicles.

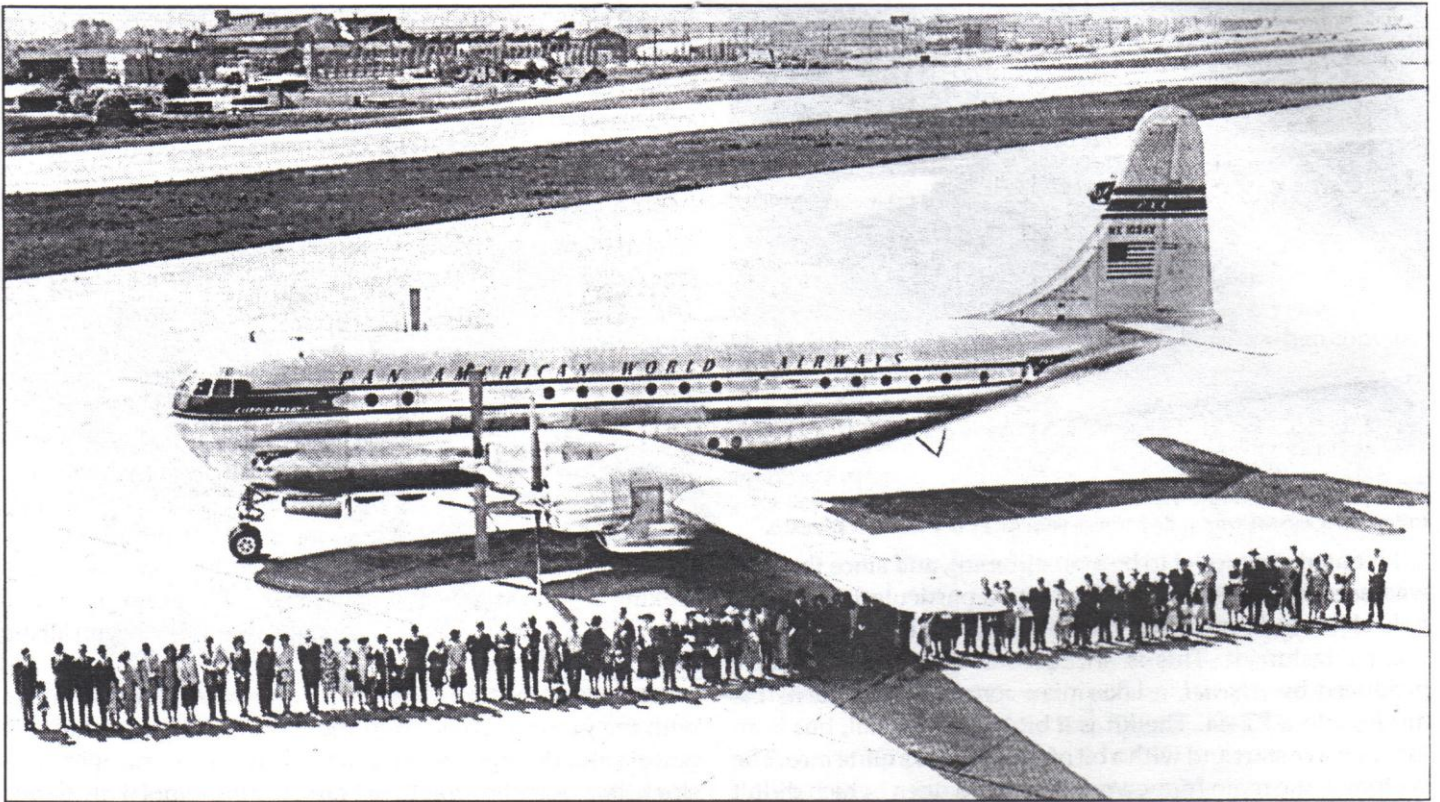
The tracks were a unique challenge for me. This was the first time that I had used separate links. The particular tracks used were from the *DML* kit, so I wasn't quite sure what to expect. The first step is to remove each link from the sprue and then clean up the mold seams. This seemed a bit daunting at first since there are about 200 links needed. I decided to perform the cleanup one step at a time, rather like an assembly line process, rather than clean up each link completely before going on to the next. First I trimmed off the excess left by the molding gates for each link, then went back and filed the ends smooth, then went back again and filed off the mold lines along the teeth where the links attach. This may seem like making a lot of extra work, but it was actually very quick since I could get a repetitive rhythm going. I was able to clean all the links in one evening.

I now glued the links that would form the sections in contact with the ground. I measured the distance between the road wheels and determined that I would need 24 links per side. I stuck them together and then I ran over the joints with *Testors* liquid glue. I repeated this for the upper half of the tracks—measuring how many links I would need, sticking them together and running the glue over them. By the time I finished running the glue over them they had begun to set up enough so that I could carefully pick up the section of track and lay it over the wheels. I adjusted the tracks for the proper sag over the road wheels and I wrapped the ends around the idler and drive sprockets, holding the ends in place with some tape and then let them dry overnight. Before I attached the tracks permanently to the suspension I painted them with *Humbrol* #170, Brown Bess. I read somewhere that this was a good base color to start with and I was very satisfied with the color. I applied a wash, this time using dark grey, and then gently highlighted the areas of wear with *Sul* aluminum polishing powder as advised by Robin Powell. I made sure to simulate all areas of contact on the tracks, including where the road wheels would run on the inner surfaces, the track teeth, and the contact surfaces of the drive and idler wheels. This all was a bit messy, but it came out okay and I'm sure I'll do better next time.



The T-44's evolution was cut short by its ability to mount the 100mm gun. Nevertheless, the T-44 saw combat against the Germans starting in August, 1944.

This conversion turned out to be a bit time consuming owing to the lack of sufficient information about the T-44. It is also can be somewhat expensive since my project involved the use of three AFV kits, two accessory kits, and parts from at least one resin conversion set. Fortunately I had acquired most of these items cheaply. If you decide to try this project you could get by with just a T-55 kit and a T-34/85 kit, preferably the one by *DML*. These will have most of the pieces needed, and the rest are easily scratch built from *Evergreen Products*. Whichever way you decide to go it will certainly be cheaper than purchasing a resin kit.



The 377 could carry THIS many: a Boeing publicity shot shows the number of people who could be carried in a single flight in a Stratocruiser

Boeing's big bust: Stratocruiser in 1:144

Continued from page 1

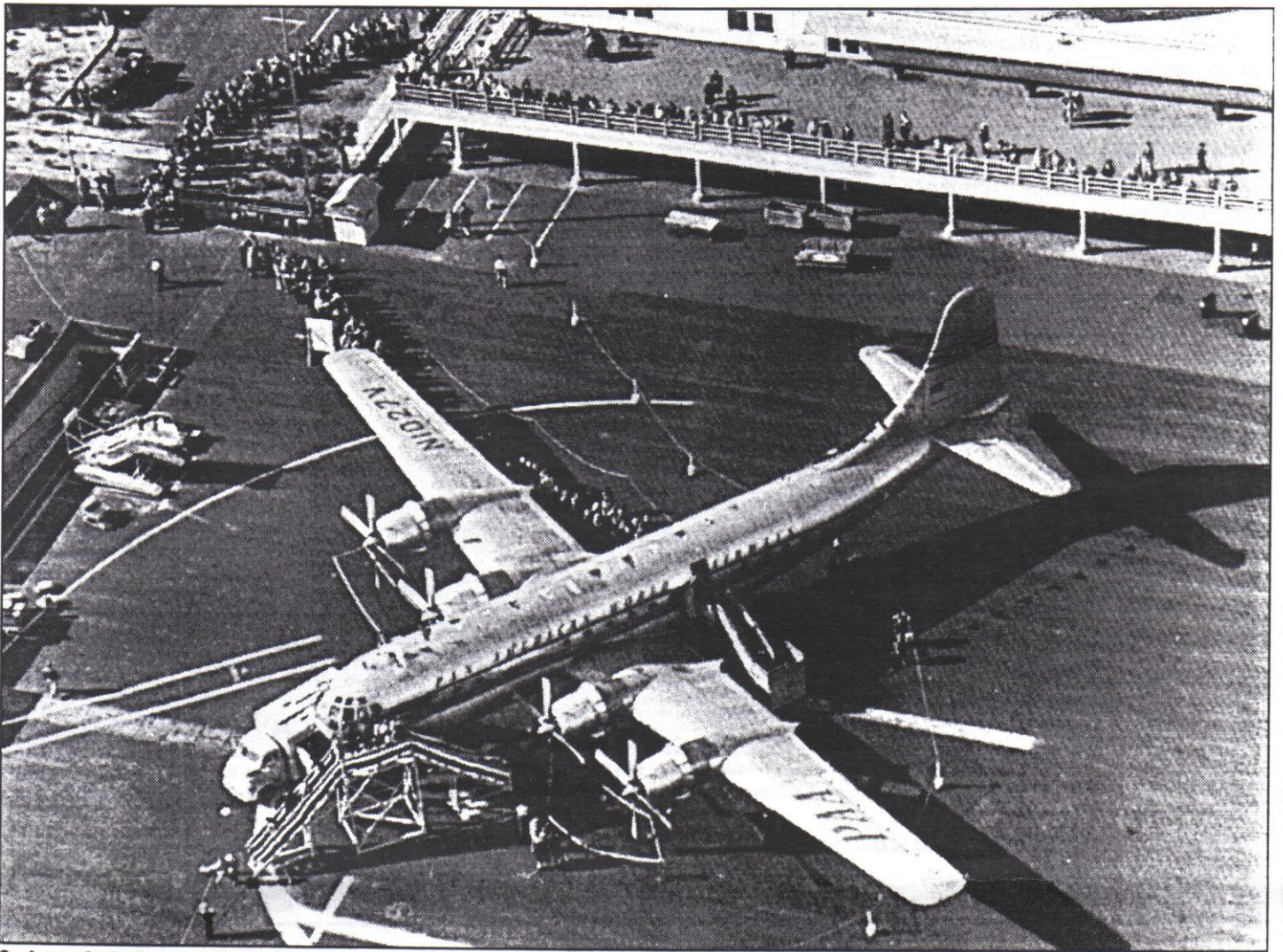
percent of the chord on back. This looks awful. The section is a proprietary Boeing 117 type for which I haven't found the details, but this kit simply isn't right. At best, it needs to be sanded flat from 60 percent or so on back. That turns out easier said than done, because the tops of the nacelles extend above the top surface and you have to sand around them. Fortunately, the trailing edge is quite thick which allows for the correction. ("Fortunately?" I can't believe I said that. Thick trailing edges are my number one pet peeve!) However, don't do what I did and sand it on a flat so it takes off material from both the trailing edge and the thickest point, or you will move the maximum thickness forward to a line that won't look good either. You must hold the leading edge up to do the sanding. That done, the scribing except for the aileron hinge line may need to be redone. That's all right; the panel lines were way too deep anyway.

The nacelles pose a problem. The tops are integral with the wing, the bottoms are split ver-

tically, and the cowlings and chin intakes are a separate piece. If you glue the bottom halves together and assemble to the wing, they are too narrow, and filling and sanding in that complex pinched waist is about impossible. Add a shim of 15 to 20 mil plastic card between halves at the front only. For the outboards, you'll have some gap to fill, but the inboards can very easily be glued flush at the back and with the shim in place ahead of the gear cutout. Then do any needed sanding in that waist before assembling to the wing to the fuselage.



American Overseas Airlines used eight 377s. They eventually became part of Pan Am's fleet..



Curious airplane enthusiasts line up to take a tour of the 377, this one a Pan American plane on display at the Los Angeles Airport.

The landing gear poses problems. It is exquisitely delicately molded... almost too exquisitely. The model is very tail heavy, and I glued about seven #3/0 "split shot" fishing sinkers into various places in the nose, until I was convinced that it would sit right, but upon completion, it still settled resolutely onto its tail. It took six more to get it to tilt reluctantly onto its nose gear, and I'm concerned that if a benighted judge should sometime decide that he just must turn it to see the other side, those mains will just give up and settle the whole load onto the table. Location of the mains is another problem. There are two locating holes drilled on the nacelle center line for each gear leg. This would be fine if the legs were perpendicular to the bottom surface of the wing, but my best info says the legs are perpendicular to the ground, which means that they are angled toward the inboard sides of the nacelles. They don't look right, but are virtually impossible to fix once the nacelles are assembled to the wing. Fill the original holes and redrill them about 30 mils further outboard. Then to complete the whole sad litany, the nose gear seems built to be installed before the fuselage halves are joined. I knew mine would never survive my efforts at sanding, so tried to install the nose gear last, with less than perfect success. Think this one through before you assemble anything, unless you are very proficient at laparoscopic surgery of the inner ear.

The rest of the kit is very nice, and dimensions are within

three to four scale inches. There are about 44 parts, with the transparent greenhouse occupying the entire top lobe of the fuselage. It needs some thinning of the main fuselage shells and careful dry-fitting before assembly, but this design should allow a perfect joint of transparency to rest of fuselage, something that I always find troublesome. Not surprisingly, there are no window cutouts in the fuselage. The same fuselage halves do have to serve for three quite different versions, and this is better handled with decals. The wings have a very clever arrangement of interlocking tongues that make for very positive alignment. There are recesses on both sides for the wing roots, and they are oversize enough to require filling and sanding. Again, tucked close under the top lobe of the fuselage as they are, sanding is quite difficult. I see no good solution to this one but suggest you fill with something softer than superglue. As an additional touch, the C-97 versions had clamshell doors under the aft fuselage, which I opened, but which aren't indicated in the kit.

Essentially all the B-377 family spent their lives in polished natural metal or possibly aluminum paint, and decals for the kits reflect this. The C-97 kit decals are for one Minnesota Air Guard aircraft, and the *Stratocruiser* shows a Pan Am plane. Decals are by *Scalemaster* and are excellent (and there are aftermarket decals available although I did not follow up). *Scale Aircraft Modelling* of August 1997 had details of numer-

ous alternative schemes. One caution: I had been using *Micro-Sol* to set decals and grabbed *Super-Sol* by mistake at one point. Do Not Do This! Ever! *Super-Sol* eats these *Nekomisa* products.

With the difficulty I experienced with the sanding and filling, I began to wish for something in a flat finish that might yield a satisfying result more easily. A little poking about the net reveals that there is a B-377 in fire-tanker service, though no pictures are provided. It belongs to H&P Aviation and is registered N1365N. Here's an interesting possibility. Tanker aircraft are normally kept in beautiful finish, but at the end of a tough season, they might be showing quite a bit of weather and wear. There's a conversion possibility. Finally, in Martin Streetly's *World Electronic Warfare Aircraft*, we find that Israel acquired about 14 C-97s and *Stratocruisers* in the mid-'60s, and converted two to EWf configuration. While their B-377s were painted in something looking like airline liveries, with a white top and blue cheatline, I wouldn't be surprised if the two EWf mods were

Painted in the green/brown/tan camouflage that was used for aircraft that went where the shooting was. Note that



The crew ambles out to their 377, this one a Transocean Air Lines example. Transocean flew *Stratocruisers*, *Constellations* and DC-6s and was based out of Oakland Airport from 1946 to 1960.

Streetly's drawing has the C-97 window arrangement rather than that of the civilian B-377. One of these was lost to a Egyptian SAM on September 16, 1971.

March's Club Contest:

Antipodean Antics

SVSM salutes those English speakers whose drains spin the wrong way! From Kingsford Smith to modern *Mirages!* Australia and New Zealand subjects bring on over your down-under oeuvre!



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Football Heroes**



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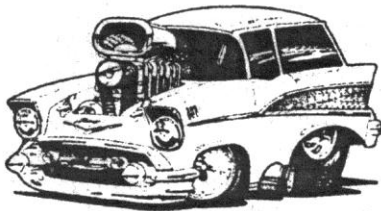


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Tamiya



FEBRUARY MINUTES

At the February meeting, we had more than 60 people, an auction for the Veteran's model drive that brought in over \$250, and lots of great models.

In model talk... Loren Conn has a small fleet of vehicles ready for an airfield, among them a Jeep, a weapons carrier and a scratchbuilt trolley, all in 1:72 scale and all looking very nice. Mike Braun was doing the finish work on *Tamiya's* FAMO; among Mike's modifications were additions to the front suspension and modifications to add detail to the radiator. Jim Priete had only to add the mine rollers to his PT-44, a Soviet tank Jim painstakingly converted from a T-34, as his article in this issue describes. Speaking of T34s, Adam Haack added custom wheels to his *Fujimi* T34R touring sedan. Ben Pada had a succinct summary of *Monogram's* 1:48 P-47N: it sucks! Ben's added a *True Details* cockpit to the model in an effort to get it ready for the *Monogram* Mastery category at the contest. He's also hard at work on a '36 Plymouth dirt track racer, to which he's added a new front end made from brass, a reshaped cab and new bumpers. Ben says this kit also sucks! Talk about your negative waves! Bob Rayburn, a first-timer to the meetings, repainted his *Testors* Su-27 in the current gray scheme and has a *Matchbox* Fiat G-91 "Gina" under construction. Laramie Wright added tools taken from a Panzer IV to his *ICM* Lynx light tank, then finished the model off with a dunkelgelb paint scheme and a nifty homemade crow's foot antenna. Laramie's back on more familiar ground with his M4A3 Sherman late model, to which he's added such improvements as new stowage, photoetched small details and weld seams created with *Tamiya* putty, tape and the careful use of an X-Acto knife. Greg Plummer used *Tamiya's* Focus WRC rally car kit to create a Euro low-rider, and he used Ford automotive lacquers to create a gleaming, deep maroon finish. Chris Bowman had such a fun and easy time slamming together *Tamiya's* 1:48 A6M5 Zero that he was more than enthusiastic about trying out some new weathering techniques, including pastels. Dave Balderrama says *Czech Models' Bv 40* assault glider is not the best kit; nevertheless, he's persevered and has the basic airframe together. Ron Wergin did a lot of modification and clean up on *Hasegawa's* Hurricane IIc to make a Hurricane IIc! He finished his model with AeroMaster paints. Ron also has a significantly faster airplane under way, a *Hasegawa* F-8 Crusader. Steve Travis picked up a '55 Chevy step-side truck for a song at the Gold Coast Nationals, but when he got home he found the roof was caved in. No problem—he cut it down like a minitruck he once saw, then added the bed from a '34 Ford stake truck, cut the bottom off the tub, rescribed the door lines and added a chrome keg fuel tank for a truly unique roadster! Ken Miller is battling a 1:136 Convair 880 from *Glencoe*, which he said had the biggest single gap he'd ever seen! When finished, Ken will weather and paint the model to represent an 880 in storage at Mohave. Ken also converted a 1:144 P-3 Orion into an Aero Union firebomber, adding a tanker bay and deleting the MAD boom from the tail. The first shot fired by the U.S. in World War II is said to have been fired by the U.S.S. *Ward*; Brian Sakai used the *Classic Warships* 1:700 resin kit as a starting point for his model of the four-piper. Brian replaced most of the detail; only the hull and superstructure remained from the original

kit! Kent McClure brought in some Space Opera game pieces, this time a legion of bellicose dogs and birds, all armed to the teeth, or beaks as the case may be. Kent's also building a fanciful, Jules Verne-worthy railroad war engine from the Mars colony civil war of 1889, complete with a snow plow front end, a search light and a Martian ray gun. Rodney Williams' 1:48 F/A-18A *Hornet* was painted with automotive lacquers, but instead of the time-consuming technique of polishing that Rodney usually uses, he simply applied a coat of Future floor polish and had quite the revelation! Rodney also shared the fact that he'd added seven new parts to his 1:32 *Hellcat's* cockpit! Cliff Kranz added the *AeroMaster* resin gun nose to a *Monogram* A-26 *Invader*, and finished up the nose with brass blast tubes for the machine guns. Cliff is building four A-26s for a collection; this one will be "The Seventh Chadwick." Sami Arim added a styrene armor belt to *Tamiya's* 1:700 H.M.S. *Hood*. This was in addition to such other details as scratchbuilt, turned-brass masts and photo-etched pom-pom guns that each had 11 parts! Peter Wong built *AMT's* massive XB-70 *Valkyrie*, and he hung it from the ceiling at his office, where people "eat it up." Peter used Orchard Supply Hardware spray paint for the white finish! The *Hasegawa* Bf 109G-6 is the most accurate 1:48 Messerschmitt that Roy Sutherland has found; he's added a *Cooper Details* cockpit, rudder, spinner and exhausts to his "Gustav." Roy also brought his legendary 1:72 *Frog* Supermarine *Attacker* for display in a successful effort to impress U.K. visitor Drewe Manton, and he has a *Spitfire* V in the works as well. Robin Powell says the *Hallam-Vac* 1:72 *Brigand* is much better than the *Welkin* that preceded it, a kit known as the epitome of all that can go wrong with a vacuform kit. The *Brigand* is big even in 1:72 scale, and Robin's had fun beefing up the engines and cockpit. The latest *Airfix* EE *Lightning* for Robin's stable will be a late model fighter in the air superiority gray of 1988 vintage. Frank Babbitt's *Hasegawa* 1:32 F-104 *Starfighter* takes up a lot of space and shows of Frank's touch for finishing. When it comes to improving his construction skills, Frank's getting a learning experience from the *Hobbycraft* *Vampire* which sucks in a manner Frank compared to a black hole. (Hey, it's a *Vampire*—isn't it supposed to suck?) Frank is borrowing unused bits of an *AeroClub* *Vampire* to add detail and accuracy to this kit. Finished and ready to fly and/or float was Frank's *Tamiya* N1K1 *Kyofu*, which the allies code named "Rex;" the only problems to be found with the kit were the brittle beaching gear and the canopy. Chris Bucholtz had the "Rex's" offspring almost complete right next to Frank's model, albeit in 1:72. Chris used the *Aoshima* kit as a starting point, then added his own details to the cockpit and engine. His decals betrayed him, however, and he needed to replace the kit markings with some which are more compatible with setting solutions. Bill Abbott is a big guy, but he likes small models, as evidenced by his 1:400 *Dragon* Airbus 320. Bill says this tiny model is surprisingly accurate and provides a great cure for Advanced Modelers' Syndrome. Vladimir Yakubov is a champion of odd and overlooked Soviet subjects; this month, it was the ER-2, an obscure long-range Soviet bomber that went through multiple engine changes and protracted teething problems. The vacuform kit Vladimir's working from is also

full of problems; he says it's more like scratchbuilding! Vladimir also had a pair of fighter in 1:72 from the Golden Age that were considerably more successful in their day than the ER-2—MPM's Curtiss *Hawk III*, which he said was a nice kit despite the lack of locating pins and finished in Chinese markings, and *Smer's I-153*, which he described as a great kit, even considering how old the molds are. Duane Fowler's expertise with the ALPS printer has resulted in a sheet of the flags of Europe and a set of markings for the *Tamiya 1:350 Enterprise*, which is complete right down to the small plaque on the side of the island. Lou Orselli laughed long and hard at the instructions to *DML's 1:72 He 162* until he realized the joke was on him. The fit is bad, and all the cockpit components float inside the fuselage, Lou says. Worst of all, the directions are so vague as to be of no help. For therapy, Lou turned to his favorite subject, this time in the form of the *Azur Breda Ba.65*. This one's a winner, Lou says, thanks to the many options in

the kit. And the model of the month goes to... Rodney Williams for his F/A-18C *Hornet*! Rodney gets the award for proving it's never too late to learn something!

Our club contest was "Ladies' Night Out," and we had three winning entries. In third place, with his very well painted *New Hope Designs* figure, was Eric McClure. The figure depicts a British ATS servicewoman, and was painted "repeatedly" by a still-not-quite-satisfied Eric. In second with the second of his A-26 *Invaders*, was Cliff Kranz. This *Invader*, which featured a lovely bit of nose art, was outfitted with turrets from a *Monogram B-29* and had trim colors applied using a green paint that Cliff first acquired to paint his Plymouth Duster 30 years ago! In first... With his P-40 *Warhawk* "Rosie the Riveter," was Steve Travis. Steve, who suffers great frustration while building planes, did a great job on the AMT kit, which he says went together very well. Congratulations to all our winners!

Winners from this year's Kickoff Classic

Continued from page 3

S35. Out of the Box, All Scales and Types

1. Mike Laxton, Ferrari 333SP
2. Mike Burton, XF5F-1 *Skyrocket*
3. David Campbell, AH-1T *Cobra*

S37. Dioramas

1. Dave Parks, "Home Sweet Home"
2. Steve Klein, "Pharaoh's Encounter"
3. Philip Gin, "California Uber Alles"

S38. Hypothetical Vehicles, All Scales and Types

1. Mike Braun, CAC *Wallaby*
2. Richard Carlson, Tank
3. Greg Plummer, Fw 190S-1 Floatplane

S39. Miscellaneous

1. Richard Carlson, Space Marine
2. Richard Carlson, Fountain of Chaos
3. Kim. R. Vellore, French Naval Gun

S40. Collections

1. Howard Weaver, *Spitfires*
2. Chris Bowman, Japanese Fighters

J2. Junior Military Vehicles

1. Andrew Haas, Su-85
2. Chris Thomas, M1A2 half-track
3. Kelly Cox, Tiger I

J3. Junior Automotive, All Scales and Types

1. Mike Martinez, '93 Chevy Suburban (Red)
2. Mike Martinez, '93 Chevy Suburban (Black)
3. Mike Martinez, '70 Chevy Chevelle

J4. Junior Dinosaurs and Figures

1. Bust of War, Jonathan Williams

SJ1. Sub-Junior Aircraft

1. Christopher Lee, Thunderbirds F-16s
2. Cooper Sutherland, *Kfir*

SJ2. Sub-Junior Military Vehicles

1. Andrew Heiler, U.S. Army Truck

2. Andrew Heiler, Jeep

3. Andrew Heiler, U.S. Artillery

SJ3. Sub-Junior Automotive

1. Nathan Serrano, '98 Corvette
2. Kendra Schynert, '40 Ford Coupe
3. Antonio Arim, Crown Victoria Police Car

SJ4. Sub Junior, Miscellaneous

1. Eric Haas, Fantasy Game Figures
2. Christopher Knowles, Sci-Fi Spaceship
3. Fanilla Chang, Space Shuttle

Special Awards:

SA18. Tim Curtis Award for Service to SVSM: Rodney Williams

SA17. Best Vacuform: Robin Powell, *Meteor NF 14*

SA16. Best Conversion: Mike Meek, "Rotofinish" P-51D

SA15. Best NASCAR: Remington

Thunderbird, James Lehr

SA14. Best Air Racer: Mike Meek, "Rotofinish" P-51D

SA13. Best Firebomber: Ken Miller, P-3 *Orion*

SA12. Best U.S. Armor, ETO, 1942-45: Jim Lewis, M26

Dragon Wagon

SA11. Best Arab Israeli Wars Subject: Howard Weaver, M51

SA10. Best Armed Fighting Vehicle: Dave Parks, Vickers Mk. 6c

SA9. Best French Subject: Dewoitine D.520, Charles Betz

SA8. Best British Subject: *Mustang Mk. III*, Charles

Betz

SA7. Best Canadian Subject: CF-104 *Starfighter*, Greg Plummer

SA6. Best Westland Aircraft: Westland *Whirlwind*, Mark Wong

SA5. Mike Williams Memorial Award for Best Science Fiction, Space or Fantasy Subject: Brian Sakai, Rei Ayanami

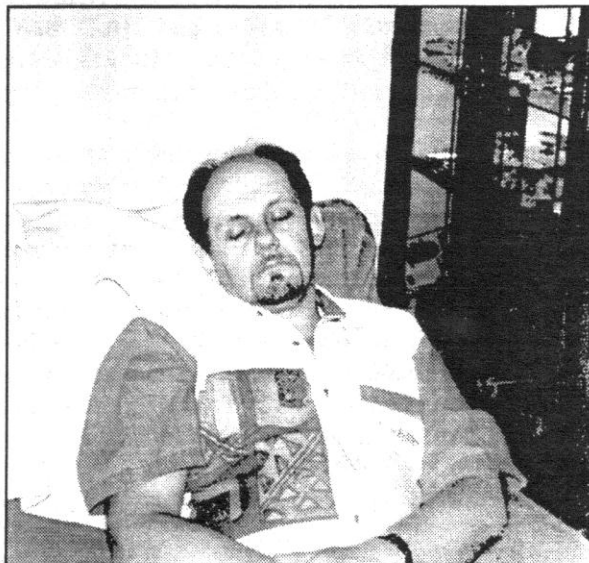
SA4. Ayrton Senna Memorial Award for Best Competition Car: John Russell

'99 *Beast Midget*

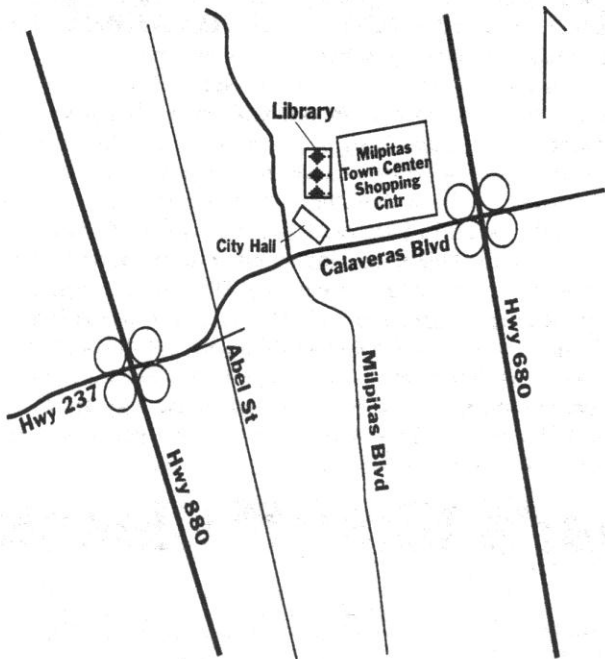
SA3. Arlie Charter Memorial Award for Best USAAF Pacific Theatre Subject: P-47N *Thunderbolt*, Ben Pada

SA2. Bill Magnie Memorial Award for Best of Show, Junior: Jonathan Williams, bust of "War"

SA1. Ted Kaufmann Memorial Award for Best of Show, Senior: Rodney Williams, F6F-3 *Hellcat*



For some, the Kickoff Classic proved to be too much.



Next meeting:
7:30 p.m.,
Friday,
March 17
at the Milpitas
Public Library
40 N. Milpitas Blvd.
For more information, call the
editor at (408) 723-3995
E-mail: bucholtzc@aol.com



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