

Speedy snakes: P-39 and P-63 unlimiteds

By Mike Meek

The first part of this article goes back to November of 1996, when I was building the 1:48 MPM P-63. After a lot of work to correct this terrible kit, I was priming the model with automotive lacquer in my touch-up gun, and I used a little too much air pressure. I proceeded to blow the model off of my workbench. Needless to say, it broke into more than a few pieces. At that point I pretended it was a telephone and the remains became part of the inside of the garage door.

Some of the problem areas of the MPM kit were the wing, which was too thin; the engine thrust line, which was pointing down; and the propeller, which was pointing up.

During the time I was building the MPM kit, I bought a *Hi Tech* 1:48 P-63. It included some very nice resin parts, like the exhaust stubs, cockpit, wheels and separate flaps. The wing is nice and thick and, with a little work, builds into a nice model.

Since it is limited run, it takes some careful sanding and fitting. I built mine into a replica of Larry Havens' P-63C unlimited air racer of the early 1970s, reducing the wing span to a scale 25 feet 8 inches and adding wing-tip end plates.

I didn't like the landing gear legs, so I modified some spare P-51 main gear legs and used aluminum tubing for the nose strut. Using bass wood, I shaped patterns for the cockpit over

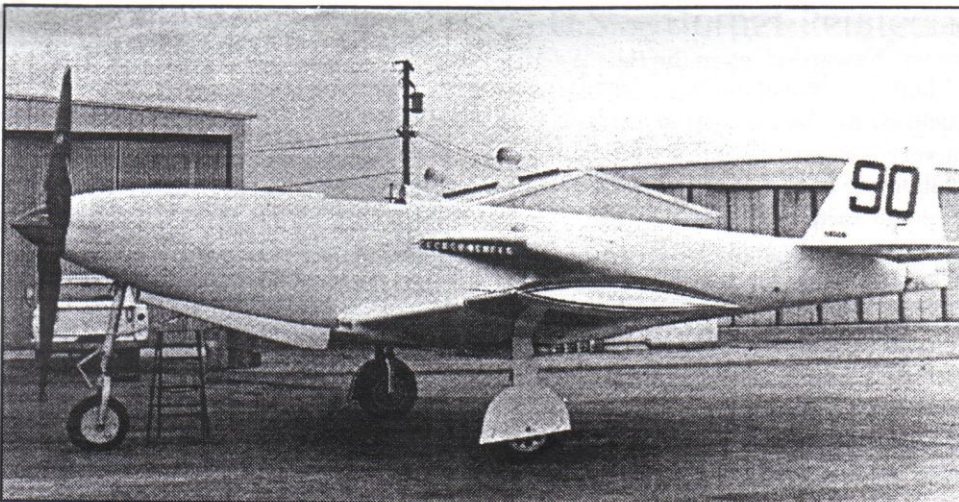
and the tiny canopy, and vacuformed these pieces on my trusty Mattel vacuform machine.

After many hours of super gluing and sanding, I primed the model with *Halfords* white primer. Excellent!

Dave Newman made the decals for me on his ALPS printer using drawings from *Racing Planes* and *Air Races 1973 Annual*

by the late Reed Kinnert.

Now, on to the propeller. The racer had the late-style P-63E Aeroproducts prop that was 11 feet 7 inches in diameter. This wide-chord four-blade prop was similar to the prop on the P-51H, F8F *Bearcat*, *Skyraider* and the two-blade T-28A. All of these blades were made by Aeroproducts and were hollow steel halves with a center rib and were furnace-braised together. At one time or another, they have all been used on modern air racers in different configurations



At top: Mike Carroll (with Don Newberger on the wing) and his modified P-39 "Cobra III;" at bottom, Larry Havens' radically altered P-63.

for different diameters. I started out with a resin copy of the 1:48 *Tamiya Skyraider* propeller and reshaped it to get the desired look.

While I had the Cobra bug, I got three of the new *Eduard* P-39s. This is a very nice kit with first-rate molding and fine detail. The only drawbacks are the trailing edges of the wings,

Continued on page 11

EDITOR'S BRIEF

Now that our contest is behind us, we can give a collective sigh of relief and pat ourselves on the back for a job well done. The statistics, as compiled by Mike Burton, confirm that this was the most successful Kickoff Classic ever!

- 115 modelers entered 342 entries
- There were 99 Senior, 5 Junior, and 11 Youth entries
- Of the original 36 Senior categories, all had entries, with 6 of them split.
- Of the original five Junior categories, 1 had no entries. No splits were required.
- Of the original four Youth categories, all ended up with entries with no splits required.
- Five categories had only one entry: one in Senior categories, two in Junior and two in Youth.
- Three categories had only two entries, one in Junior and two in Senior.
- Large numbers of entries in several classes led to splits in some, with even a sixth split being fully supported by trophies from the empty Junior category.
- Category S7, Single Engine Prop 1/48, had 21 entries, and was split two ways: USN/USMC (8) and other (13).
- Category S16, Military Vehicles, Softskin 1/35, had 14 entries, and was split into two seven-model categories.
- Category S25, Autos Custom All scales/types, had 37 entries and was split into groups of 17 and 20 entries
- Category S26, Autos Competition Closed Wheel, had 21 entries and was split two ways (13 and 8)
- Notable surprises were S32, Out of Box with 11 entries, S34 Dioramas with 10 entries, and S36 collections with eight entries, a new record.

All special themes were awarded, even the Best Westland Subject (to Drewe Manton, a Westland Aircraft Machinist, who unwittingly qualified for the award).

This constitutes a very successful contest for us, and one that reflects very well on the health of our club. That health can be traced directly to the recipient of this year's Tim Curtis Award, Mike Burton. When Mike first became president in 1993, the club (then San Jose Scale Modelers) was experiencing a period of malaise. The most important topic of the meetings was not modeling but the intricacies of Roberts' Rules of Order. The models were stuck in the back on a table in a dimly-lit corner of the Cupertino Public Library meeting room. Meetings consisted largely of debates over the time and operation of events that never actually happened, or of seminars discussing the nuances of such worthwhile activities as sharpening dull X-Acto knife blades.

Mike changed all of that. His first meeting as president put the models in the middle of the room, where they have stayed to this day. Business was restricted to five minutes at the top of the meeting. After that, if you wished to talk, you talked about your model. Not only did this result in a renaissance of information sharing among the club members, it served to drive off the malignant non-builders who had used the club as a forum to attempt to demonstrate their importance.

Behind the scenes, Mike made sure that the club leadership actually led. The mechanics of contests, auctions, displays and other club business was discussed outside of the meetings, streamlining these processes and preserving our pre-

vious Friday night time for fun.

Since 1993, Mike has been president three times. When he has been out of the head office, he's served as a vice president numerous times and has been present at virtually every event SVSM has been a part of, from Celebrate History to the D&J Make and Take events to the annual Children's Faire. If one person sets the tone for SVSM, it's Mike.

Leaders lead by doing. Since that's the case, whether or not Mike is in the head spot, he is one of the leaders of our club, even if he doesn't act like it. He certainly doesn't ask for credit for it. There could be no more deserving recipient of the Tim Curtis Award for 2001 than Mike. Thanks, Buntcake!

—The Editor

CONTEST CALENDAR

March 17 and 18, 2001: **The Southern California Area Historical Miniature Society (SCAHMS)** hosts the **17th Annual Historical Miniature Exhibition and Competition** at the Hilton Hotel/Orange County Airport. For more information, call Jim Sullivan at (714) 593-9071 or Jim Hill at (714) 774-4076.

April 22, 2001: **IPMS/U.S.S. Hornet & IPMS/Fremont Hornets' First Annual HornetCon.** Theme: "From Midway to the Moon—27 Incredible Years." On board the aircraft carrier U.S.S. *Hornet* (CVS-12), Pier 3, Alameda Point, Alameda CA (formerly NAS Alameda). For more information, call Ken Durling at (510) 843-4419 or e-mail him at kdurling@earthlink.net. (Note: This event will coincide and coordinate with the 2nd annual Ship Modeler's Mailing List (SMML) convention, a three-day event commencing on the Friday of that weekend. For more info, contact Duane Fowler at (831) 338-7050 or by e-mail at dfowler@uscg.net)

April 28, 2001: **IPMS/Silverwings' Annual Contest** has been cancelled.

June 9, 2001: **IPMS/Planes of Fame** hosts its annual contest at the Planes of Fame Museum in **Chino, California**. For more information, call Al Parra at (909) 920-9917 or e-mail him at parateach@aol.com.

October 14, 2001: **IPMS/Orange County** hosts **OrangeCon 2001** in Buena Park, California. For more information, call Nat Richards at (949) 631-7142 or e-mail him at ocipms@aol.com.

IPMS/U.S.S. Hornet and
the Fremont Hornets Proudly Present the first annual

HORNETCON

Model Contest

Aboard the Aircraft Carrier U.S.S. Hornet
Pier 3, Alameda Point, Alameda California
Sunday, April 22, 2001

This year's theme: "From Midway to the Moon: 27 Incredible Years"
Special Awards:

Best U.S. Navy Aviation Subject • Best U.S.S. Hornet-Related Subject
Best Ship • Best Doolittle Aircraft • Best Korean War Subject
Best Space/SciFi Subject • Best Vietnam War Subject • People's Choice
Fees:

IPMS Members: \$5, including two entries; additional entries \$1 each

Non-IPMS members: \$5, \$1 per entry

Juniors (17 and under): \$3 with unlimited entries

Sub-Juniors (12 and under): \$1.50 with unlimited entries

Contest fees include ship admission

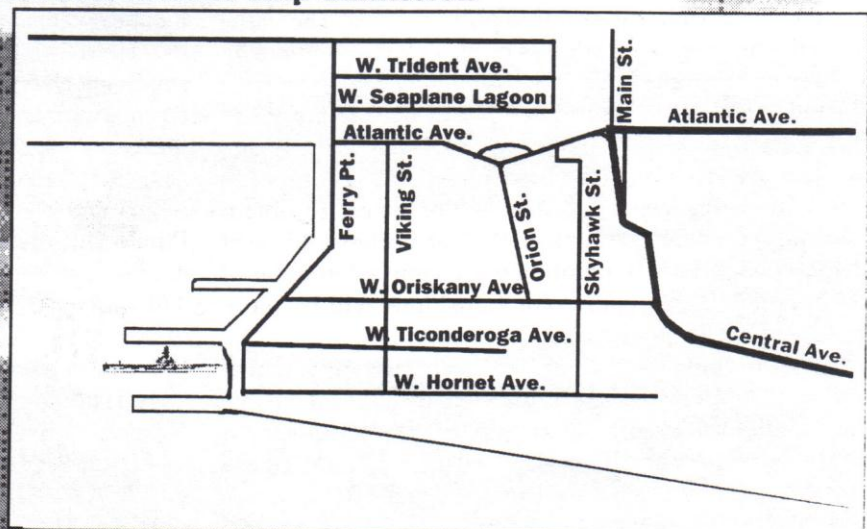
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The facts about figures: color basics

By Richard Pedro

Figures are one of the most complex subsets of model building. The kits themselves are relatively simple builds, but if one decides to alter the pose or modify the figure in any way, then it's a whole different story. One of the best examples of this is the Cyber Ninja II figure I recently completed. That particular kit was nearly a whole new figure after it was reworked.

I promised everyone a "how to" on figure building a while back, and I did start this article, but I never finished it, because of two things. By time I actually started into the figure I was nearly 12 pages into the article, and second, all of my original work is gone—stolen when my car got broken into a while back.

I have been talking to fellow SVSMer Mike Burton regarding the format of this article. After lots of thinking and the echo of Sampson—KISS (Keep it simple)—I want to start out this as a series. Each article will build on the next and so on. I am doing this so that when I actually get into the figure I don't have to re-explain the techniques.

Before we begin building and painting a figure I want to take everyone back to art 101, the color wheel and some definitions, and paint mixing basics, then into paints, and finally tools and equipment.

There are three properties of color: hue, value and intensity. Hue is the color itself, for example purple or red. The value refers to the lightness or darkness of the color, and intensity is dullness or brightness of a color. Remember them, as they are the most important terms when it comes to talking about color.

The color wheel is a very important tool for the artisan. With a basic knowledge we can use the color wheel to obtain virtually any color one can think of. With an understanding of the color wheel concepts, painting with a limited number of paints is possible and your color transitions will be more natural.

In nature, there are three colors that occur naturally, which means they cannot be replicated through an artificial means. Because of this fact they are called primary colors. These three colors are red, yellow and blue. When all three primary colors are mixed together you get a black or no color. At this point let me make it clear that in the world of color, black is not a color,

it is a lack of color. White is the opposite—the presence of all colors.

White and black are used with other colors you can obtain a hue or a different intensity of the color. Also be advised to use black very sparingly. It only takes a small amount to completely ruin a custom mixed color. The same applies for white.

When these colors are mixed in varying portions a secondary color is created. Red + Blue = Purple, Blue + Yellow = Green, Red + Yellow = Orange. Look at the color wheel and you will notice that between the primary colors there is the secondary color. Look at the wheel again and notice that directly across from each color is what is called the colors compliment. The compliment of yellow is purple, for red it is green.

When you mix a primary and its compliment together you will get a brown.

Finally, when you mix varying portions a primary with a secondary you will achieve colors between the two. For example when you mix three parts blue with one part green, the result is a blue-green or an aqua. Reverse the mix to three parts green with one part blue gives green-blue or a teal blue.

With a basic working knowledge of the color wheel, a few

definitions and practice you will be able to achieve nearly any color imaginable, even natural skin-tones.

Now let's talk paint, for the purpose of the article I am using *Liquitex* water-based acrylics, value series. *Liquitex* brand can be found in almost any craft store or Walmart. They are relatively cheap, about \$3 per tube, and for the price you get a ton of paint.

I would suggest that at a minimum you get the basic colors; red, blue, yellow, green, orange, purple, white and black. Now mind you they are under different names. Blue might be Pthalo Blue, red might be Red Oxide, even Black has different names. Use your best judgement and get the colors that will suit your needs. In addition, I also suggest that you grab tubes of Burnt Sienna, Raw Sienna, Raw Umber and Burnt Umber. Even though you can mix up these colors yourself, it is nice to have a standard base color for the times you do not need a lot of color. Here is a list of the Basic colors:

Liquitex BASICS Student Grade Artists Colors:

PRIVATE: 12 Color Palette Pigment

ACRA: Magenta single, Burnt Umber single, Burnt Sienna



Rich's Cyber Ninja figure benefitted from his understanding of the basics of color.

single, Cadmium Orange Hue mixed, Cadmium Red Medium Hue mixed, Cadmium Yellow Medium Hue mixed, Phthalo Blue single, Phthalo Green single, Ultramarine Blue single, Dioxazine Purple single, Ivory Black single, Titanium White single.

You can get a complete listing of the colors at www.liquitex.com

Notice that some say mixed. These are different values of the base color, made by mixing either a complement, white, black etc.

All of the techniques can be applied to either oil or acrylic-based paints. The bottom line will be is how comfortable you are working with the paints you have selected.

Now that you have a selection of paints, you will need a selection of quality brushes. Pick the best that you can afford and keep them separate from your other, cheaper brushes. This will prevent the temptation of using an expensive Windsor Newton for dry brushing. I like to keep a simple selection of chisel points, flats, and liners. When it comes to liners I like to get the finest ones I can find. So far the smallest liner I have found is a 15/0 made by *Pactra*. I also have an array of 1/0 and 2/0 brushes.

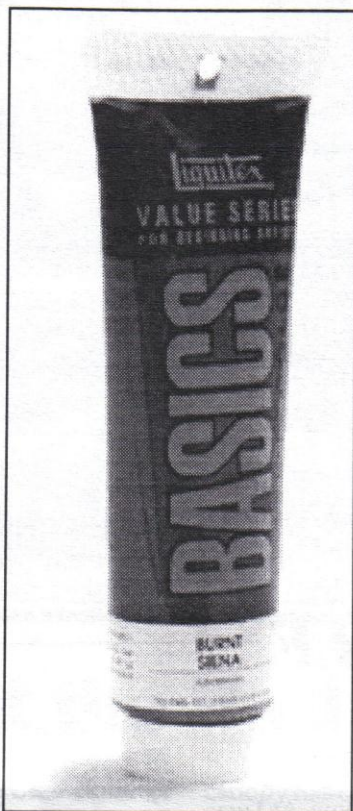
As your brushes age, they can be used for dry brushing. I also like to keep a small bar of bath soap with my brushes. When I am done painting I will clean the brush and allow it to dry. From there I will then wet the bar of soap and roll the tips of my brushes in the soap. This is done to hold the point. When I need to use them I will rinse them off in water and start painting.

The consistency of the *Liquitex* paints is very similar to

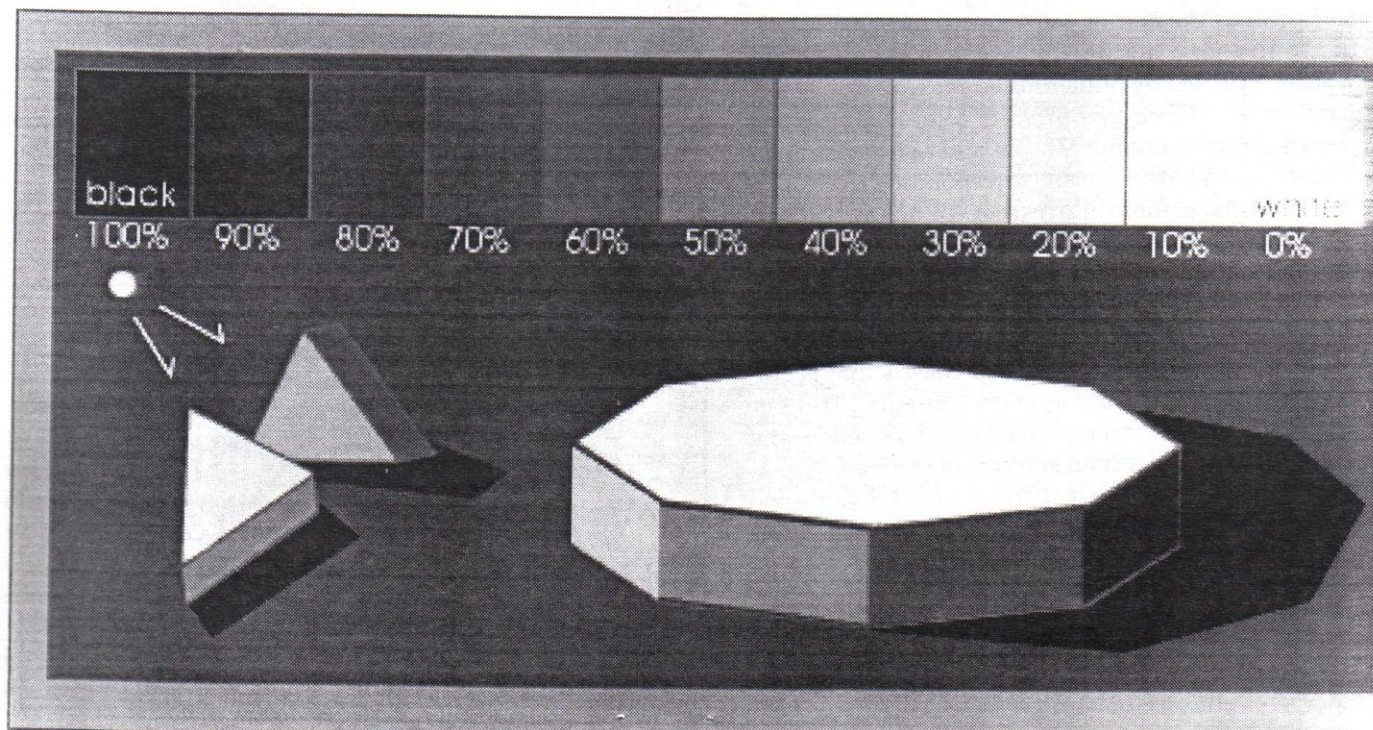
toothpaste, which means you will have to thin it way down for use in an airbrush and just a tad for brush painting. You can use just about anything to thin this type of paint: Turpenoid, Windex, rubbing alcohol, denatured alcohol and so on. However, I do not recommend using straight tap water, because water has a surface tension that causes it to bead up. The next time you have a soda on the table take a look for yourself and you will see exactly what I am talking about.

Should you decide on using tap water, I suggest that you add a bit of denatured alcohol, rubbing alcohol or anything that will help break the surface tension of the water. You won't need too much; just a couple of drops will do. So far the best thinners that I have found are denatured alcohol, *PollyS* airbrush thinner, and *Testors* airbrush thinner for acrylics. I thin my paints for the airbrush using the "Rodney method" which in short is 1:1 or more. For brush painting I will thin as needed to get the paint to flow consistently, there is no set mix ratio here just use what looks right. If the paint does not flow then add some more thinner.

Finally one of the last items related to paint is the primer. Primer is used to seal the figure, give a uniform base coat, and give the surface that you are painting some "tooth," meaning that the paint will have something to stick to. There are all kinds out there and so far there are only two that I can recommend. First because it is cheap is *Krylon* primer. For all intents and purposes, I normally use gray because it is a fairly neutral color. *Krylon* has a few more colors available as well, Red Oxide and Black. They have a white but I have not been able to find it. Make sue that the *Krylon* is the lacquer



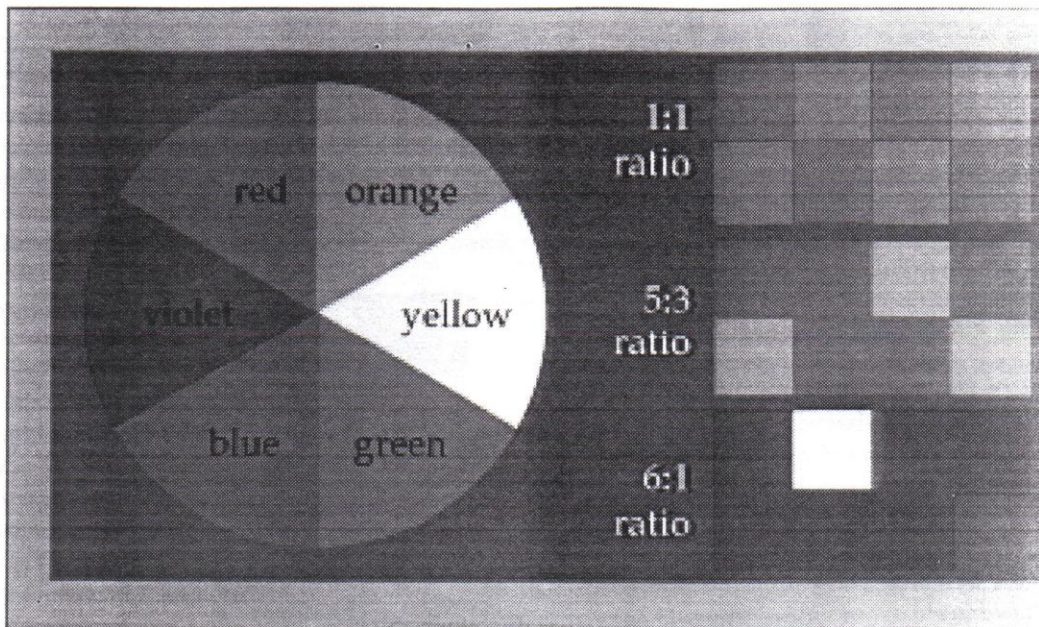
Main ingredient: *Liquitex* acrylic paint



based, so it will "bite" into your surface.

Horizon Figure Primer is just about the best thing out there. The problem is that *Horizon* is no longer among us. This primer has the most aggressive bite into a model that I have ever seen. The *Krylon* does stick pretty good to the vinyl figure but it can be scratched off, the *Horizon* paint I had to literally hit the figure to remove the primer coat. So if you see it on the shelf grab it. It is worth every penny.

In the next installment I will compare two very different systems or styles of figure painting: methods practiced by David Fisher and the Verlinden system. Both systems can provide the patient modeler with some very impressive figures. I will also go over some basic recipes for skin tones based off of Fisher's



methods. Until then practice and learn the color wheel and its concepts, it will help you when you need to mix a custom color.

SVSM BOOKSHELF

"PHOTOSNIPER" #3

Panzer III, Ausf. L/M

I came across this title at D&J Hobby a couple of weeks ago and found it a very interesting and useful little tome. As I was working on a *Tamiya* PzKfw. III Ausf L, it was a pleasant surprise that quickly joined my reference library.

Published by Kagero of Lublin, Poland the book is a soft cover, 8 1/2 by 11 format of 48 pages and the text is in both Polish and English, as are photo captions. Inside is a brief history of the PzKfw III and a few period photos of Ls and Ms, nine color profiles illustrating various machines, and eight pages of 1:35 five-view line drawings of both the Ausf L and Ausf M supplemented by numerous larger scale sketches of fittings and details. There are dozens of color and black and white photos of two surviving Mk.IIIs, and two builds of the *Tamiya* Ausf L, plus a decal sheet corresponding to the profiles in this book and to those in an earlier volume on the Stug. III. This is starting to sound like an infomercial, isn't it? Anyway, all the above came for a reasonable price tag of \$16.98.

The photos of the PzKfw IIIs are very good overall. One is a Flammpanzer F1, based on an Ausf L chassis that is currently displayed in a Koblenz, Germany Museum. This one is about 90 percent intact and is painted in a dark yellow and Panzer gray scheme. The second subject is a restored Ausf M from the museum at the Muenster Panzer School. Again good photos of the subject, this time in Dunkelgelb and even more completely restored than the Flammpanzer.

Each vehicle is shot from many different positions and numerous details are shown. There are no overhead shots or interior views, which is too bad. Still, it is a very good resource for detailing hatches and fittings.

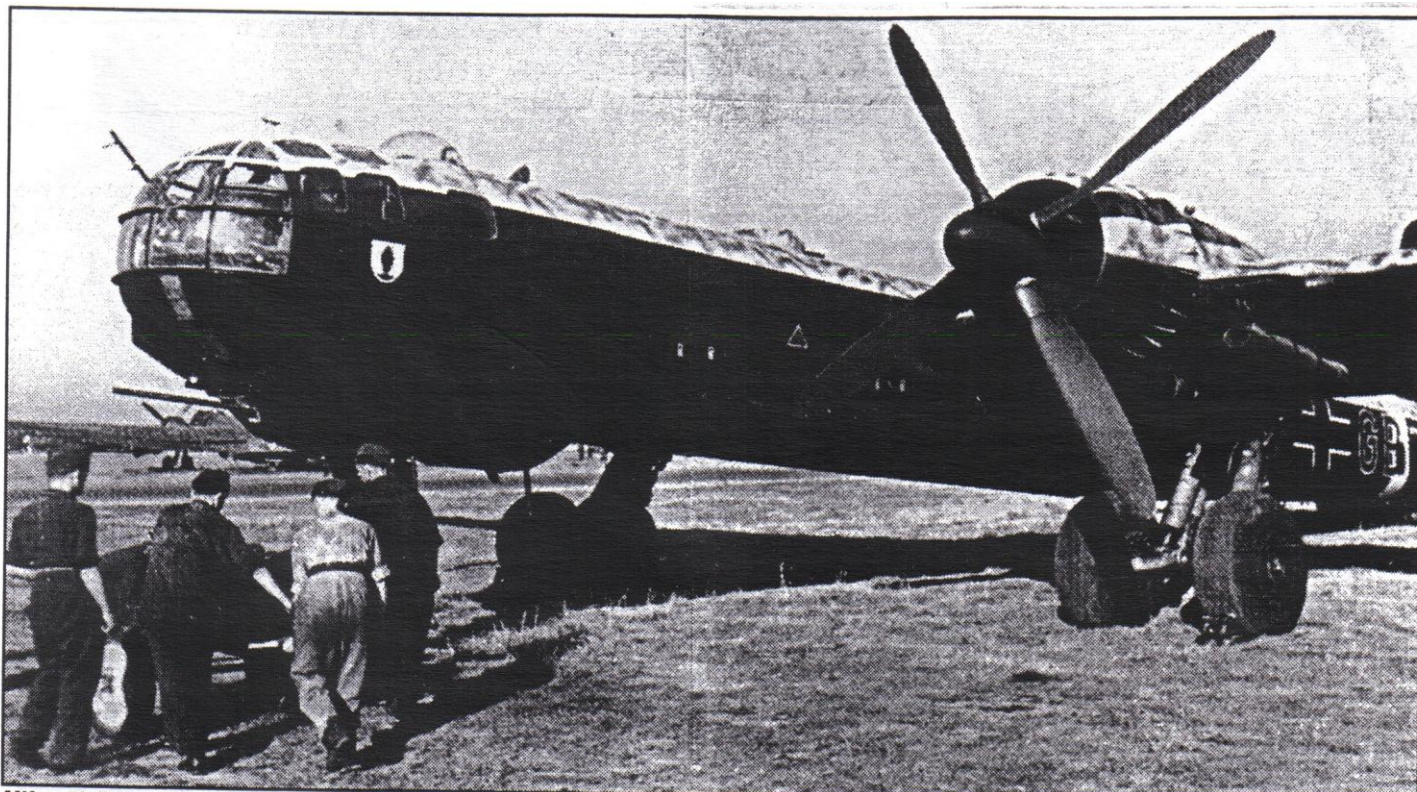
The decal sheet has markings for five PzKfw III tanks and two Stug IIIs. Included are divisional insignia and special symbols used for Operation Citadel, the Kursk offensive of 1943. They are well printed by *Techmod* and look very nice, much like *Italeri's* excellent armor makings.

The five views of each model are excellent, showing the subtle differences between them. I particularly liked the sketches of fittings such as tool clamps and brackets for stowage boxes and the like. They are very useful for detailing kits.

The fellows who put out this volume are modelers and it shows in their product. Two previous volumes in the series detail the PzKfw IV and the Stug III, so I guess I'll have to have them as well. If you like the Mk III, get this book, it is a goodie.

—Laramie Wright

Special thanks to
D&J Hobby
for their help with the
Veterans' Administration
Hospital Model Drive and
the Kickoff Classic raffle



Although it was technically advanced, engine fires and a foolishly written specification made the He 177 nearly as hazardous to its crews as it was to the enemy.

Revell can't get the He 177 to shape up

By Jim Priete

While the U.S. and British air forces took the ideas of strategic bombing to heart, the Luftwaffe's interest in it was fleeting. The only heavy bomber Germany fielded during the war was the He 177, whose design started in 1936. In an attempt to design in as many new features as possible, the Heinkel team incorporated streamlined aerodynamics, coupled DB601 engines in common nacelles, heavy defensive armament and a unique landing gear arrangement.

The He 177 has always been one of my favorite aircraft, enough for me to make an abortive attempt at building the *Airfix* kit several years ago. When *Revell* announced late last year that it would be producing a new kit of this aircraft, I was very pleased. Now that I finally have one of the kits, I can say that my feelings are somewhat mixed. While the kit is definitely an improvement over the *Airfix* kit, and in general is quite nice, there are some problems.

As a general overview, the kit has crisply recessed panel lines, the fuselage has the correct cross section (as opposed to the fuselage of the *Airfix* kit which is too square in cross section), and the step to the lower fuselage just aft of the bomb bay, missing on the *Airfix* kit, is correctly reproduced. Added to this is a very nicely detailed and quite comprehensive cockpit, and nicely detailed landing gear. The main wheels are rather under detailed, however, and the tires have raised tread, which is completely incorrect. Not only should any tread detail be recessed, careful examination of photographs show that tires on 177s usually had no tread at all.

The nose section of the canopy is not very clear, there are a lot of distortions on the inside of this piece, probably due to the steel mold not being properly polished. It was also brought

to my attention that the overhead section of the kits cockpit canopy has curved panes, and on the real 177s these were flat perspex panels, so they should have a faceted appearance to them. Also, the wing tips are too rounded as compared to the *Airfix* kit, which reproduced this feature correctly. The trailing edges should be tapered a bit.

Now, I will admit that most of these problems are minor, they can be fixed or even ignored without really detracting from the finished model. But the most glaring error is also the most difficult to fix. Namely, the entire nacelle-cowling-spinner assembly is either misshapen or too large. The nacelles on the *Revell* kit are strangely bulged. They do not taper gently into the upper and lower wing surfaces, and the four intakes in the leading edge are incorrectly shaped. The shape of the nacelles on the *Airfix* kit is closer to what they should be, although these are a bit too small. The cowlings, actually just radiator housings, are too large in diameter by 15 or 20 percent. This doesn't sound like very much but I believe it is enough to be obvious. The spinner is likewise too large, being proportional to the oversized cowling. Thankfully, the propeller blades are the correct length, and they have the proper cuffs on them as well.

Overall, the kit has promise, and as I stated earlier, most of the problems can be fixed. If someone comes up with a correction for the misshapen nacelles and oversized cowlings and spinners then the kit will be a winner. I suppose it is possible to build the kit from the box without worrying about these problems; it certainly looked good as built up at the *Revell* display when I first saw it at the U.K. Nationals, so for those who aren't particular all I can say is enjoy the kit. It is what we have been waiting for—mostly.

KICKOFF CLASSICS

Mike Burton photographs
his favorites from the
2001 Kickoff Classic



F-4F Phantom II (ICE)
JG-74 "Molders", Luftwaffe

Drewe Manton's Revell F-4F survived a 5000-mile trip to compete in the Kickoff Classic. **WINNER—1ST PLACE, MULTI-ENGINE JET, 1:72.**



Steve Travis combined automotive and aviation subjects in his "Belly Tanker" Dry Lakes Racer. **WINNER—2ND PLACE, AUTOMOBILES, COMPETITION, OPEN WHEEL**

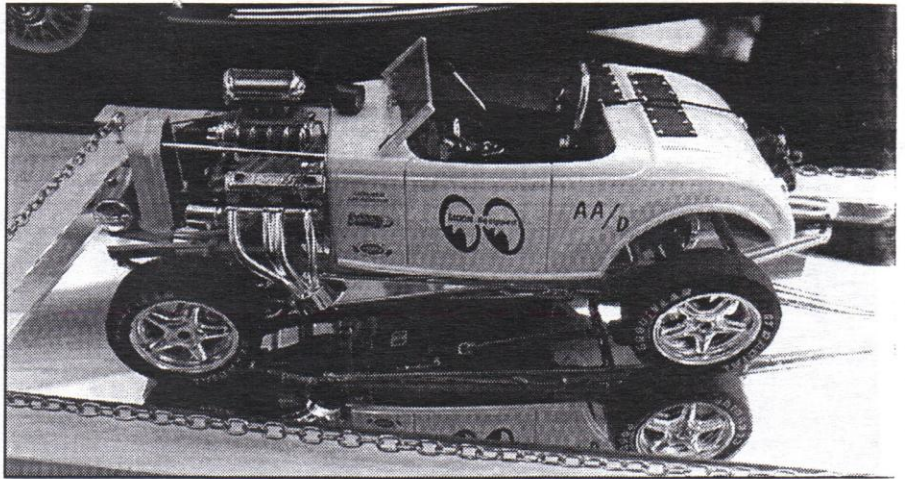


Howard Weaver braved a not-so-nice vacuform kit to come up with this striking F-86D Sabre Dog in 1:32.

Robin Powell used the Dynavector kit and some home-made decals for the panel lines to create a stunning TSR.2. **WINNER—1ST PLACE, MULTI-ENGINE JET, BEST BRITISH SUBJECT, BEST VACUFORM**

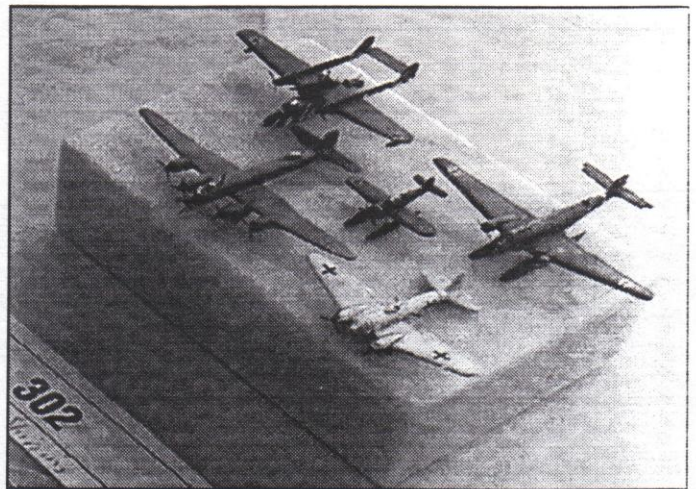


Steve Travis added a wealth of detail to a kit he specializes on, the 1927 Ford, to create his AA/Altered Dragster. **WINNER—3RD PLACE, AUTOMOBILES, COMPETITION, OPEN WHEEL**

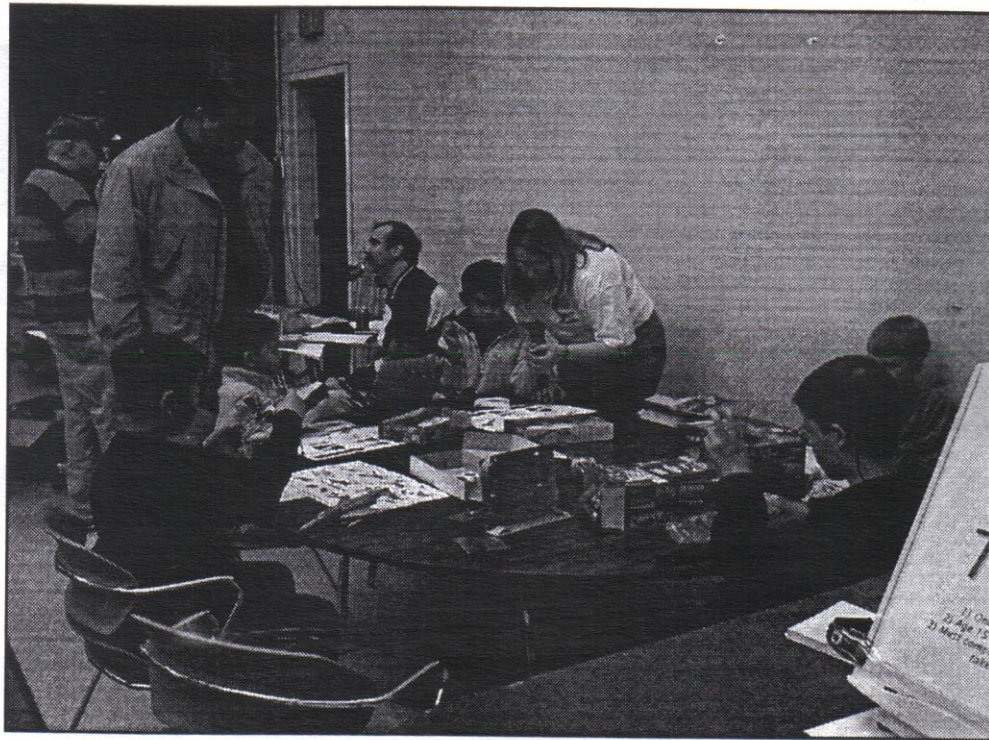


To keep Steve from getting too ahead of himself, John Carr's San Jose Police Department Caprice was on hand to slow traffic (especially among the show spectators). **WINNER—2ND PLACE, AUTOMOBILES, STOCK: BEST CALIFORNIA SUBJECT**

Size isn't everything, as Jim Gordon proves year in and year out. This collection of Luftwaffe maritime patrol aircraft was meticulously detailed, even though the models are in 1:700! **WINNER—3RD PLACE, COLLECTIONS**

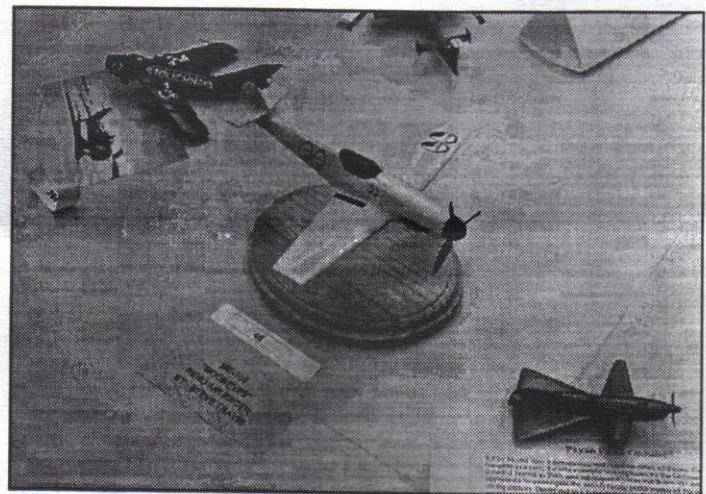


Traveling up from the Antelope Valley, Mike Valdez is clearly familiar with the desert, judging from his Macchi MC.200 in Egyptian markings. **WINNER—BEST ARAB-ISRAELI WARS SUBJECT**



The make-and-take table did a brisk business all day long, with Pia Lott (at center) and Joel Rojas helping kids learn the basics of modeling.

Civil, Sport and Racing aircraft were present in an unusual variety of subjects. From the left is Gabriel Lee's Stolichnaya MIG-17
WINNER—3rd Place
 Steve Travis' Mooneyes Messerschmitt
WINNER—1st Place
 and Mark Schynert's Payan PA-22
WINNER—3rd Place



All the way up from Santa Barbara was Allan Wanta, who brought with him a vast number of planes, including this beautiful model of the not-so-beautiful Curtiss XP-55 Ascender.

1:48 unlimited Cobras: P-39 and P-63

Continued from page 1

which are too thick. This can be fixed by thinning down the inside edges of the mating surfaces. I spent about an hour and a half doing this. The gear doors are not shaped quite right when glued in the shut position.

I built my first one as the late Mike Carroll's Cobra III unlimited racer. The aircraft had been Cobra II of the Cleveland air races, having won the 1946 Thompson Trophy race.. It also set a record lap of 413.097 in 1948.

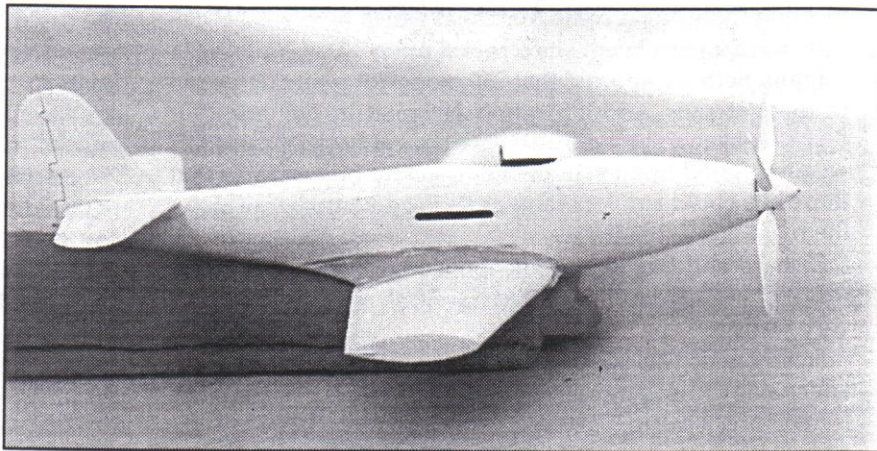
Carroll was going to try to set a new speed record with the airplane, and he had it heavily modified at Long Beach, California. These modifications included taking four feet of each wing and fitting new tips, sealing off the left door, and fitting a boil-off cooling system for oil cooling. This was fitted in the front bay that had held the cannon. The engine was a Dave Zeuschel Allison V-1710-G6, and they expected speeds in excess of 500 mph.

The *Eduard* kit fits together very nicely. Take your time fitting up the cockpit/front gear well. The kit gives you a very nice nose weight that fits perfectly. I faired in the left door with superglue and sanded it smooth.

I cut the wings and reshaped the tips using styrene and superglue. Using a rat tail file, I got the right concave shape on the end of the wingtips.

Other modifications included sealing off the outer two oil cooler intakes, extending the carburetor air intake, sealing the wing flaps, smoothing the wings and fuselage, and sanding

off the fabric surface detail so they looked more like metal. I gave the plane *Bearcat* main wheels and brakes, and used the

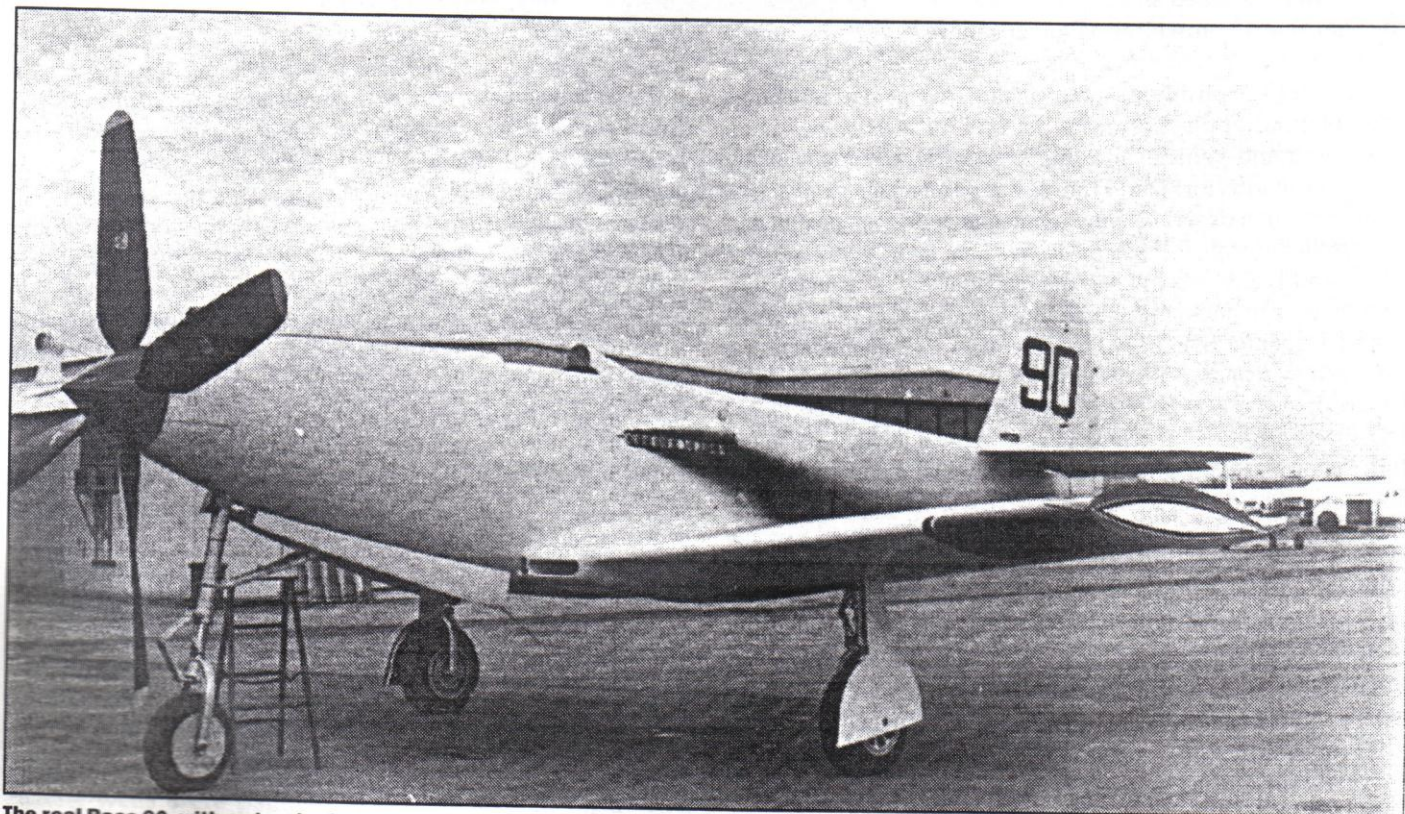


Mike's model reveals the amount of work needed to make Larry Havens' P-63 racer. Of note is the lack of intake on the spine and the dramatically reduced canopy.

same propeller as the Larry Hawks P-63. The pitot tube went through the spinner and extended out four feet on the real plane; I used some metal tubing to build up mine.

When Mike Carroll flew the aircraft, it was in gray primer and bare aluminum, with the N number on both sides of the fuselage. Club member Robin Powell printed the N number decals.

Unfortunately, both these aircraft were lost in accidents. Larry Havens successfully bailed out of his P-63. Mike Carroll was less fortunate when Cobra III went out of control. After bailing out, he struck the tail and never pulled his chute cord.



The real Race 90, with a streak of exhaust down its sides. Before its crash, plans were in the works to make this a Merlin-powered Kingcobra!

FEBRUARY MINUTES

The February meeting was held at the Los Altos Public Library, a fine space for a meeting, with a coffee and cookie honor bar, room for parking and a very nice feel to it. We'll be meeting there again come March, at which time we'll hopefully have a permanent site decided upon.

Frank Beltran reported that 250 model kits were delivered to the Veterans Administration Hospital in January. Our drive has been so successful that we have almost 800 more kits awaiting good homes. If anyone is aware of programs that these kits could aid, let Frank or Richard Pedro know about them.

Richard and Joel Rojas took about 30 of the kits and used them for a "make and take" at the contest, which worked out very well.

Steve Travis was back up and at 'em less than three weeks after having to undergo an angioplasty. Steve was aided in his recovery by a call to his hospital room by Frank Beltran, who had undergone an angioplasty himself just 90 days before and who talked Steve through the procedure. Kudos to both guys!

In model talk... Dave Balderrama is closing the many unrealistic holes molded into his 1:200 space shuttle, turning what would otherwise be toylike into a respectable model. Pete Wong says that wooden shipbuilding is great for frugal modelers; he started with a block of wood from *Mamoli* and finished this month with a lovely model of a yacht! Bert McDowell had two ships for display, both of which were the U.S.S. *Indianapolis*. Bert had the new *Tamiya* kit and the old *Matchbox* kit side by side for comparison purposes; the two are striking in how similar the engineering is, although the *Tamiya* kit is vastly more detailed. Laramie Wright's tanks are vastly more detailed since he turned his attentions to kits of the Sherman, Cromwell and Panzer III. The Sherman Jumbo gained a *Tank Workshop* turret and a *Armor Concepts* transmission cover to go on a *Tamiya* hull; the Cromwell had markings and antennas applied to make it a 1st Polish Armored Division command vehicle; and the Panzer III received a fully scratchbuilt interior! Tom Trankle has painted his *Tamiya* 1:48 *Beaufighter* in a desert scheme using *Gunze Sangyo* paints and has applied decals from *AeroMaster*. Tom used a mix of *Black Magic* and *E-Z Masks* to keep the transparencies transparent. Braulio Escoto had a miniature Moffett retrospective, including a *Monogram* F9F-5 *Panther* and two 1:48 *Skyraiders*, one from *Monogram* and the other from *Tamiya*. Braulio used the *Eduard* Express masks to get a clean line on the Able Dogs' anti-glare panels. Cliff Kranz is also adding local color to his 1:48 *Revell* H-19, modifying the wheels and paint scheme of his chopper to depict a Coast Guard SAR bird operating out of San Francisco International Airport. Jim Lund had two He 111Bs built 30 years apart: one, an *Airmodel* vacuform conversion, for which he made his own new wings, and a recent example of the *Roden* He 111B that Jim was none to impressed by. Jim says all the interior detail parts don't fit, and once you make them fit, they cause the fuselage halves to fit badly! Jim also brought in a model that's right between these two in his building continuum, a DC-1 built 20 years ago from the *Execuform* kit. Chris Hughes added rivet detail, brackets and interior details on his *Italeri* Sdkfz. 234/1, and devoted

similar attention to his M4A3 Sherman, which was cobbled together from an *MP* hull, a *Verlinden* turret, and parts from *Tamiya*, *Italeri* and *DML* kits for the rest of the vehicle. Chris also discovered that samples of wooden flooring and stone countertops makes excellent—and very cheap—bases. Hurry down to the Home Depot, he says! Paul Barrett used an assortment of water-based acrylics to bring *Polar Lights'* kit of the Wolfman (Lon Chaney-era) to lycanthropic life. Angelo Deogracias is giving the *Tamiya* F4U-1A *Corsair* the old college try, building it with the wings spread even though he says it would be an easier build with the wings folded. Angelo suggests building the upper and lower wing halves first, then boxing the landing gear wells and gluing the wings in place. Ben Pada added a *True Details* interior and *Eduard* details to a *Tamiya* *Mustang*, and is most of the way though the initial assembly process on a new *Hasegawa* 1:48 A-4 *Skyhawk*. Ben's also completed a *Hasegawa* F-86E which sports a *Kendall Model Company* interior, and he's much of the way done with his latest *Hasegawa* P-47D *Thunderbolt*. Mike Meek is keeping himself busy by converting *Eduard's* very nice 1:48 kit of the P-39 *Airacobra* into Mike Carroll's racer. Besides his basic modifications, Mike has also thinned out the trailing edge of the wings. Randy Ray finds the *Academy* it of the British Warrior AFV to be quite good, but that has not stopped him from adding resin details from *Accurate Armor*, photoetched parts from *Accurate Armor* and *Airwaves*, and a turned metal gun from the *AFV Club* Scimitar. James Buncristian has kept the *Evergreen* company afloat by sticking lots of plastic strip into the fuselage of a *Monogram* B-24. James hopes to upgrade the entire fuselage of this big bomber. Mike Braun says he was lucky that the scratchbuilt cockpit in his *Tamiya* F4D-1 *Skyray* so closely resembles the resin cockpit from *Cutting Edge*. Mike also opened up the shell ejection ports and faired over the guns, as the planes frequently were seen in this configuration. Ron Wergin says the engine on the *ICM* *Spitfire* Mk. IX is a beautiful thing to behold, right up until it is sealed inside the cowling. The kit's fit is good except for the cowling, Ron reports. Mike Burton's busy month saw the completion of a 1:72 AD *Skyraider*, finished with Halfords white and Polly S gull gray and then topped with colorful *SuperScale* decals. Mike needs only to add propellers to *HobbySpot/Hasegawa's* Vought XF5U-1 "Flying Flapjack;" he warns that the kit decals are incorrect and should only have the star and disk of the 1942 time period. Mike has his *Johan* Me 262 outfitted with the Lorin conversion from *12 Squared*, and his *Special Hobby* hypothetical Me 262 three-seat nightfighter is done despite its taxing paint scheme. Chris Bucholtz described numerous piddly fit and shape problems that have made his 1:72 *Tamiya* *Spitfire* Mk. I a tedious project; these include misshapen wings, too square a nose, one horizontal stabilizer that refused to fit and clear parts that are too small in all dimensions. Despite that, his model is ready for paint. Lou Orselli has Fiat fever, fixing up a trio of *Airfix* 1:72 kits to represent the G.50V *Veloce* prototype, the G.50Ter (with the aid of the cowling and engine of a Macchi 200) and a G.50 two-seater. Lou also refused to give in to the 1:48 *Tauro* kit, making the modifications to it to build the prototype. Lloyd Chenoweth had a

virtual custom car show all his own on display, including a '37 Ford two-door sedan, a '37 Ford coupe that received some suspension help to achieve the right sit, a '39 two-door sedan from the AMT kit with the engine from a '49 Willys, a '59 El Camino that was turned into a convertible to cope with the kit's incorrect chassis, an altered '39 Chevy, and the Blue Marlin, a custom car with parts from a Cadillac and wheels from Pegasus. Greg Plummer is bashing a Fiat 500D from the Tamiya kit to create a 500cc-powered car with OHC and a supercharger. Greg also built the 1:72 Me 1099 from Revell and finished it in a hypothetical Japanese scheme; he was aiming for "Rufe violet," but ended up with "Pokemon Purple." Greg finished the Revell Bv 194 in the colors of what would have been its native home; he says this new kit fits together well,

although some care needs to be taken to align the parts of this unconventional aircraft. Kent McClure is adding an interior and lots of other goodies to the otherwise awful old Space Taxi model; he may finish it up in psychedelic colors and turning it into a space hippie van ("In space, no one can tell you stink!"). Kent has also completed his Victorian-era French space battleship, and his Battle Cattle Bovine Assault Unit looks ready to kick some flank steak. And the model of the month goes to... Paul Burnett's Psycho House, built from the Polar Lights kit! In addition to applying a wonderful paint job with Polly Scale acrylics and lots of washes and drybrushings, but he added new exterior foliage with railroad details and his own scratchbuilt landscaping.

Quick and dirty: sending a Cutlass to the Middle East

By Greg Plummer

Vought's F7U Cutlass was a jet plane. The Navy flew it for a couple of years. It handled well but was underpowered. Enough of that history stuff—let's get down to business.

Fujimi's Cutlass is a fine kit and comes in many varieties. I saw the F7U-3 variant of the kit at the 2000 Kickoff Classic and liked the painting on the box top, so I picked it up for \$10. The kit itself is moulded in light gray and features inscribed panel lines, good cockpit and interior detail, and engine turbine fronts with ducting. It does not contain any customizing or chromed parts, an unfortunate oversight by *Fujimi*.

Construction starts with the cockpit. The assembly was airbrushed in some shade of gray, and the instruments picked out with black. The kit

seat is not very detailed, so I wanted to add something to spice it up. There are not a lot of detailing parts for *Cutlasses*, but I did find an *Airwaves* photoetch set for the F-102, which was close enough. I added the seat belts and seat sides from this set to the kit seat. Hey—at least I didn't flock it.

The engine intake ducts were assembled and painted white, as was the front wheel well unit. The rear fuselage/wing halves were glued together with the intake duct sandwiched between them. The cockpit and front wheel well, along with about 12 BBs for weight, were glued inside the front fuselage halves. Geez, model cars never need weight... The fit of these parts is excellent, and with careful gluing almost no putty will be required.

The tail fins were assembled and installed on the wings, and the front fuselage was mated to the back section. There is a little gap between these two sections on the bottom, but heck, it's on the bottom. Won't see it unless you look for it.

The canopy was masked off and then glued on, and the wheel wells were painted white and masked off as well. Ready for painting! Now I look at the instructions—nothing

but boring natural metal or gray/white schemes here. So I made the obvious choice here—an Israeli Air Force version.

I airbrushed the lowers duck egg blue (FS35622) mixed with clear gloss to let the black washed panel lines show through.

This gives you that "garden gnome" weathering look that's so popular these days. The uppers were airbrushed similarly, with FS33531 sand, FS30219 tan, and a custom mix of FS34227 pale green and *Testors* gloss green. Straight FS34227 is a little too gray to match the green used on earlier Israeli jets. Good thing the only reference book I own is about the IAF. The model may not be authentic, but the colors are.

The three tone camo looked good, but I wanted more. Yellow ID triangles were cut from painted decal



Good grief! See what happens when a car guy brushes up on building a plane! Greg's F7U is from the *Fujimi* kit.

sheet and applied. The *Cutlass* does not have the neat delta wings of the *Kfir*, so I had to guess how the yellow ID panels might look. They ended up nicely funky after being trimmed with black decal strips. What's even better, these ID triangles started appearing in the early '70s, making this *Cutlass* two decades old. Cool!

Insignia decals were taken from a set for the *Mirage III* and applied willy-nilly; after that a coat of Dullcote went on. The radar dome was painted black, and areas that had big fingerprints on them were touched up. Little fingerprints I let slide. The canopy was glued opened, and the landing gear, painted white, was installed. Normally I chop the gear, but the *Cutlass* has a cool "Cowboy" rake so I left it alone.

The final piece was the tail cone. Tail pipe extensions cut from brass tube were installed to represent the "hot rodded" engines the Israelis would have no doubt installed on the "Gutless." I would have added canards, but I couldn't figure out where to put them. I must say the *Cutlass* looks just spiffy in camouflage, much better than those dull "by the book" schemes.

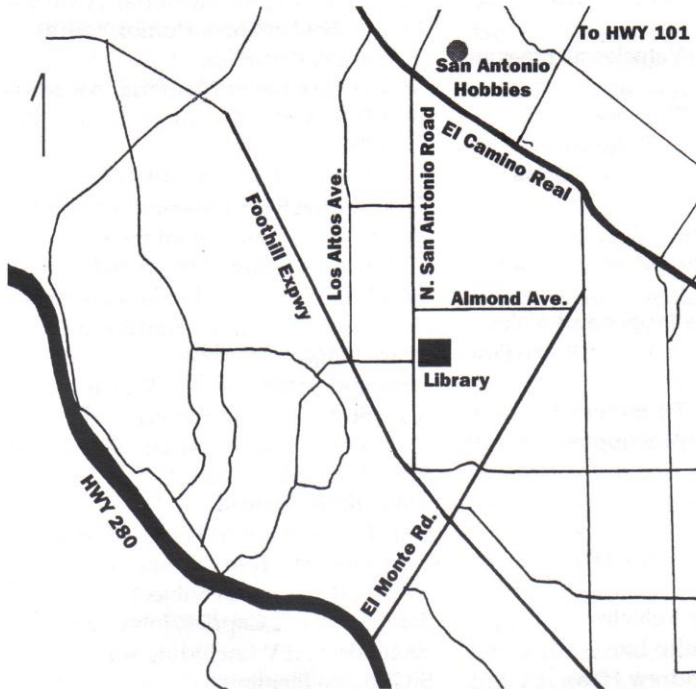
2001 KICKOFF CLASSIC WINNERS

- S1. Single Engine Jet or Rocket Aircraft, 1:72
1st: Me 163 *Komet*, Mike Laxton
2nd: MiG-21, Greg Plummer
3rd: F-84E *Thunderjet*, Chris Bucholtz
- S2. Multi-Engine Jet Aircraft, 1:72
1st: F-4F *Phantom II*, Drewe Manton
2nd: A-6E *Intruder*, Thang Le
- S3. Single-Engine Prop or Turbo-Prop Aircraft, 1:72
1st: Fw 190A-8/R-8, Chuck Betz
2nd: *Spitfire* Mk. Vb Trop, Mike Laxton
3rd: Fw 190A-8, Nick Kiriokos
- S4. Multi-Engine Prop or Turbo-Prop Aircraft, 1:72
1st: B-24D *Liberator*, Frank Babbitt
2nd: TB-3, Vladimir Yakubov
3rd: B-24D *Liberator*, Art Silen
- S5. Single-Engine Jet or Rocket Aircraft, 1:48
1st: F4D-1 *Skyray*, Michael Braun
2nd: F-16C *Fighting Falcon*, Robert Moore
3rd: F-16C *Fighting Falcon*, Michael Valdez
- S6. Multi-Engine Jet Aircraft, 1:48
1st: TSR.2, Robin Powell
2nd: MiG-25, Juan Solorzano
3rd: F-117 *Nighthawk*, Ray Lloyd
- S7. Single-Engine Prop or Turbo-Prop Aircraft, Allied, 1:48
1st: Yak-3, Steve Munro
2nd: P-47D *Thunderbolt*, Chuck Zellmer
3rd: P-39 *Airacobra*, Ken Connor
- S7A. Single-Engine Prop or Turbo-Prop Aircraft, Allied, Navy or Marines, 1:48
1st: F4U-1A *Corsair*, Daniel Clover
2nd: SBD-5 *Dauntless*, Ken Connor
3rd: TBD-1 *Devastator*, Rod Bettencourt
- S8. Single-Engine Prop or Turbo-Prop Aircraft, Axis and Neutrals, 1:48
1st: Ki-84 "Frank," Ken Connor
2nd: Bf 109E, Chuck Zellmer
3rd: J2M3 *Raiden*, Chuck Zellmer
- S9. Multi-Engine Prop or Turbo-Prop Aircraft, 1:48
1st: *Beaufighter* Mk. 21, Chuck Zellmer
2nd: Ta 154 *Moskito*, Ron Scholtz
3rd: Ki-46-III "Dinah," Ron Scholtz
- S10. Jet and Rocket Aircraft, 1:32 and larger
1st: F-4E *Phantom II*, Paul Stoner
2nd: F-4B *Phantom II*, Howar Weaver
3rd: MiG-29UB, Howard Weaver
- S11. Prop Aircraft, 1:32 and larger
1st: *Spitfire* Mk. 22, Hal Janssen
2nd: BF2C-1, Brian Casteel
3rd: P-40B *Warhawk*, Howard Weaver
- S12. Biplanes: Fabric & Rigging, all scales
1st: Fi 156, Mark Wong
2nd: MS 401, Mark Wong
3rd: I-207, Mark Schynert
- S13. Rotary Wing Aircraft, all scales
1st: UH-1N *Huey*, Robert Moore
2nd: OH-6A *Cayuse*, David Campbell
3rd: Mil-28, Michael Valdez
- S14. Civil, Sport and Racing Aircraft, all scales
1st: Bf 109 racer, Steve Travis
2nd: Payen PA.22, Mark Schynert
3rd: Stolichnaya MiG-17, Gabriel Lee
- S15. Jet, Prop and Rocket Aircraft, 1:144 and smaller
1st: Tu-22, David Newman
2nd: B-58 *Hustler*, David Newman
3rd: P-51D *Mustang*, Marvin Wong
- S16. Military Vehicles, Softskin, Allied, 1:35 and larger
1st: Dodge WC57 command car, Jim Lewis
2nd: U.S. 2 1/2-ton truck, Jack Riggart
3rd: S.A.S. Willys Jeep, Joe Fleming
- S16A. Military Vehicles, Softskin, Axis, 1:35 and larger
1st: Steyr 1500, Randy Ray
2nd: Schimmwagen, Jim Lewis
3rd: Kubelwagen, Hubert Chan
- S17. Armored Fighting Vehicles, Closed-Top, to 1945, Axis, 1:35 and larger
1st: SIG 33, Joe Fleming
2nd: Panzer III, Laramie Wright
3rd: Tiger II, Daniel Clover
- S17. Armored Fighting Vehicles, Closed-Top, to 1945, Allied, 1:35 and larger
1st: JS-IIM, Joe Fleming
2nd: T-38, Hubert Chan
3rd: Cromwell IV, Rick Cooper
- S18. Armored Fighting Vehicles, Closed-Top, post 1945, 1:35 and larger
1st: M41 Walker Bulldog, Jim Lewis
2nd: Leopard 2A5, Daniel Clover
3rd: M60A2 "Starship," Jim Lewis
- S19. Armored Fighting Vehicles, Open-Top, 1:35 and larger
1st: M-10 tank destroyer, Lester Tockerman
2nd: SdKfz 233, Joe Fleming
3rd: SdKfz 234/2, Chris Hughes
- S20. Towed Artillery and Ancillary Vehicles, 1:35 and larger
1st: 40mm Bofors L/45, Joe Fleming
2nd: 88mm Flak 36 on rail car, Mark Wong
3rd: 20mm Flak 38, Mark Wong
- S21. Military Vehicles, all types, 1:48 and smaller
1st: Sturmpanzer Brumbar, Jim Gordon
2nd: Bishop self-propelled 24-pounder, Joe Fleming
3rd: T-35, Vladimir Vakubov
- S22. Ships, 1:350 and larger
1st: IJN *Yamato*, Jim Gordon
2nd: U.S.S. *Lionfish*, Rodney Williams
3rd: Swift Pilot Boat, John Carr
- S23. Ships, 1:351 and smaller
1st: U.S.S. *Bogue*, Bert McDowell
2nd: H.M.S. *Belfast*, Sami Arim
3rd: IJN *Akizuki*, Jim Gordon
- S24. Automobiles, Stock, all scales
1st: Ferrari F-40, Rodney Williams
2nd: '96 San Jose Police Caprice, John Carr
3rd: Jaguar XJ220, Shawn Corry
- S25. Automobiles, Custom, all scales
1st: 1962 Buick, Greg Plummer
2nd: 1964 GTO, James Lehr
3rd: 1957 Chevy El Camino, Steve Travis
- S25A. Automobiles, Custom, Low-Riders, all scales
1st: 1966 Cadillac Coupe De Ville, Roberto Ordonez
2nd: 1978 El Camino, Michael Martinez
2nd: 1969 El Camino, Santos Gonzalez
3rd: 1963 Chevy Impala, Michael Martinez
3rd: 1950 Ford Pick-up, Ed Bedella

- S26. Automobiles, Competition, Open-Wheel, all scales
 1st: 2000 Beast Midget
 2nd: Belly Tanker dry lakes racer, Steve Travis
 3rd: 1927 Ford AA Altered Dragster, Steve Travis
- S27. Automobiles, Competition, Closed-Wheel, all scales
 1. Mercury Pro-Comp, John Russell
 2. Nova Drag, John Russell
 3. 1964 Ramcharger, James Lehr
- S27A. Automobiles, Competition, Closed-Wheel, NASCAR, all scales
 1st: Dupont Chevy Monte Carlo, Ken Connor
 2nd: Eagle One Ford Taurus, William Bauer
 3rd: Miller Ford Thunderbird, William Bauer
- S28. Space Vehicles, Fictional (Science Fiction or Fantasy), all scales and types
 1st: Armored Battle Suit, Jack Riggart
 2nd: Darth Vader Tie Fighter, Jack Riggart
 3rd: Bovine Assault Unit Medium, Type 2, Kent McClure
- S29. Space Vehicles, Real, and Missiles, all scales and types
 1st: V-1, Marvin Wong
 2nd: Nike Missile, Steve Andersen
- S30. Figures, Historical, smaller than 80mm
 1st: Sergeant, 33rd New Jersey, Joe Fleming
 2nd: SS Grenadier, Joe Fleming
 3rd: Russian Tanker, Joe Fleming
- S30. Figures, Historical, 80mm and up
 1st: Fallschirmjager, Chuck Zellmer
 2nd: Crusader, Chuck Zellmer
 3rd: SS Grenadier, Joe Fleming
- S31. Figures, Fantasy and Fiction, all scales
 1st: The Joker, Dan Brandt
 2nd: Alien Down on His Luck, Jack Riggart
 3rd: Rancor, Anita Travis
- S32. Out of the Box, all types and scales
 1st: Centaur, Joe Fleming
 2nd: P-51B *Mustang*, Mike Laxton
 3rd: A-4M *Skyhawk*, Thang Le
- S33. Dioramas, all types and scales
 1st: "Daring Deception," Chuck Zellmer
 2nd: "Battlefield Inspection," Joe Fleming
 3rd: "Titanic Wreckage," Rich Johnson
- S34. Hypothetical Vehicles, all types and scales
 1st: Bv 194, Greg Plummer
 2nd: Armored Suit, Philip Gin
 3rd: Heinkel Wespe, Allan Wanta
- S35. Miscellaneous
 1st: Samoan Home, Rodney Williams
- S36. Collections, all types and scales
 1st: British Gulf War Armor, Robin Powell
 2nd: Golden Age Tri-motors, Jim Lund
 3rd: Luftwaffe Anti-Shipping Aircraft, Jim Gordon
- J1. Junior Aircraft
 1st: P-51D *Mustang*, Jared Gonzales
- J2. Junior Military Vehicles
 1st: Panzer IV, Philip Lin
 2nd: Stug III G, Andrew Haas
 3rd: HEMTT, Robert D. Moore
- J3. Junior Automobiles
 1st: 1997 Corvette, Melissa Carlton
- J4. Junior Dinosaurs and Figures
 1st: HEMTT Driver, Robert D. Moore
 2nd: HEMTT Rider, Robert D. Moore
- SJ1. Youth Aircraft
 1st: F-14A *Tomcat*, Christopher Lee
 2nd: F-15 *Eagle*, Benjamin Yuen
 3rd: P-51D *Mustang*, Robert MacPherson
- SJ2. Youth Military Vehicles and Ships
 1st: X-Wing Fighter, Duncan Harrison
- SJ3. Youth Automobiles
 1st: 1956 Corvette, Kendra Schynert
- SJ4. Youth Miscellaneous
 1st: Lizardmen, Eric Haas
 2nd: Gundam Shenl, Cooper Sutherland
 3rd: Goku Anime, Duncan Harrison
- Special Awards
 SA1. Ted Kauffman Memorial Award—Judges' Best of Show (Senior) 2000 Beast Midget, John Russell
 SA2. Bill Magnie Memorial Award—Judges' Best of Show (Junior:Youth) Panzer IV, Philip Lin
 SA3. Arlie Charter Memorial Award—Best U.S. Army Air Corps Subject, Pacific Theater B-25B *Mitchell*, Ron Scholtz
 SA4. Ayrton Senna Memorial Award—Best Competition Automobile 2000 Beast Midget, John Russell
 SA5. Mike Williams Memorial Award—Best Science Fiction, Fantasy or Real Space Subject Armored Battle Suit, Jim Riggart
 SA6. Best Westland Subject 1:1 Westland Machinist, Drewe Manton
 SA7. Best British Subject TSR.2 Robin Powell
 SA8. Best Aircraft in Foreign Service P-39 *Airacobra*, Ken Connor
 SA9. Best California Subject San Jose Police Caprice, John Carr
 SA10. Best AFV (including softskins) SIG 33, Joe Fleming
 SA11. Best Arab-Israeli Wars Subject MC.200, Mike Valdez
 SA12. Best U.S. Armor Subject, ETO, 1942-45 WC57 Command Car, Jim Lewis
 SA13. Best Air Racer Mooneyes Bf 109, Steve Travis
 SA14. Best Vacu-Form TSR.2, Robin Powell
 SA15. The Kennedy Years—Best Kennedy Era (1961-63) Subject F4D-1 Skyray, Mike Braun
 SA16. Desert Storm: 10th Anniversary—Best Desert Storm Subject British Desert Storm Armor Collection, Robin Powell
 SA17. Korea: Fifty Years Later—Best Korean War Subject F-84E *Thunderjet*, Chris Bucholtz
 SA18. Tim Curtis Award—Given to honor service to the Silicon Valley Scale Modelers Mike Burton

This month's meeting:
The Election of New Officers
Be there to make your vote count (unless
your name is Chad)

Make a note of the Location!



Next meeting:
7:30 p.m.,

Friday,

March 16

**at the Los Altos
Public Library**

13 S. San Antonio Rd.

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Don't forget: If your renewal date is red, it's time to pay your dues!