



Building an Iraqi War Challenger 2 in 1/72 scale

By Greg Plummer

For those who haven't heard, there's been a war going on in Iraq. More on that later.

The UK's Challenger 2 MBT is, obviously, a development of the Challenger main battle tank. Starting in 1986, Vickers Defense improved the Challenger 1 with the most notable difference being the new turret. The 120mm L30 main gun, along with a co-axial 7.62 chain gun, used the latest in electronic fire control, while upgrades in armor NBC systems were also added. Somewhat of an anachronism in this age of turbine powered MBTs, the Challenger 2 still uses a diesel engine, albeit a 1,200 HP V12 diesel

engine. It is a bit slower than the M1 Abrams on the open road. Much of the armor plating is the British invented and still classified Chobham material; this was licensed for use on the Abrams also. To give the British due credit, the tank is their invention anyway...

The first of nearly 400 Challenger 2s were delivered in 1994, a bit late for Gulf War I, but not for use in Kosovo. Not much for a MBT to do there, though. With lessons learned in Gulf War I, a desertized version of the Challenger 2 was developed. It featured improved air cleaners, ablative armor plates, and prominent Berka-like side skirts, whose function I quite haven't figured out. Instead of the usual dingy black and green European scheme, they're painted a lovely yellow tan.

Which brings us to the subject of this article. President Bush reckoned it was time for a fight in Iraq again, and British PM Tony

Blair squeaked "I'm with you, Mr. Bush." But I digress with this deep and thoughtful political analysis. The next thing you know, the Royal Scots Dragoon regiment was in Iraq (a country the British made) with their Challengers. As predicted the pickings were easy, as the Iraqi army was using older Russian tanks which weren't that good brand new. The most intense action came on the

night of March 27, 2003, when 14 Iraqi T-55s were destroyed outside of Basra. The British have also learned the danger of friendly fire in modern combat; a Challenger 2 had its turret blown off by an uranium shell fired by allied forces. Chobham armor cannot stop everything. In fact, the British have lost equal numbers to such incidents as compared to Iraqi resistance.



Dragon's new Iraqi war version of the British Challenger 2 includes parts for the distinctive side skirts and appliqué armor. The kits fit and accuracy are good but Greg had to give special attention to the suspension and skirts for a proper fit.

Now that the war/occupation/liberation/conflict has entered into a guerilla style combat situation, the usefulness of an expensive MBT in Iraq is questionable, and what was an Iraqi tanker's worst nightmare may become Tony Blair's.

As a side note, Challenger 2s don't appear to have cool nicknames like "Saddamizer" painted on their barrels as US tanks do. So reserved, those Brits.

Dragon has just released a 1/72 scale kit of the Challenger 2 in Gulf War guise (kit No. 7228). As such, they have added a sprue containing the characteristic side skirts and add on frontal armor to their base Challenger 2 kit. Also included are some nice decals by Cartograf. What's missing is the fabric covered tow cable/kit that circles the entire front hull (it's shown on the box top photo), and the front turret ID plates that are often seen on tanks in the Gulf. The box top photo doesn't show these plates, but then it doesn't show

Continued on page 6

A WORD FROM THE PRESIDENT

The editor asked me to contribute a few words to this issue in the form of a president's letter, so I'll start by saying that we as a club did really well in Fresno at the regional. Out of the 120 regular categories awards given, we took 33, or 27.5 percent of the total, not including those awards won by people who show up at all our meetings but never seem to get around to joining (you know who you are). Improbably enough, the 33 awards were split into 11 firsts, 11 seconds and 11 thirds! We swept four categories, and in all 11 different SVSM'ers won awards. This was a truly spectacular performance.

The importance of these results is not in the glory, which is extremely limited. I mean, ask someone at work what he thinks of our club in light of these numbers; he'll probably still say we're just a bunch of nerds. The real value is that the winners can share what they have learned in building their award winners at the club meetings and here in the newsletter, and the rest of us can learn from them and use that knowledge to make our modeling

more fun. That's what contests do for our club and our hobby.

Congratulations go to our winners: Mike Burton, Bill Ferrante, Vladimir Yakubov, Brian Sakai, Chris Bucholtz, Bob Miller, Ben Pada, John Heck, Frank Babbitt, Mike Meek and Jim Priete.

I also strongly encourage you to make your hotel reservations for the IPMS/USA Nationals now. The hotel is filling up fast, and the organizers have had to ask for additional rooms to be made available to us. Call now—you can always cancel your reservations later if need be, but once the rooms are all reserved you'll be stuck.

Finally, don't forget that this month is our special Soviet Prop-driven Aircraft Contest, in honor of our guest at the next meeting, a former Sturmovik driver who will have plenty of stories to tell us about his experience in the Great Patriotic War. I hope to see you there!

- The President

EDITOR'S BRIEF

Welcome to the May issue of the SVSM Styrene Sheet - the official spelling mistake free issue. What would an inaugural issue be without egregious spelling and grammatical errors? Case in point - please note that the email address on the last issue was incorrect. Actually it was only half incorrect but for some reason computers don't give partial credit. The new correct email address for submission of articles, pictures, ideas and snide comments about spelling mistakes is john@twoX.com. It can be found on the front and back covers of this issue. This new address supersedes any correct or incorrect address you may already have. Don't be afraid to use it. The content of the newsletter is counting on it.

With the change in editorial staff, the results of the Kickoff Classic and the Region IX contest have gone without mention in this column. The Kickoff Classic was a total success if you go by the numbers. There were 397 entries from 126 attendees, making this show the largest show in our club's history. If you don't go by the numbers, the Kickoff Classic was an even greater success. While quantity has a quality of its own, quantity and quality has... uh... quantaility. If you want to see some of the best modeling in the country, simply attend our own show. You editor heard from several people during and after the show that the modeling skill demonstrated at the Kickoff Classic is on par with what you might see at the National contest. The details of the Kickoff Classic were published in the March Styrene Sheet which is available online at www.svsm.org. Photos of several models from that show can be

seen on at <http://www.twox.com/gallery/album08>.

The regional contest was held in Fresno this year. The show was entertaining and well run. Sixty-four modelers brought 250 models. Our own Mike Burton was responsible for stinking up the joint with a whopping 16 entries - the most for any single participant. Since the contest was held at Fresno Air National Guard base, many of us had the opportunity to fondle an F-16 that was in the maintenance hanger. It's not everyday one gets to be up close and personal with a front line fighter, let alone one that has the engine pulled and all the access panels removed. For details on the winners, see page 8 of this issue. More information can be found on the Fresno Club's web site - <http://ipmsfresno.rspot.org>. Coincidentally, our president also has some interesting things to say about the Regional Contest. See above for more intriguing facts about the show. As the saying goes, great minds think alike and fools seldom differ. Your choice.

A great many of the awards at the regional contest went to... you guys, our own club members. This fact really underscores the strength in size and ability of SVSM. The large number of SVSM members that drove all the way to Fresno for the regional show also underscores our club's dedication to this hobby and its support of the other clubs in and around our region. Perhaps this is a better way to measure the prowess of our club.

- The Editor



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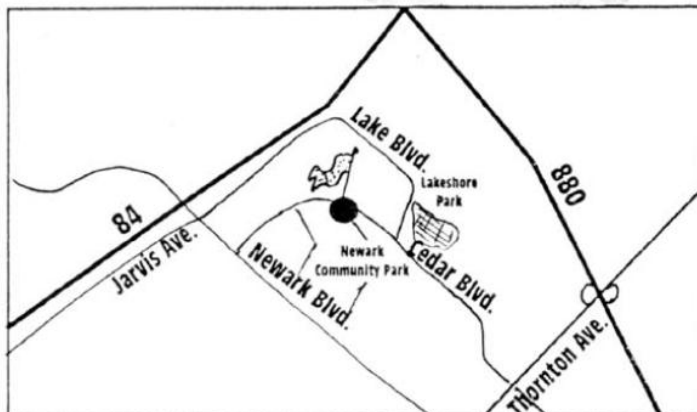
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Entry fees: \$6 for modelers 18 and older, plus \$1 for each model after the first two entries. \$1 for 17 modelers and younger with no charge for additional entries.

For Vendor information, call Jim Priete weekdays between 9 a.m. and 3:30 p.m. at (925) 323-1845. Tables are \$40 until April 1, \$45 until May 21 and \$50 on the day of the event.

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

Putting your model on water - the easy way

By Bert McDowell

Sure, that's easy for me to say but it just may be for you, too. Let's see. First, this is a plan-ahead project, so don't paint your model until you have the base done. An already painted ship or flying boat might get some unauthorized weathering from the process. If you have already painted the model, then you have an excuse to buy another kit. Lucky you. The model need not be completed but just finished enough to be ready for a base. An example would be the completed waterline hull just up to the main deck, or at least clear of the waterline. A flying boat is another thing, possibly requiring completion of the hull/fuselage and the wings (with which to attach the wing floats, right?).

First, get a hold of an appropriate sized piece of wood; I generally use 5/8" thick plywood. It works well with the molding I use to frame the base and it hasn't warped yet. Give the up or water side a roughing up with coarse sandpaper to help the spackle adhere better. Then give it a coat of water-proofing, like paint or lacquer on all sides and ends. Put it

aside for a day more than is usually required for drying and go out and get the tools and materials. They are: vinyl spackling compound (pre-mixed like Dap although any brand will do), a couple of cheap nylon brushes (1/2", 1" and/or 2" should do it), a spackle applicator (fancy name for a flat blade putty knife) and something that would work like a trowel (I use a 4" x 9" size) for smoothing out large flat areas. Lastly, any old spray bottle that just ran out of X-14, window cleaner or similar. Wash it out and fill with water. Now you're ready to make a splash (sorry).

Lay the model on the base the way you want to display it and outline the hull (O. K., or pontoon). Then drill a few holes roughly on the centerline of that outline. These will give release to the model when you are extricating it from the spackle later. To digress, I also use these holes to hold the model in place with plastic tubing later: this will help keep it

from bouncing around on the way to the club meetings (or contests if you're successful). Something like a 1/8" or 3/16" drilling is what I use; your model may have a different size drilling requirement. I attach the partially completed model/hull to the base, turn it over and

drill through the existing holes and through the underside of the model. After that, every time I place the model on the base, it's held in place by sitting on the tubes. On permanent installations, I'll glue the model and the tubes to the base.

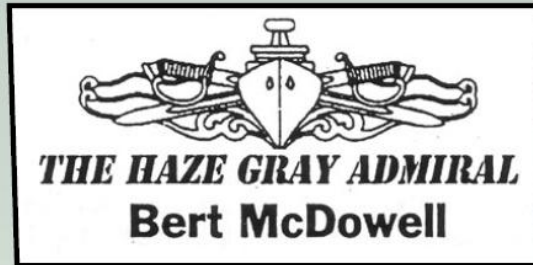
Now, plan ahead. Will the model be anchored or moving through the

water? This matters of course on how you put down the spackle. For instance: if moving at speed, there will be a bow wave ahead and a wake behind. If so, then spread more spackle ahead of the bow and push the hull into the stuff to build up a wave.

Spread about an 1/8th inch of spackle over the entire base except just inside of the model's outline keeping in mind the moving ahead factor as just outlined. Place the model inside the outline and press down, then fill up and smooth out any

open spaces beside the model. Take one of your brushes (the wider one) and start making short, light strokes to make waves. Keep in mind that most moving planes (and aircraft carriers, of course) take off into the wind so your wave making strokes should be from the front to rear of the model. Dab down and pull up and backward, and as soon as you break contact with the spackle, drop the brush in again and continue the

next wave. Just keep this up until you have the whole base "waved". Now this stuff keeps settling back to smooth within a few minutes (depending on the weather) so if you quit early, expect the stuff to look like a calm day on the bay. If you keep up your wave making until the stuff starts to settle, then you'll have a rather choppy sea. The fun of it is that you can gain the desired effect you want just by how long you fool with it. Also, relax, because if it turns out too smooth or choppy for your taste, spritz on some water, spread a thin layer of more



Made with common items including plywood, spackle and a putty knife, Bert made this convincing base for his award winning USS Bogue CVE-9.



This unfinished base shows the elements of its construction. The holes in the center aid in releasing the model from the spackle and later, with the tubing, to hold the model in place. The frame can be separated from the base for use with other models.

stuff and start working again. It will adhere to itself. Also, remember, there will be a wake behind the model too. I take the brush and simply dab straight down and up at the spackle while it's still soft, working backwards with less action away from the model as the water settles. This is the one spot that you will not have well defined waves.

A day or two later, you'll try to get the model out, so dribble a bit of water on the bow / front while holding the base front higher and let the water run down the sides of the model. You are softening up the spackle to make removal a bit easier. Try lifting or pushing from below (perhaps through the holes in the base) and keep splashing on water until it starts to give. Some spackle will come up with the model so try holding it down with a flat blade while pulling on the model. When you get the model out, wash off the excess spackle from the model and let all items dry for a day. Put the model back in its place then patch up the chunk holes along the side of the model and let it sit, again. Later, try extricating the model like last time with the water, etc. Sooner or later you'll get the thing out without chipping the spackle, and when you do, let it sit for a long time to allow the spackle to really dry out. If you paint the stuff too soon, the moisture will seep through the paint

and cause "Alligator skin". So take this time to finish the model, paint and all. I have two bases right now that have been finished for months now. When the models are finished, I'll paint the bases then.

Now comes the part where you all become artists: the painting of the water. I use gloss paints, exclusively, with a few final coats of clear gloss after the colors are applied. Is water blue? My answer is "Kind of; sort of; sometimes..." or something even more ambiguous. For one example, I asked my son and a few of his shipmates what colors they saw on the ocean they just sailed on. Four people gave me four different answers. The Atlantic cruise elicited these responses: "a kind of steel blue", "a gray blue", "gray green and blue", and "just yellow, green and tan" (the last from the sailor that got seasick). The Pacific answers were more colorful: "royal blue", "dark Cadillac blue", "deep azure blue with a touch of green", the latter no doubt a true artist in the service. The south

China seas have been called yellowish green and dirty blue, and the argument goes on and on. Do what I did: look at color photos of ships in the area you're depicting. Look at travel brochures or just a good (color) movie that takes place where your model is supposed to be. That is if Hollywood filmed

Continued on page 12



Bert's model is not attached to the finished water base. This could be useful if you have two or more models of the same class, allowing you to use the same base for different models. The masking tape is used to aid in removing the base from the frame.

Dragon's Gulf War II Challenger 2 MBT

Continued from page 1

the shuttered night time ID plates on the turret sides either which are, in fact, included in the kit. On the whole, the model should build into a reasonably accurate representation of a Gulf War II Challenger, but accuracy was never my strong point as armor modelers reading this have probably noticed. The instructions are printed in full color on glossy paper, and are thus perversely hard to read. Traditional line drawings would have been better here, Dragon.

The parts are well molded in a light gray and present little problem in construction. Particularly nice are the one piece barrel with open end and the two single part rear fuel drums. The edges of the side skirts and exhausts were a little thick, but they were thinned easily with a number 11 and some sandpaper before construction started. The turret (minus top machine gun) and main hull (steps 4 through 6) were assembled without a fuss. The only modification



The Dragon kit features a single piece barrel as well as two single piece fuel drums to aid in construction. Greg's only modification was replacing the rear view mirror stalks with wire.

here was to replace the thickly molded rear view mirror stalks with ones made from wire.

Now these subassemblies and the side skirts were washed with black as a preshade. The bottoms of the turret and hull were also airbrushed black. A mix of Testor's Glosscote and Testor's British Gulf Light Stone was then airbrushed on the sides. The Testors color appears to be a good match for the yellow tan of the real item, but due to the scale effect and to replicate the weathering of the harsh Iraqi sun, the top surfaces of the model were airbrushed with

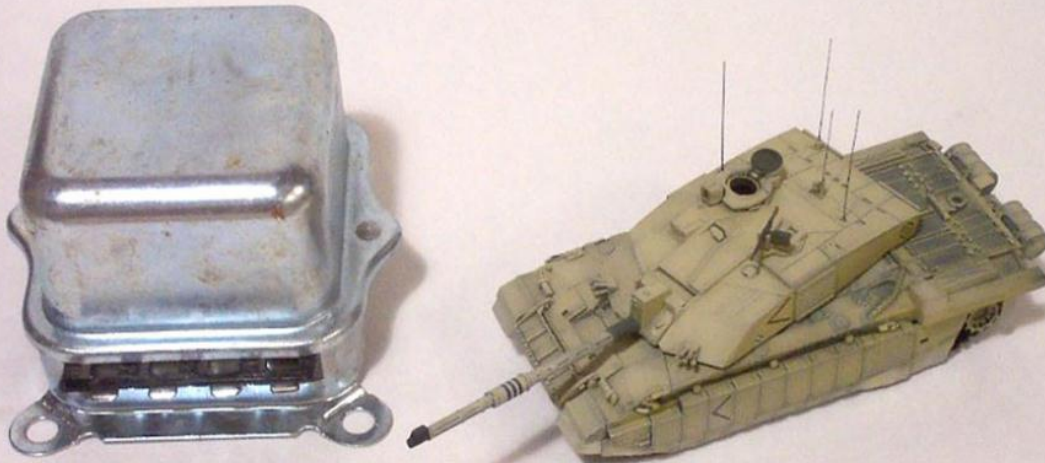


A British Challenger 2 MBT in the wild. This Challenger 2 is on the offensive in Iraq. UK military operations in Iraq are being conducted under Operation Telic.

a fair amount of white to the previously mentioned mix. I used the box top photo as a guide for mixing; adding black or white to a paint color doesn't change hue, so it's actually hard to make the color look "wrong" using this method. The fabric skirts are a lighter and grayer shade; I simply sprayed them with the pale version of the basic paint mix also. After painting the road wheel tires dark gray (don't worry about being neat - they're hardly visible on the finished model) I attached them to the hull.

Now the fun begins. The treads are thin, detailed, and very flexible, but they wouldn't fit over the front idler wheels as the hull clearance was too tight. I simply superglued the ends

Size comparison - model and GM voltage regulator



Greg demonstrates the petite size of the Dragon 1/72 Challenger 2 kit with a common unit of measure. The four antennas were made from stretched sprue.

into this front upper gap, shoving them in as far as they would go - that took care of the front tread section. Wrapping the tread around the rear drive sprocket, a second problem was found. The tread would bow inward in the center as it was laid down into the teeth of the sprocket. At first I thought the sprockets were too narrow, so they were carefully widened with a .030" plastic disc between the halves. This did not solve the problem. I was about to glue thin brass rods crosswise in the tread to stiffen them in the sprocket section when I realized this desert version had large skirts around the back of the treads. They would mostly cover up this fault. The lesson here is to find an after market tread set. The rest of the kit tread was cut off and glued in at the rear most return roller. Thank goodness for those big skirts.

Final details included making antennas out of stretched sprue, and installing the well done top machine gun. Two tow cables are supplied in the kit molded in the same awful vinyl as the tread. They're too short to fit right. I cut off the kit cable ends and used a length of sewing thread rolled up four times to substitute for the kit cable section. This looked a lot more realistic anyway, so thanks for the unintentional motivation Dragon. The kit decals were carefully cut out and applied. They went down well with a bit of Future underneath them. A final spray of Dullcote

All in all, this was a quick build (4 nights) as the injection parts were fine and fit fairly well, and the kit decals gave no major problems. Obviously, this kit's downfall is its poorly done vinyl treads and tow cables. A good detail set, with new treads, proper exhaust ends, and the fabric covered kit for the hull, could make this model a contest winner. This one, however, is just going to the display shelf.

Greg Plummer has been building plastic models on and off since 1973. His interests include... well, everything. He has been a member of SVSM since 1998.



The bottom of the turret and hull were painted black with Testor's British Gulf Light Stone on the sides and a lightened mixture sprayed on the upper surfaces.

sealed the model, while a mix of Dullcote with a hint of pale sand color provided the dusty look needed for vehicles in this environment. Vision blocks were picked out with a sharp pencil. If you're being precise you'd probably want to use dark purple paint here. I left the commander's hatch open in hopes of finding a commander figure to stick in it. Dragon detailed the inner hatches but did not include figures in the kit. I'm also making a base using an award plaque stolen from the former house of current President Chris Bucholtz (Thanks Chris!).

Region IX Contest Results- March 27th 2004

The Regional Contest was held in Fresno this year. The total number of models entered was 250 divided into 48 categories after splits. The total number of modelers entering was 64. A big thank you to the Fresno chapter for putting on this well run event. The categories and winners follow for your amusement. More photos of this contest can be seen at - <http://www.twox.com/gallery/region92004>.

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

1st Place - By James Cole - F-16
2nd Place - By Steven Alton - Me 163B
3rd Place - By Mick Burton - F86-F

2. Multi-Engine Jet Aircraft, 1:72

1st Place - By Bill Ferrante - YF-22
2nd Place - By Erik Mark - Me262 Nightfighter
3rd Place - By Steven Alton - F2H Banshee

3. Single-Engine Prop or Turbo-Prop Aircraft, 1:72

1st Place - By Mike Budzeika - Fw-190 D-9
2nd Place - By Vladimir Yakubov - I-16
3rd Place - By Brian Sakai - Macci MC202

4. Multi-Engine Prop or Turbo-Prop Aircraft, 1:72

1st Place - By Chris Bucholtz - Mosquito Mk. XVIII
2nd Place - By Robert Miller - Strombecker Martin 130 Clipper
3rd Place - By Kenneth Uffelman - Hu 163 Albatross

5. Single-Engine Jet or Rocket Aircraft, 1:48 OOB

1st Place - By Ben Pada - F-84
2nd Place - By John Heck - Me 163
3rd Place - By Brian Casterl - F4D-1 Skyray

6. Multi-Engine Jet Aircraft, 1:48 OOB

1st Place - By John Heck - F-117
2nd Place - By Wes Shirley - S-3B Viking
3rd Place - By Steve Powell - SR-71

7. Single eng. Prop. WWII USAAC A/C 1/48 scale OOB

1st Place - By Bryan Finch - A-36 Invader
2nd Place - By Dale Worley - P-51B
3rd Place - No Entry

7A. Single eng. Prop. WWII USAAC A/C 1/48 scale OOB The P-47 Thunder Bolt

1st Place - By Ben Pada - P-47D
2nd Place - By Rod Bettencourt - P-47B
3rd Place - By Maurice Saicon - P-47 Bubble Top

8. Single eng. Prop. WWII US Navy A/C 1/48 scale OOB

1st Place - By Bryan Finch - F4 Wildcat
2nd Place - By Bryan Finch - F2A2 Buffalo
3rd Place - By Ben Pada - F4U-1A Corsair

9. Single eng. Prop. WWII German or Neutrals A/C 1/48 scale OOB

1st Place - By Ben Pada - Me 202
2nd Place - By Louis Overselli - Fw 190-D-9
3rd Place - No Entry



Brian Casterl's brightly colored 1/48 scale F4D-1 Skyray. Don't touch!

10. Single eng. Prop. WWII Japanese A/C 1/48 scale OOB

1st Place - By Ben Pada - Hasegawa A6M2 type 21 Ki-84
2nd Place - By Rod Bettencourt - KATE
3rd Place - By Brian Casterl - Radian - Jack

11. Single-Engine Prop or Turbo-Prop AC, 1:48 OOB

1st Place - By Pete Hiatt - P-51D Mustang
2nd Place - By Wes Shirley - Sky Raider
3rd Place - By Frank Babbitt - A-1 Sky Raider

12. Multi-Engine Prop or Turbo-Prop Aircraft, 1:48 OOB

1st Place - By Pete Hiatt - Bristol Beaufighter
2nd Place - By Pete Hiatt - Dornier DO 335 B2 Heavily Armed
3rd Place - By Brian Casterl - XF5-1 SkyRocket

13. Jet and Rocket Aircraft, 1:32 and larger OOB

1st Place - By Peter Long - Israeli F4 Phantom
2nd Place - By Milt Poulos - RAF Tornado GR1
3rd Place - By Brian Casterl - A-10 Thunderbolt

14. Prop Aircraft, 1:32 and larger OOB

1st Place - By Erik Mark - Spitfire Mk VII
2nd Place - By Brian Casterl - Westland Lysander
3rd Place - No Entry

15. Biplanes/Fabric & Rigging, all scales OOB

1st Place - By Erik Mark - Wright Flyer
2nd Place - By Robert Miller - Curtiss R3C Racer
3rd Place - By Bill Ferrante - FIIC-2 Goshawk

16. Rotary Wing Aircraft, all scales

1st Place - By David Campbell - UH60A
2nd Place - By Pat Nichols - Mi 24 Hind
3rd Place - By Don Tatum - Mi 24 Hind-E

17. Civil, Sport and Racing Aircraft, all scales

- 1st Place - By Mike Meek - Red Baron P-51
- 2nd Place - By Mike Meek - F8 Bearcat Racer
- 3rd Place - By Robert Miller - Slingsby Skylark Glider

18. Jet, Prop and Rocket Aircraft, 1:144 and smaller

- 1st Place - By Bryan Finch Hawker Tempest MkV
- 2nd Place - By Louis Orselli Macchi 200
- 3rd Place - By Sonny Esparza Sterling 737

19. Military Vehicles, Soft skin, 1:35 and larger

- 1st Place - By Jack Riggan - Styer RSO "Raupin Schlepper Ost"
- 2nd Place - By Bryan Finch - Ford GPA
- 3rd Place - By Wes Shirley - SDK F2 7/1

20. Armored Fighting Vehicles, Closed-Top, to 1945/Allied, 1:35 and larger

- 1st Place - By Bryan Finch - British Sherman
- 2nd Place - By Lester Tockermah - M-3A1 British
- 3rd Place - By Bryan Finch - T34/76

21. Armored Fighting Vehicles, Closed-Top, to 1945/Axis, 1:35 and larger

- 1st Place - By Ken Lawrence - Type 94 Tankette
- 2nd Place - By Mike Budzeika - Panther G Night Fighter
- 3rd Place - No Entry

22. Armored Fighting Vehicles, Closed-Top, post 1945, 1:35 and larger

- 1st Place - By Mike Budzeika - T-55
- 2nd Place - By Lester Tockermah - Israeli Fitter (M-II3A2)
- 3rd Place - By Ken Lawrence - T-55A

23. Armored Fighting Vehicles, Open-Top, 1:35 and larger

- 1st Place - By Lester Tockermah - Sd Kfz 138/1 Bison
- 2nd Place - By Lester Tockermah - British Achilles (M-10)
- 3rd Place - By Lester Tockermah - GMC M-12 155 mm



Bryan Finch's 1/48th scale F4 Wildcat

24. Towed Artillery and Ancillary Vehicles, 1:35 and larger

- 1st Place - By Bryan Finch - Quad Gun Tractor
- 2nd Place - By Lester Tockermah - PAK 30 50mm
- 3rd Place - By Lester Tockermah - Sig 33

25. Military Vehicles, all types, 1:48 and smaller

- 1st Place - By Bryan Finch - Daimler MkII
- 2nd Place - By Vladimir Yukubov - Zis-5 gun truck
- 3rd Place - By Grey Schell - M24 Chaffee

26. Ships, 1:400 and larger

- 1st Place - By Maurice - King George V
- 2nd Place - By Steve Powell - U.S.S. Wyoming
- 3rd Place - By Domenic Ortiz - U.S.S. Iowa

27. Ships, 1:401 and smaller

- 1st Place - By Vladimir Yakubov - Russian Armored Cruiser
- 2nd Place - By Vladimir Yakubov - Russian Destroyer "Valerian Yuibyster"
- 3rd Place - By Brian Sakai - U.S.S. Ward DD-139



Erik Mark's Wright Flyer. The rigging is human hair. It's true!

28. Automobiles, Stock, all scales

- 1st Place - By Bryan Finch - Volkswagon Type 2 "Transporter"
- 2nd Place - By Pete Hiatt - Enzo Ferraari
- 3rd Place - By Pete Hiatt - Jaguar XJ 220

29. Automobiles, Custom (Other than Low-Rider style) all scales

- 1st Place - By Elias Sanchez - '60 Chevy Pickup
- 2nd Place - By Elias Sanchez - '57 Chrysler
- 3rd Place - By Rick Perez - Silverado Custom

30. Autos, Competition, Open-Wheel, all scales

- 1st Place - By Thomas Leutzinger - Lola T-93
Campion Car Racing
- 2nd Place - By Thomas Leutzinger - Ferrairi 642
Formula 1
- 3rd Place - By Fred Huff - 51 Henry J

31. Automobiles, Competition, Closed-Wheel, all



Lester Tockermah 1/35th scale British M-3A1

scales

- 1st Place - By Bryan Finch - Triumph TR-2
- 2nd Place - By Richard Horton - Dupont #24 Stockcar
- 3rd Place - By Bobby Gonzalez - 69 SuperBee

32. Automobiles, Specifically Styled as Low Rider, all scales

- 1st place - By Elias Sanchez - 96 Impala SS
- 2nd Place - By Bobby Gonzalez - 62 Impala Lowrider
- 3rd Place - By Bobby Gonzalez - 50 Chevy Pickup Lowrider

33. Space Vehicles, Fictional (Science Fiction or Fantasy), all scales and types

- 1st Place - By James DiGiacomo - Citadel Sentinel Walker
- 2nd Place - By Pete Hiatt - Star Wars X-Wing Fighter
- 3rd Place - By Louis Orselli - SeaQuest DSV

34. Space Vehicles, Real, and Missiles, all scales and types

- 1st Place - By Vladimir Yakubov
- 2nd Place - By Jim Priefe - Corporal
- 3rd Place - By Mick Burton - Regulas II

35. Figures, Historical, all scales

No Entries

36. Figures, Fantasy and Fiction, all scales

- 1st Place - By Rick Perez - Wing Zerro
- 2nd Place - By Brian Sakai - Sailer Mercury
- 3rd Place - By Bill Ferrante - Darth Maul

37. Out of the Box, all types and scales

- 1st Place - By Don Tatum - Fw-190 A5
- 2nd Place - By Don Tatum - Panther
- 3rd Place - By Bill Ferrante - P-36A

38. Dioramas, all types and scales

No Entries

39. Hypothetical Vehicles, all types and scales

- 1st Place - By Jack Rigger - Type 83 Kuble Buswagon
- 2nd Place - By Mike Meek - Tigercat Air

Racer

- 3rd Place - By John Heck - P13

40. Miscellaneous

- 1st Place - By Richard Horton - Telefonica Movie star Honda
- 2nd Place - By Richard Horton - Ducati 888 Superbike #1
- 3rd Place - By David P. Fredrick - Allison Turboprop

41. Collections, all types and scales

- 1st Place - By Mick Burton - P-63 Collection
- 2nd Place - No Entry
- 3rd Place - No Entry

42. Unfinished Model

- 1st Place - By Bryan Finch - M-8 HMC
- 2nd Place - By Ben Pada - F-86 Saber Dog
- 3rd Place - By Bryan Finch - M-4A1 Sherman

Category Split - Tuners

- 1st Place - By Rick Perez - Toyota Supera
- 2nd Place - By Elias Sanchez - Honda civic
- 3rd Place - By Rick Perez - Nissan Sylvia

J1. Aircraft

No Entries

J2. Military Vehicles

- 1st Place - By Johnathon Moy - T-55
- 2nd Place - No Entry
- 3rd Place - No Entry

J3. Automobiles

No Entries

J4. Dinosaurs and Figures

No Entries

J5. Miscellaneous



Lester Tockermah's 1/35th scale GMC M-12 155 mm



Peter Long's 1/32 scale Israeli F4-E won 1st place in its category as well as best F-4 Phantom and Best of Show.

S5. Best of Show Surface Ship
By Vladimir Yakubov - Russian Armed Cruiser

S6. Best of Show Competitive Auto
By Brian Casterl - Mercedes CLK-GTR

S7. Best of Show Main Battle Tank
By Bryan Finch - M4

S8. Best Weathered Vehicle
By Lester Tockermah - M-12 155 Gun Carriage

S9. Best Unfinished Model
By Ben Pada - F86-D

S10. Best WWII 1939 - 1945
By Rick Cooper - U.S. M4A1 Dozer

S11. Best Submarine
By Steve Powell - U.S.S. Wyoming

No Entries

Y1. Aircraft

1st Place - By Benjamin Stoner - F4-E Phantom

2nd Place - No Entry

3rd Place - No Entry

Y2. Military Vehicles and Ships

1st Place - By Rob Nunes - U.S.S. Constellation

2nd Place - No Entry

3rd Place - No Entry

Y3. Automobiles

1st Place - By Christopher Nunes - 39 Ford Sedan #2

2nd Place - By Roberto Relayo - '69 Oldsmobile Cutlass 442

3rd Place - By Tinai Stoner - 1967 Z28 Camaro

Y4. Miscellaneous

1st Place - By Roberto Relayo - Winged Zero Custom

2nd Place - By Roberto Relayo - MS-078 Gouf

3rd Place - By Roberto Relayo - SD Winged Zero Custom

Judges Best Of Show Overall

By Peter Long - F4-E Phantom

S 1. Judge's Best of Show Theme

"Golden age of Modeling "

By Dale Worley - P-51B

S2. Region IX Coordinator Award

By James DiGiacomo - Sovereign Class Escape Pod

S3. Best of Show (Junior/Youth)

By Benjamin Stoner - F-4 Phantom

S4. Best of Show Aircraft British

By Milt Polos - RAF Tornado GR1

S12. Best Figure

By Rick Perez - Red White ZZ

S13. Best F4 Phantom

By Peter Long - F4-E

S14. Best Model Display Base

No Entries

S15. Best of Show - Sherman Gun Tank

By Bryan Finch - M4 Sherman 75 mm

S16. Calling All Jugs

By Ben Pada - P-47



Not a USAF Pick and Pull. An F-16 in maintenance gets oggled by several of the model show attendees. For more photos go to - <http://www.twox.com/gallery/fresnof16>

Inexpensive and effective Spackle water

at the true location. Really LOOK at the water: you'll be surprised at what you see. No, no, the WATER, not those bathing suits.

If you're not sure about how to apply the colors, just spray in one direction - for instance, from the front - in dark blue and in the opposite direction, go with a light tinting of dark green. The tops of the waves might catch a bit more green: this is right since shallow water is less blue, sometimes. I have used everything from spray cans of Orchard, Ace and Home Depot hardware paints to model hobby paints in bottles and spray cans. Try to avoid bright colors like Royal blue or Fern green, etc.: stick with the darker colors, particularly with smaller scales.

When the colors are dry, you will need about three to six light coats of clear gloss depending on the scale you're working in. More for larger scales. Give each a good time to dry. If the model is on the move, you'll need a wake or trail of foam because salt water is soft, unless you have to land on it, of course. In the active part of the wake, right at the bow, stern or the tops of the waves, I use flat white paint. I recommend the use of an airbrush here for a less defined application of foaming water. Again, look at photos



Bert uses gloss paints in a wide variety of colors from an even wider variety of manufacturers to achieve his realistic water. This small base displays a 1/700th scale Catalina.

of a ship or amphibian charging through the water and you'll see what I mean. Ships have unique kinds of side ripples and stern trails that always vary, so again check out the photos.

Earlier I mentioned the base frame. I usually will cut it out of a standard household floor base molding since there are so many varied shapes to choose from. Hopefully you have access to a saw for the cutting and fitting of the frame.

One final note: many have asked why I use this method. It's cheap, of course. I also can use the same base again if I do another ship in the same class, which I often do. In other words, I keep at it until I get it right. I also spray all my models *and* the water bases too. Masking either one is more complicated than I would prefer. This way I can do each one at a time. Well, it works for me.

For more photos on this article, visit <http://www.twox.com/gallery/water>.



The finished product. Bert's Japanese ship looks very convincing on his water base.

Bert McDowell has been building models since the 1930's and has been a member of SVSM since 1977. Bert's main interest is waterline ships and has been building them since World War II. He builds the occasional aircraft but only for his carrier models.

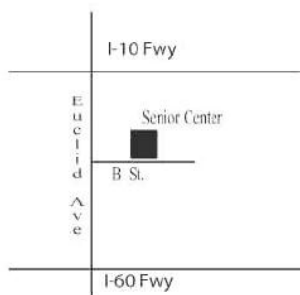
Ontario IPMS presents MiniCon '04

Saturday, June 12th 2004



Admission:

General admission is \$5 (includes first entry)
\$1 each additional entry



The contest will be held at The Ontario Senior Center located at 225 E. B St. For more information, visit us on the web at www.ipms-ontario.org or contact Al Parra at (909) 920-9917

Doors open at 7:30AM for vendors.
General Public at 9 AM.



29 Categories

1/72 Single Engine Jet
1/72 Multi Engine Jet
1/72 Single Engine Prop (Allied)
1/72 Single Engine Prop (Axis)
1/72 Multi Engine Prop (Allied)
1/72 Multi Engine Prop (Axis)
1/48 Single Engine Jet
1/48 Multi Engine Jet
1/48 Single Engine Prop (Allied)
1/48 Single Engine Prop (Axis)
1/48 Multi Engine Prop (Allied)
1/48 Multi Engine Prop (Axis)
1/32 Jet
1/32 Prop
Rotary Wing (All Scales)

Ships (All Scales)
Armor - 1/72
Armor - Axis track AFV Pre- 1945
Armor - Allied track AFV Pre-1945
Armor - Post 1945
Figures 100mm and up
Figures 99mm and below
Auto - Comp
Auto - Stock
Dioramas
Juniors
Miscellaneous
Best of show



APRIL MINUTES

At the April meeting, the club received word of two upcoming speakers. In May, we'll host a former Il-2 Sturmovik pilot, and in June we'll hear from an engineer who worked in the Soviet Mil bureau designing helicopters during the formative 1950s and 1960s. In honor of those visits, we'll have two informal club contests in these months. In May, it'll be Prop-Driven Russian Aircraft, and in June it will be Russian Helicopters. Bring the appropriate entries and compete for gift certificates from D&J Hobby!

In model talk... Frank Babbitt's Italeri 1:72 B-58 Hustler has the look of a custom car right now thanks to the gloss black undercoat he's applied in advance of an Alclad natural metal finish. Frank says the black is allowing him to fix some small imperfections before the tricky metal paint goes on. Frank is also nearing the final assembly stages of a SuperModel Alcyone bomber, which wears a beautifully-rendered Italian camouflage scheme. Frank used Gunze Sangyo to apply the trick-to-apply camouflage pattern. Bill Ferrante is finding a little more time for modeling, with an F-104 from Hasegawa's 1:72 kit coming together; the Starfighter will end up as a gift for an ex-Air Force-type. Bill's also "restored" the Monogram P-36 he enjoyed building so much as a child; starting with one mainwheel, he's rebuilt the model, rescribed it and finished it using Alclad. Because he wanted to use the original markings, and the kit decals had yellowed, Bill scanned them and re-printed them with an ALPS printer. Vladimir Yakubov picked up decals for a shark-mouthed MiG-23 at the regional, then discovered he didn't have the kit! One Italeri kit and one Eduard photoetched set later, his model is well underway. Vlad was not complimentary about the Italeri kit, but he did say the Eduard set was very good. Vladimir also had few nice things to say about the Aviation Usk Do 22, which supports a banana-shaped fuselage! On the land warfare side, Vlad had a BA-10 from the 1:72 UM kit, which he said was nice except for the absence of some very prominent rivets, and a BA-E armored car variant based on a Ford Model A chassis.

Gabriel Lee thought the Esci 1:72 V-22 Osprey was rather ugly in its tactical camouflage, so he struck his own modern-day "Lend-Lease" agreement and finished his model as an RAF Osprey HC.1 using some spare decals for British aircraft. John Knopp wanted different markings for his Minicraft 1:144 PB2Y-1, so he opted for Arctic markings used by VP-61 during an Alaskan deployment that feature plenty of Arctic red panels. John also has a 1:144 PB5A Catalina almost finished, and he's made it through a 1:72 P-51B that sports decals from Techmod. John says the markings and printing are good, but the decals were almost totally devoid of adhesive! Patrick Wu built the movie version of the Bandai Macross VF-14 with his friend Renzi Pesigan as a study for a second VF-14 to be built sometime in the future. Renzi's first attempt at preshading resulted in a striking Gundam Zero Custom with remarkable wings. Renzi used Tamiya acrylics and an Iwata airbrush to capture this effect.

Jim Priete is ever closer to completing his Hansa-Brandenburg W.34, having covered the top surfaces with lozenge decal from Americal-Griffon. He's painted the wooden floats of his floatplane using a technique that he

learned from the people at the Eduard stand at the nationals, involving the use of a tan base color and a brushed-on layer of Gunze Sayngo paint, which has a natural tendency to streak and thus creates its own wood grain pattern. Mike Pringle built Dragon's IS-2 as the example recently pulled from a Russian peat bog; he also removed the fenders to give the heavy tank a more battle-hardened look. Mike also did a good job weathering his Panzer III, built from the Tamiya kit. Buddy Joyce brought in a pair of missiles he bought, the old Revell Snark and Bomark. Buddy has also recently acquired the old Monogram 1:32 infantry figure set and some large-scale ship debris. Ben Pada's F-86D Sabre Dog, built from the Monogram kit, was unfinished just long enough to win "Best Unfinished Model" at the regional. The Sabre Dog is finished using Alclad with Model Master Metallizer panels. His Bf 109E-3 was built from the Tamiya kit and painted entirely with Gunze Sangyo paints, then marked with AeroMaster decals to replicate one of Pips Priller's mounts. Ben's also finished Tamiya's He 219; he used a Paasche H airbrush to apply the grey mottling to the 1:48 nightfighter.

Mike Meek brought his small stable of 1:48 air racers, including the hypothetical F7F Tigercat "Miss Real Doll," the Bearcat "Conquest 1" and the Mustang "Roto Finish," and he displayed them next to his latest racing champion, the RB-51 Mustang "Red Baron." Mike has been working on this model for three years, and the modification involved a new tail and turtledeck, propellers, canopy and wheels. The paints came from Tamiya, and the decals were enlarged from the High Planes 1:72 kit and printed on an ALPS printer by Duane Fowler. Chris Bucholtz is looking forward to mangling and mutilating some of the Aires parts for the P-38J Lightning to dress up Academy's new and otherwise beautiful 1:72 kit. Chris plans to finish the model in natural metal as "Virginia Marie/Margaret" flown by Carroll Anderson. Ron Wergin put much effort into building DML's Borgward demolition vehicle, partly due to the bad instructions and partly because of the way the track was engineered. The 1:72 Dragon Elefant tank destroyer Ron also finished suffered from similar instructions issues and was identical to the Dragon Ferdinand, meaning that Ron had to make several modifications to get the vehicle he really wanted. To crew the Elefant, Ron modified a figure from Priesser.

Lou Orselli had a friend make up decals for "The Dragon and His Tail" in 1:144 on an ALPS printer, and he plans on putting them on an Academy B-24 kit. He said the plastic used to mold the model had a weird, glittery color to it. Steve Travis converted a 1929 Ford Panel Van from Revell into a cherry red rod, using Tamiya spray red for the base and using the easy-as-pie wood-tone decals from an aftermarket company to finish off the bed. Greg Plummer is taking a short break from the automotive world to build a Hasegawa 1:48 Ki-44 Shoki, Greg has found that the kit has a problem with the right wing root that is present in every copy of the kit. Roy Sutherland is moving at lightning speed to finish two 1:48 Mosquitoes for a book project. The cockpit of his NF.Mk.19 is 60 percent scratch built, and required much research to replicate the American-made air-intercept radar,

and the fit of all the components was troublesome. The nose of his PR.Mk 16 came from Cutting Edge, but it fits horribly and has taken much work to blend into the rest of the fuselage. Roy also tried to elicit sympathy by describing the two Hasegawa 1:48 Fw 190D-9s he had to build at work, using Eagle Editions decals for markings. Keep Roy's plight in mind during your next three-hour company staff meeting or while you're out working on the loading dock, won't you? John Carr finally has a little time to model, and he plans to use it on the Nemco Civil War-era NCO figure he's picked up. He says the simple build will help him avoid AMS. Barry Bauer has two Italeri F-104As under construction, one out of the box and the other modified into a prop-driven, reciprocating-engine powered unlimited racer! Barry extended the nose to fit a propeller, blanked off the tail pipe, installed exhaust stacks and is trying to think of a way to use the intakes and shock cones as-is.

Thom Ivansco is hard at work on the Revell Honest John with delivery truck, a kit that dates from 1954. He's scratch building the shipping crates and adding lots of other detail to the fairly crude box-scale kit. Thom also built a Tamiya M3A2 out of the box and crewed it with a lively compliment of figures, and he won a third at the Kickoff Classic with his Tamiya 1:35 SAS jeep. Mike Burton's laundry list of current projects includes an Airfix 1:72 U-2, a Toko 1:72 Aviatik-Berg I in Ukrainian markings, a 1:72 Firebee II drone sourced from the Italeri DC-130 Hercules drone controller, a pair

of Vought V-173s flying pancakes, one each from Eagles Talon and Sword, a Planet Models 1:48 XP-54 Swoose Goose, an otherwise awful Horizon Captain America vs. Red Skull diorama, a Revell Felicity Shagwell Corvette, a 1:72 Monogram P-51B Mustang in its early stages, MRC's 1:35 HTL-4 Coast Guard helicopter, and a very heavily-modified Frog Hornet converted into a rear-cockpit racing plane called the Green Hornet. Mike also unearthed an old 1:48 Aurora MBT-70 main battle tank from his childhood.

Laramie Wright's two Monogram Spitfires look decidedly different from one to another, because he built one out of the box and a second got the full detailing treatment. He also made a radical racer, starting with a Macchi C.202 and adding a Mustang tail, a prop from an He 111 and wheels from an A-7's nose gear. Laramie made the decals for his racer from scratch. Laramie also added Fruimodellismo tracks to Trumpeter's JS-3 and says they make all the difference in realism for this model. Mark McDonald built Tamiya's 1:35 M113 ACAV almost 16 years ago, and couldn't beat to weather it because the painting and finishing came out so well. Cliff Krans successfully completed his version of "Fertile Myrtle," the test drop B-29, and added a 12-Squared X-1 to the belly to top it off. And the model of the month goes to... Mike Burton's M3 Grant and Lee. Mike has started to dabble in armor and he started with the Tamiya kits of these not-so-great tanks, rendering them both as desert warriors.

CONTEST CALENDAR

May 14-15, 2004: **IPMS/Las Vegas** hosts **The Best of the West IX** at the Imperial Palace Hotel, 3535 Las Vegas Blvd. South, Las Vegas, Nevada. For more information, call Warren Pratt at (702) 871-6797.

May 22, 2004: **IPMS/Fremont Hornets** will be debuting their **Tri-City Spring Classic** at the Newark Community Center, 33501 Cedar Blvd. in Newark, CA. For more information, contact Mark Schynert at mass22@earthlink.net with the words, "Tri-City Contest" in the subject line.

June 12, 2004: **IPMS/Ontario** presents **MiniCon '04** at the Ontario Senior Center located at 225 E. B St. For more information visit their web site at www.ipms-ontario.org or call Al Parra at (909) 920-9917.

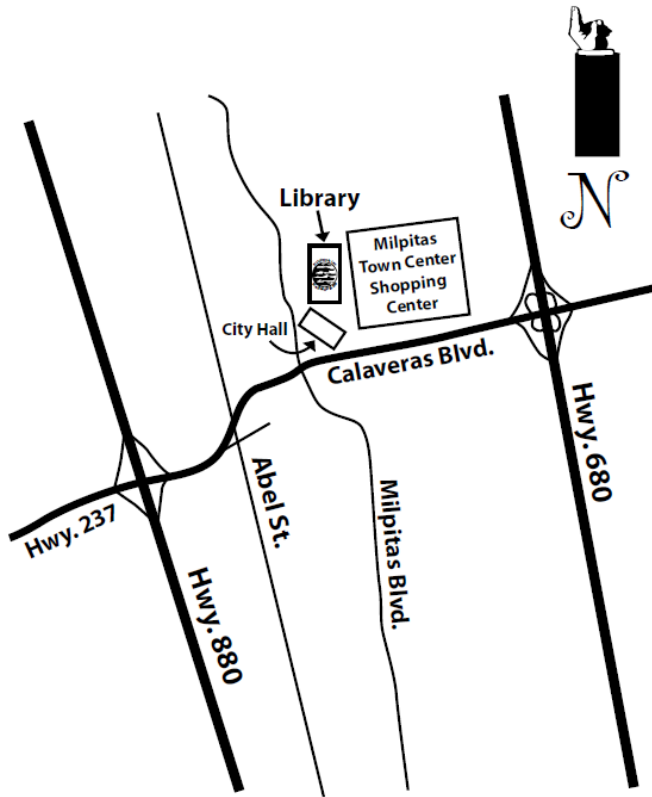
June 12, 2004: **IPMS/Lt. Alexander Pearson Modeleers** present the **Region 7 Regional Contest** at the Pearson Air Museum, 1115

E. 5th, in Vancouver, Washington. For more information, call Larry Gaye at (503) 249-7276 or e-mail him at light.man@verizon.net

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

October 16, 2004: The **IPMS/Redding Dambusters** host their **model contest**. The theme is "Testing, Timing and Records." More information will be posted as it becomes available.

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



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



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