

Bearcat N1111L: six-time Reno champ in 1:72

By Greg Plummer

Darryl Greenamyer's 1965 "Smirnoff" *Bearcat* unlimited air racer was a milestone aircraft in the field. Always under the registration N1111L, Greenamyer's F8F-2 *Bearcat* defended its 1965 Reno championship in a white and blue color scheme with a Smirnoff Vodka sponsorship for the '66 and '67 seasons, and it won the unlimited national championship at Reno in both years.

In 1968, the plane would be slightly modified and painted all white, going under the name *Conquest I*, and won again in 1968 and 1969. In 1975 it would once again be repainted—this time in yellow with a bald eagle motif—and be called the *American Jet*. In all, Greenamyer would win six national championships in this bird, and it would hold the piston powered aircraft record for a while at 483 MPH. By the late '70s, Greenamyer had switched to the P-51 in the form of the *Red Baron* for his racing pursuits.

Darryl Greenamyer is worthy of an article himself. Besides his stellar record in air racing, he flew the YF-12 and SR-71 as a Lockheed test pilot, and at one time privately owned an F-104 *Starfighter*.

N1111L was notable for being one of the first warbird air racers to focus on aerodynamic improvements. These modifications gave the plane a competitive edge allowing it to rack

up a great racing record. Racers of the time had been hot-rodding their engines, trying to get every last bit of horsepower out of them, to win races in essentially stock World War II aircraft. Greenamyer's *Bearcat*, in contrast, used only a mildly re-worked R-2800; the speed came through radical

streamlining and lightening of the airframe. The F8F *Bearcat* was designed as a high performance compact fighter, making it a good place to start, but improvements had to be made if it was to be a competitive racer.

The main modifications started with the wings. They were clipped and custom aluminum tips were installed. The fabric covered flaps were eliminated and fixed sheet metal took their

place. A metal strap ran along the bottom of the main spar to strengthen the wing ends; this was smoothed in with balsa wood and is reproduced on the *High Planes* kit. The wing root intakes for the oil coolers were faired over as cooling the engine oil would be done internally. The *Bearcat* got an ADI system—a large (60+ gallon) tank of a water/methanol mix that was injected into the engine's intake to prevent detonation. The engine oil would be cooled by running it through pipes in the ADI tank, thus eliminating the need for the leading-edge oil coolers and their drag.

The aircraft electrical system was completely taken out except for a battery powered radio. All hydraulics were also



Darryl Greenamyer's N1111F on its way to winning its third consecutive National Championship Air Race in 1967. The cut-down canopy and tail area and the massive *Skyraider* prop give it a look all its own.

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

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FROM THE PRESIDENT

Welcome to the November 2K1 Styrene Sheet.

Well, the details for the Holiday Gift Exchange have been finally worked out. The membership has decided that a member may bring in a maximum of two gifts, and the gifts must have a minimum retail of \$11.98, before taxes. The kit must also not be of *Lindberg* and *Starfix* manufacture. The membership has also decided that the gift can only be put in one box, and not multiple boxes, to save time while unwrapping. And to eliminate any problems from the past, a number will be attached to your gift and your name written down when you arrive at the meeting. The reason for the numbering is that if the gift does not meet the minimum requirement, it will be returned to the member who brought it, and that person will be removed from the exchange, unless they brought another gift that meets the prerequisites. If the member already has a gift that has been unwrapped, it will be returned to the group of gifts for selection. The gift exchange is supposed to be fun. I'm sure the membership would rather not stay until midnight during the gift exchange. Bring a gift

EDITOR'S BRIEF

This is a rather varied issue, thanks to our readers and members. We're starting to get a steady supply of articles for the Styrene Sheet, and for that your editor is grateful. It means he can spread the work over the course of a month instead of rushing through a week of nothing but newsletter. Keep it up!

One thing your editor watches closely is the machinations of the IPMS/USA. This largely worthwhile parent organizations can, on occasion, behave in an utterly silly manner unbecoming its stature. A recent example of this is the policy handed down surrounding nude figures at contests. The policy itself is a tortuous bit of prose that reads like a combination of a Jimmy Swaggart sermon and a Saturday Night Live Festrunk Brothers sketch, taking about such oh-so common modeling sights as "bulging genitalia," "excretory functions" and "scenes of sadomasochism." The policy states that these models shall not be permitted in contests, even at the local level, and that a contest permitting such subjects will lose its protection under the liability insurance provided by the IPMS/USA.

These rules stem from the indignation felt by some self-righteous types over two models at the nationals, which the organizers of the show cleverly secreted behind a screen and which generated no complaints. That's two out of 2092 entries, or .095 percent of the models entered.

Your editor has never seen any models that would have violated these national rules at a local contest (unless you count your typical superhero-in-tights figure, who apparently breaches the rule about "bulges"). Furthermore, the common sense displayed by the Chicago staff prevented anyone—entrants and spectators alike—from being offended. In cases like this, the smarts of the local chapters is far more useful than the patronizing rule-making of the IPMS/USA.

The national rule is also unenforceable at the local level, which lessens some of its obnoxious character. However, the demand the IPMS/USA initially made for the policy to be clearly outlined on all promotional material for local shows was obnoxious in the extreme, especially when one views the

that you would like to bring home, and not junk.

If you want to get rid of kits that you feel are not up to today's standards, donate them to the Veterans Drive. We will be collecting models, again, this meeting.

This month will also be the base kit, AMTronic contest. The final base kit contest will be in March 2002 and will be NASCAR based. I'll explain this further in December and January. Congrats to our winners from last month, Bill Ferrante, Mike Meek, and Greg Plummer, for the Air Racers they built!

I know this has been brought up many times over the past year, but I would just like to say thank you to our club members, and non-members, who have written articles for our newsletter. Remember, we won't have a newsletter unless the membership writes articles.

Until next time, Happy Thanksgiving, Modeling, and Basics First!

—Brad Chun

document. Instead of saying, "no naughty models, please," the IPMS/USA bureaucrats on the contest committee concocted a page-long treatise describing what is and is not obscene and offensive. We should hand it to them; this is something the U.S. Supreme Court has yet to accomplish definitively!

Your editor is not a fan of explicit models, and the last thing he'd like to see is a table full of vulgar and unpleasant depictions of the human form. As any reader of the dedicated figure modeling magazines could attest from the ads, these models are out there in large numbers. But we have never seen these models come "out of the closet," as it were, because the vast majority of the consumers of these kits know not to bring them into a public setting, where the social stigma of creating such works is a far greater pressure than any rule codified by the IPMS/USA.

The officers of our club have discussed this, and the consensus is clear: this is an unnecessary rule addressing a problem that doesn't actually exist and was written to assuage the insecurities of certain IPMS committee members. Why these committee members don't address other issues, like a declining membership or the increasing insignificance of the IPMS/USA to the modeling public at large, has yet to be determined.

—The Editor

CONTEST CALENDAR

February 17, 2002: Silicon Valley Scale Modelers host their ninth annual Kickoff Classic at Napredak Hall, 770 Montague Expressway, Milpitas, California. This year's theme is "The Need for Speed." For more information, call Chris Bucholtz at (408) 723-3995 or e-mail him at bucholtzc@aol.com.

Fixing the bugs of Hasegawa's VW Beetle

By Bill Abbott

In continuous production since 1946, on three continents, (Europe, North America and South America), so far, the VW Beetle needs little introduction to modelers. What was needed since IMC's Beetle kit went out of production in the late 1960s, was a good kit!

Hasegawa's curbside (no engine) kit is a pretty good step toward remedying that. It's a good, though simple, kit, released in 1994 in two forms: a nice 1966 1300 with a turquoise body, and a no-particular-year emergency vehicle kit with the same 1966 body in white plastic that can be built as one of two police cars or a fire department vehicle.

Along with a simplified chassis and minimum parts-count interior, Hasegawa's kit design features a one-piece body, removable wheels with soft vinyl retainers under the later, flattened, style of VW hub caps and choice of left or right hand drive. Photo-etched "VW," "1300" and "Volkswagen" badges are supplied along with self-stick black velvet, die-cut to represent carpets, making this essentially a multi-media kit!

Besides the turquoise or white body, you get a chassis and interior molded in black, wheels molded in white, vinyl tires and wheel retainers, and the usual clear and "chromed" parts. A blumenvasen (part S2) on the clear parts-tree is a welcome bonus. Decals for the turquoise body kit are limited to Japanese license plates and "dealer plates" that say "Volkswagen" on a blue background. Decals for the emergency vehicles include Japanese fire department and Swiss and Netherlands police markings with matching license plates.

Our son Benjamin found the combination of "Emergency Vehicle" and "Volkswagen Beetle" irresistible, so that's the version we built. He and I worked on it on and off for about six months, starting when he was a little under 3 1/2 years old. This was his third car kit, following the Revell snap-together New Beetle and the Heller 1:43 Benetton F1 racer, which is a simple glue-together kit with metal axles. He has also been clipping parts, applying glue, and occasionally paint, to my projects, since he was two.

On the Hasegawa Beetle, he cut out most of the parts and we applied most of the glue as a team. He selected options and influenced the assembly sequence. He also broke the fairly fragile rear axle assembly a couple of times. I think that he was

disappointed that the body could not be balanced on the skinny tires the way he's been balancing my Porsche GTI body on its slicks.

We started by attaching the rear license plate to the body and applying the Japanese police license decal to it. The decals are typical of Hasegawa, thick and opaque, with good glue.

Assembling the tires, wheels, vinyl retainers and hubcaps

came next. This kit uses the reverse of the system Tamiya uses, where the retainers are in the hubs and the "peg" is on the wheel. The Tamiya system gives an out-of-scale peg on each wheel but is strong when assembled and can be both rolled and removed readily. The hubs wind up with out-of-scale holes but they don't jump out at the casual viewer.

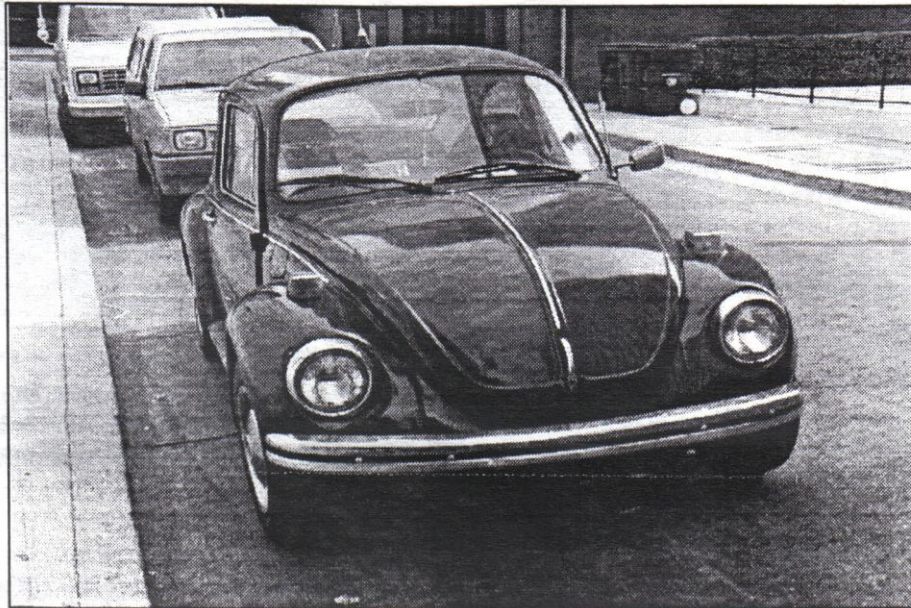
The Hasegawa system gives a scale-like wheel, no peg, and the peg on

the hub looks something like the real bearing and dust cap assembly, on the front at least. Unfortunately, this example of Hasegawa's system proved far too stiff and fragile for casual rolling or wheel removal. I've reduced the peg's diameter and tapered their ends to ease assembly, but I can't say I'm happy with the results. The Hasegawa VW Bus kits on my shelf will give me ample opportunity to try further improvements.

Hasegawa provide a suggestion of the engine, transmission and muffler bottom surfaces but they aren't very convincing if you turn the model over. Just leave it standing on its wheels. The one-piece rear axle, incorporating brake backing plates and the wheel mounting pegs, is glued to the top of the transmission and two trailing arm assemblies are provided to brace it. No suggestion of the real Beetle's swing-axle boots are present, and a real Beetle of this vintage or older would seldom have the rear axle halves straight across as shown. More likely, the wheel hubs would be below the transmission, at rest, and the wheels positively cambered, that is, the tops further apart than the bottoms.

As noted, even in this simplified form the result are fragile. The wheels can only be rotated gingerly. The first time the rear suspension glue (Testors liquid non-toxic formula) dried, we installed the wheels and Benjamin promptly twisted off both halves of the axle! This at least demonstrates the strength of the non-toxic glue joints. They were repaired and broken at least one more time before we got the body on.

The muffler-bottom fits neatly onto stubs that stick back



A familiar sight on the streets of California, even today! This well-maintained bug was photographed in its natural environment by Mike Burton.

from the rear cylinders. The exhaust pipes need to line up with the body and the instructions wisely hold them until after the body is installed.

The front suspension starts with one piece representing the axle, torsion bar ends, trailing arms and kingpins. The wheel hubs/steering knuckles/brake backing plates are two pieces each, a flat bit with the wheel mounting peg and a 3/4 tube, "C" cross-section, that wraps around the axle kingpin. A one-piece tie-rod assembly joins the two knuckles, and its two arms join at an offset point, which should be located in front of whichever side you choose for the steering wheel. Both left-hand-drive and right-hand-drive dashboards are provided.

The rest of the chassis and interior consists of the tunnel that links the front axle to the rear, non-scale inner-fenders and bulkhead pieces, the self-adhesive carpet, seats, side walls, controls, rear view mirror, and the previously mentioned flower vase. No seat belts or flowers are provided, nor any interior fittings for the emergency vehicle role. Real VW Beetles had rubber floor-mats, not thick, black, carpet, but the effect is nice and the intention is obviously good. The carpet comes in two pieces, to be installed after the tunnel and before the seats. The self-stickum is gentle enough that you can adjust and reposition the carpet as needed.

The only penalty for *Hasegawa's* simplification of the inner fenders/trunk/engine compartment pieces is that the bin behind the rear seat is wrong. The kit supplies a smooth, inclined, bulkhead to close off the engine compartment behind the seat. The bulkhead should be vertical, starting below the rear window, and it should turn to form a bottom at a little



Although this Beetle dates to 1973, it has virtually all the same external characteristics of the 1966 Beetle portrayed in the kit (except for the non-standard antenna on the roof!).

above the level of the rear seat. The area should be carpeted in a rough grey-beige fabric. I know because I used to ride back there in my parent's 1958 sunroof Beetle, until they sold it in 1963.

Accelerator, brake and clutch pedals are provided as a single unit, but can't be seen in any event. The steering wheel, gear shift and hand-brake can be seen and they are little jewels. When they were attached it suddenly looked like someone small enough could hop in and drive it away! The seats, fore and aft, are the right shape and the side wall detail is appropriate.

Clear and chrome parts go on without problems. Painting the interior parts that should be body color would be challenging over the black plastic they're molded in. We didn't paint our kit. The overall look is fine.

I was hoping to report how nice the emergency vehicle decals and roof-top "Gumball Machine" light looked, but when we got the body and chassis assembled, Benjamin decided that the die-cut remnants of the carpets should be stuck on the outside, spanning from the hood to the roof. Ah, the joys of parenthood! Without this custom touch, it's a nice scale model, not as simple as a metal-axle kit, and pretty convincing from all angles. While it is not the most accurate miniature representation possible, the kit has clearly been designed to help the younger modeler succeed. It's a good stepping stone beyond snap-together kits. Just be gentle with the wheels and suspension bits.

Thanks to my brother Ian for giving us this kit!



A view of the engine deck and rear fenders of this stock Beetle. The area ahead of the engine is the only shortcoming in the *Hasegawa* kit.

Greenamyre's six-time Reno winner in 1:72

Continued from page 1

eliminated except for the main gear retraction pistons. A small tank of compressed nitrogen would be used to power these struts; the tank was good for only one retraction. Gravity would lower the main gear.

The stock bubble canopy was replaced with a teardrop plexiglas unit cut down from a Lockheed P2V *Neptune's* searchlight that had barely enough room for the pilot's head. The engine was faired in with pieces from a *Constellation* and a P-51H spinner. The stock *Bearcat* had no engine fairings or a spinner. The prop itself was a modified AD-1 *Skyraider* unit. At the back end, a streamlined "stinger" cone fit over the area where the arrester hook had been. The entire airframe was then smoothed at the time of painting; any seam or gap that could be filled was filled. The paint itself was finished in a gloss for the lowest drag possible.

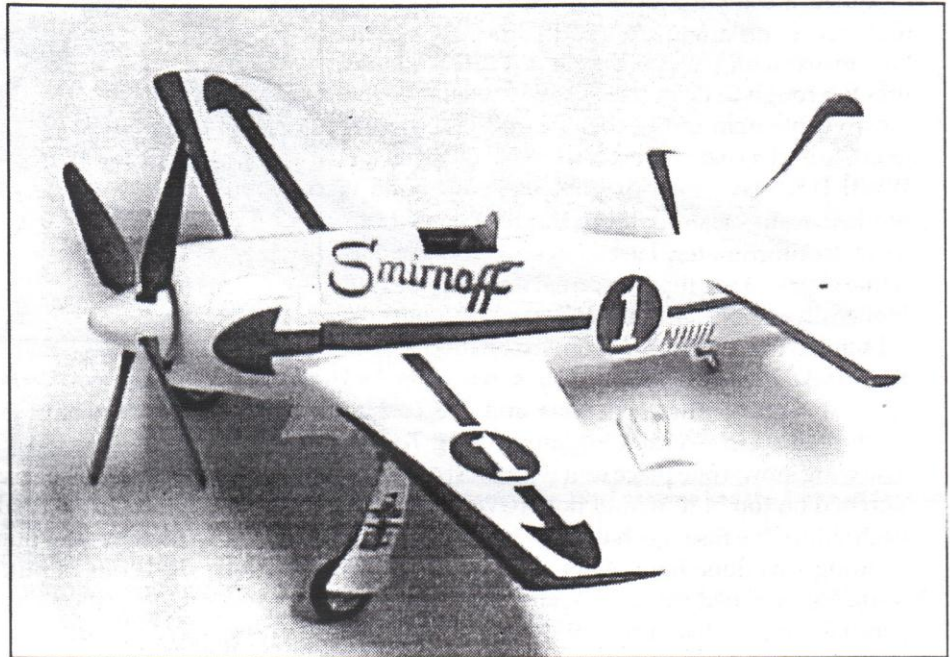
By the end of its career, this *Bearcat* weighed in at only 5,800 lbs. dry, 2,300 lbs being the modified DC-6 engine. Making over 2,000 HP with ADI and no injection, this craft would have a three pound-per-horsepower ratio—fun numbers by any motorsport standard. The engine was really not stressed to an extreme; it had to be reliable, after all.

The plane's advantage came from the aforementioned airframe modifications.

High Planes Models' kit of Greenamyre's 1966 and 1967 *Bearcat* racer is typical of its products. You get 25 light blue injection styrene parts, a vacuform canopy, two white metal main gear struts, a single-page instruction sheet and decals. Being a limited run kit (some may say very limited), the

styrene parts have plenty of flash, rough mating surfaces, and large pour gates. There is not a single locating pin or tab to be seen anywhere on this kit.

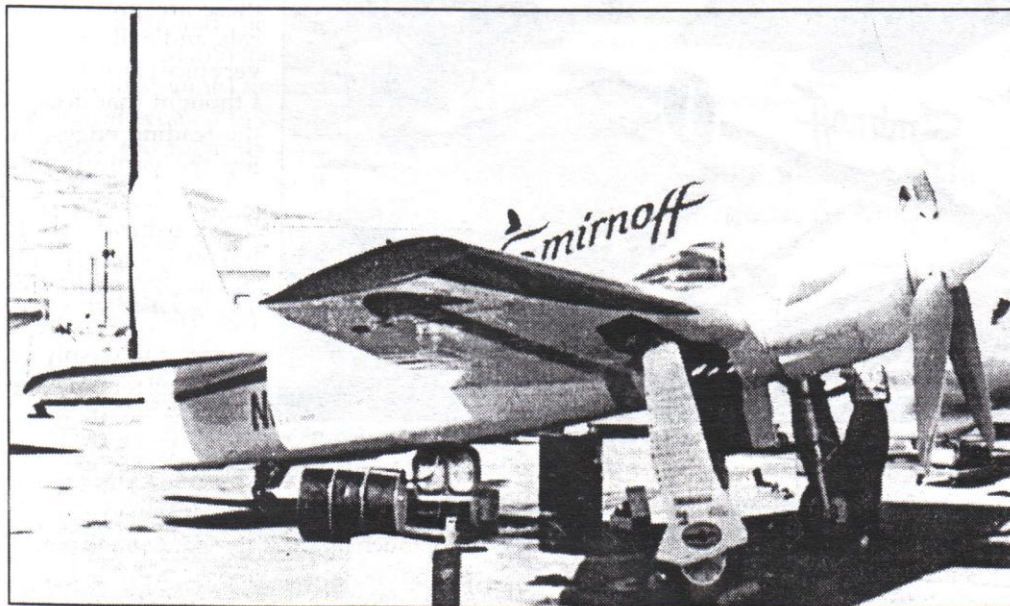
On the plus side the detail here is finely engraved and the shapes are accurate. The canopy is crystal clear, although



Greg's model. He left off the canopy to provide a view of his *Bearcat's* interior. *High Planes* provides most of the trim as decals, which require just a little touch-up.

since there is only one given it must be cut carefully from its carrier. The instruction sheet is simple as it assumes one has a good knowledge of building models, but it has just enough information to get by in finishing the model. The decal sheet, as typical with *High Planes*, is beautifully printed and better than most mainline kits' decals. *High Planes'* kits cannot be assembled, but they can be built!

Construction starts with the wing halves. The mating surfaces must be cleaned up and test fitted many times. I found that after all this effort, the front of the wing roots still didn't come together properly, but it really didn't matter. The wings have oil cooler intakes for other versions of the *Bearcat*; they must be filled in for the Smirnoff racer. To fair over the oil cooler intakes I used *Tamiya's* polyester putty. This putty has a long set time, which is good in a lot of cases, and it did the job nicely. This putty sands and shapes easily, won't shrink, and is resistant to lacquers and other nasty chemicals. The drawback is that it won't stick to plastic—the surfaces must be



The real plane in the pits in 1967. The rudder was cut down for a record attempt that year, but a dangerous tendency to roll at 450 mph led to the full-size rudder returning for Reno.

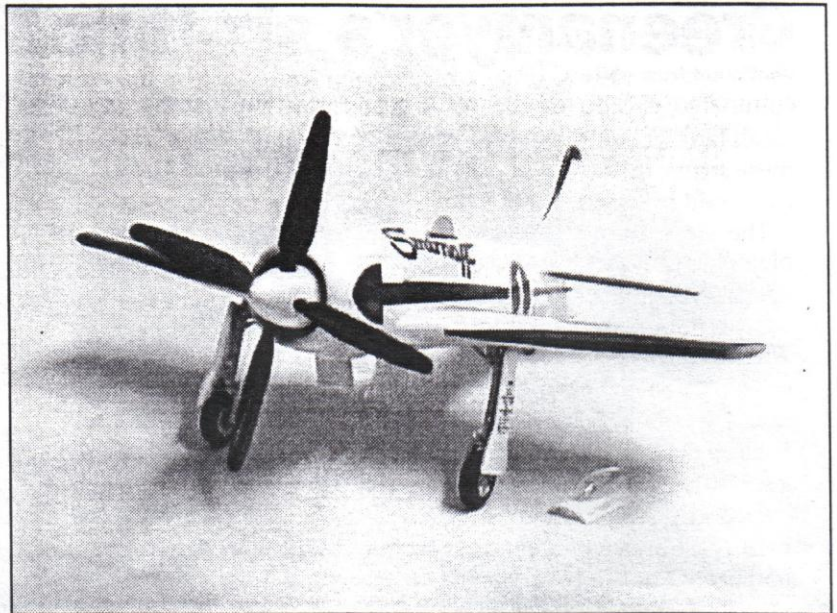
roughed up for the putty to stay put once dry.

A section of the upper wing half serves as the cockpit floor; this section was cleaned up and painted aluminum. The instructions state the interior color as "unknown," so I guessed that it would have been finished in natural metal to save weight.

Two side console pieces are included. They are rather clunky but the detail on top of them is nice. I cleaned these parts up and detailed them later with paint and a few stretched sprue knobs. The kit's instrument panel was also used. The kit seat was too rough to be of use. The seat would be the most visible item of the cockpit so it had to look good. I used a seat and belts from *Reheat's* generic WWII U.S. Navy interior photoetched set and it worked well. I also took the rudder pedals from this set; unfortunately I used Lockheed type pedals while overlooking the Grumman items on the fret. Hopefully, no one will notice!

I sanded the cockpit side sections on the inside of the fuselage halves and added a few stretched sprue stringers. These sections and the cockpit were painted in overall aluminum using *Testors* metalizer. The wing, now a one piece unit with most of the cockpit detail perched on top of it, would now have to fit through slots in each side of the fuselage halves. A whole lot of test fitting and sanding was done here. After sanding the fuselage mating surfaces, I opened up the fuselage wing slots with files and sandpaper; they had a fair amount of flash in them. A plug representing the engine front had to be cleaned up and centered in a fuselage half as well.

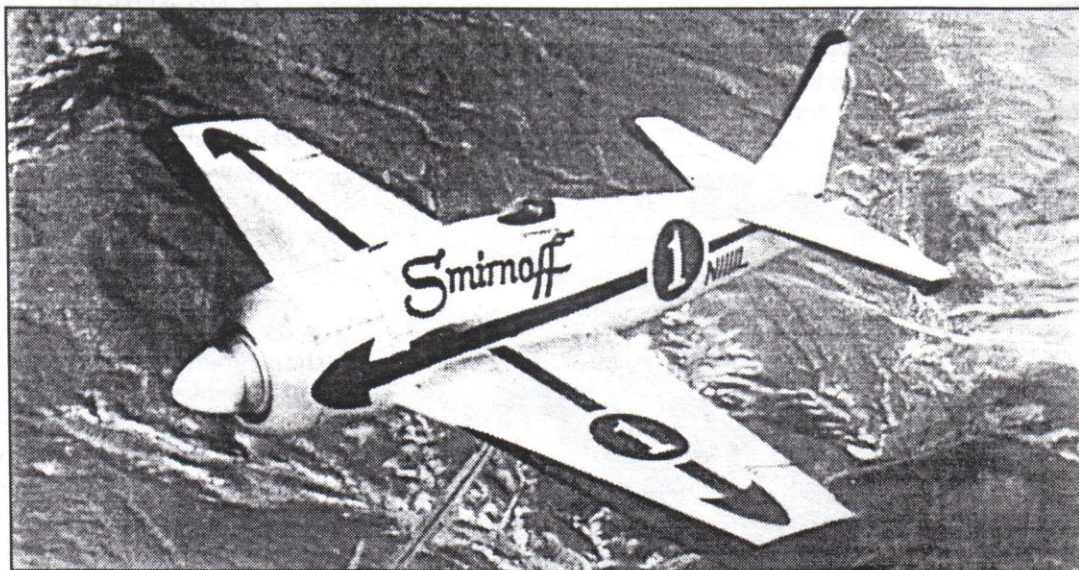
When the halves were finally glued together with the wing sandwiched through them, everything lined up fine and there was hardly any gap between the wing/fuselage joint.



N1111L's oversized propeller is replicated in the *High Planes* kit. The decals even include the crew names on the landing gear door. Note the lack of oil cooling ducts.

you may have guessed by now, some test fitting was needed here.

The model was now ready for painting. I used *Tamiya's* white primer/surfacer to reveal any flaws in the surface, and there were a number of them. Most of them were my doing; little bits of putty here and there and sanding cleaned these up. I drilled a hole in the engine plug front and inserted a rod to hold the model while painting. The cockpit area was masked off and a final coat of primer went on. It was polished smooth in preparation for the final coat of *Tamiya Pure White* spray. Honestly, I don't work for *Tamiya*—they simply make good stuff. After the final coat was dry, I polished the paint for decal application.



Race No. 1 shows off its gaudy show paint on the way to an event in 1967. Smirnoff sponsored Mira Slovak's third-place *Bearcat* in 1965.

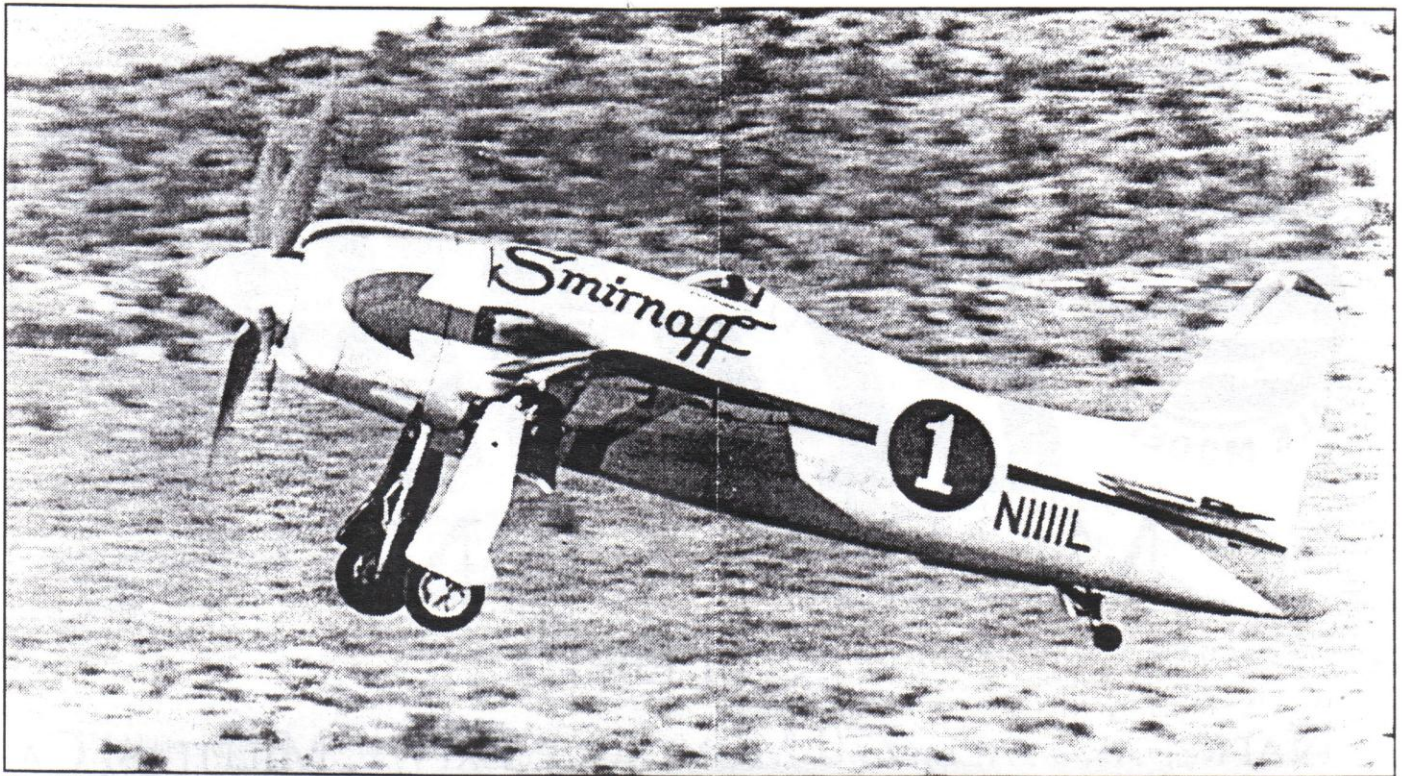
Hardly any putty was needed on the fuselage joint or the wing joints, although the cockpit opening need some careful filing to get it into shape. As I said, these models can't be assembled, but they build well.

The horizontal stabilizers were cleaned up and glued on. As

tight curves of the leading edges. The sheet had extra patches of metallic blue for touch up duty; just a few small pieces were needed to cover gaps here and there.

The decals were sealed in with *Testors Metalizer* sealer. It was now time to add the landing gear and prop. The kit's tail

The Smirnoff version of Greenamyer's *Bearcat* had metallic blue stripes and leading edges applied over the all white airframe. All of these are provided as decals, and make the model a very nice piece of eye candy. I thought that doing all of the leading edges, including the vertical and horizontal stabs, would be a hassle using decals. It was, but fortunately *High Planes'* decals were pretty near perfect. They were thin, fairly strong, and crisply printed in the correct metallic colors. The decals responded well to Solvaset and snuggled down over the



Darryl Greenamyer launches N1111L at Stead Airport in 1967 on the way to another championship. The 1967 scheme had the Smirnoff legend in black, while the '66 scheme had it in blue and gold.

wheel piece was painted white and installed. Again, the instruction sheet did not have concrete information on the colors for the landing gear—this plane must have been tough to research as *High Planes* usually gives a guide here. I painted the tail wheel steel as the stock *Bearcat* wheel did not have rubber. The white metal main gear was cleaned up and painted aluminum along with the main wheel centers. I cleaned up the main gear doors and painted them with *Tamiya* white to match the fuselage. The kit's wheel doors were too thick to use; I scratchbuilt new ones from .010 plastic. They came out a bit large but look the part.

The wheels were installed onto the gear and the gear was superglued into the gear bays. At this point I noticed the *Bearcat* seemed to be sitting way too high; its nose was pointed so far up it looked like Greenamyer was trying to develop a VTOL system for his craft. Then it struck me that the gear needed trimming before installation. I had violated the "test fit a minimum of 5 times" rule of limited-run kit building. I snapped the gear off and trimmed about 4mm of the tops. Noting how easily they came off I used epoxy to attach the now-shortened main gear. All I had was 15 minute-set stuff, so I had to hold those suckers in place for quite a long time. I set up a rig out of paint bottles to hold the gear in place as the epoxy finally set. There, it looked like the model had the proper *Bearcat* stance. As a final detail I added stretched sprue gear retraction rods. These are not pistons; the *Bearcat* has a unique gear folding system that has to be seen to

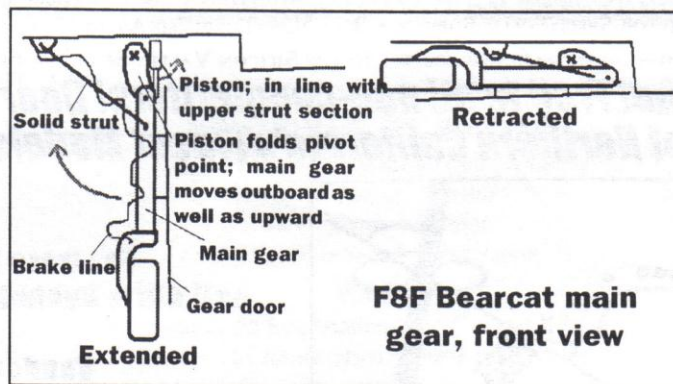
be understood.

The kit's four-blade prop piece was cleaned up and painted metallic blue to match the decal color. It was clear that it would be difficult to glue this piece between the spinner halves due to the rough molding, so I decided to do something different. I glued the kit spinner halves together and cleaned up the seam—easy without the prop blades in the way. The spinner was painted white. I then cut off each prop blade and superglued them into the spinner holes, making sure the alignment was correct. It actually worked quite well. After the "engine" piece was painted black, I installed the prop unit with more superglue.

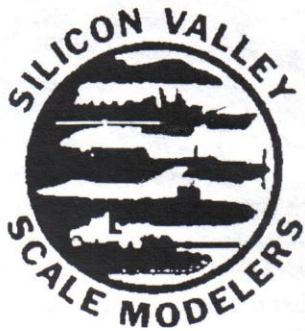
The final detail was the tiny vacuform canopy. While still on the backing sheet, I masked off the clear area and painted the frame/base white. I cut out the canopy with a rotary blade in a Dremel tool (yikes! watch your fingers), making quick work of this task. Better than hacking at

it with an X-acto blade! I wanted to display the model with the canopy off so that the cockpit could be seen, so I didn't really make sure that the canopy fit its hole—I had just about enough of making parts fit at this point.

There, a complete model, and a *High Planes* model at that. It was done in time for the Air Racer contest at our October meeting, where it just barely edged out Mike Meek's beautifully finished 1:72 Conquest I *Bearcat* for 1st place. Ironically, these were models of the same plane, done in different versions. Only in scale could Greenamyer compete against himself!



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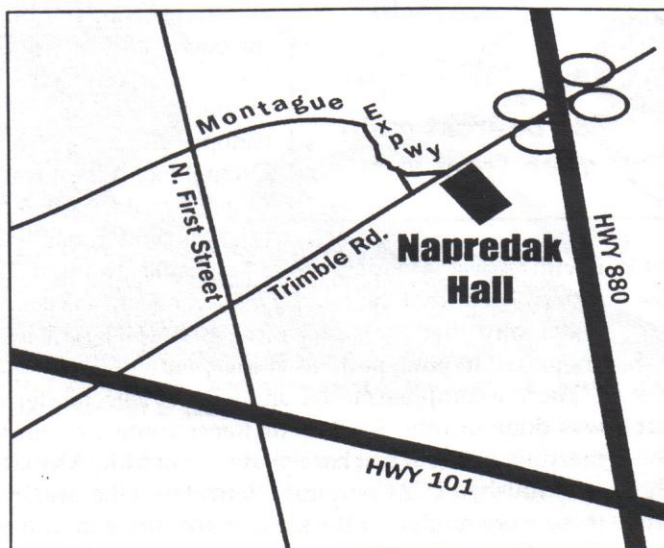
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- S3. Single-Engine Prop or Turbo-Prop Aircraft, 1:72
- S4. Multi-Engine Prop or Turbo-Prop Aircraft, 1:72
- S5. Single-Engine Jet or Rocket Aircraft, 1:48
- S6. Multi-Engine Jet Aircraft, 1:48
- S7. Single-Engine Prop or Turbo-Prop Aircraft, Allied, 1:48
- S8. Single-Engine Prop or Turbo-Prop Aircraft, Axis and Neutrals, 1:48
- S9. Multi-Engine Prop or Turbo-Prop Aircraft, 1:48
- S10. Jet and Rocket Aircraft, 1:32 and larger
- S11. Prop Aircraft, 1:32 and larger
- S12. Biplanes/Fabric & Rigging, all scales
- S13. Rotary Wing Aircraft, all scales
- S14. Civil, Sport and Racing Aircraft, all scales
- S15. Jet, Prop and Rocket Aircraft, 1:144 and smaller
- S16. Military Vehicles, Softskin, 1:35 and larger
- S17. Armored Fighting Vehicles, Closed-Top, to 1945, 1:35 and larger
- S18. Armored Fighting Vehicles, Closed-Top, post 1945, 1:35 and larger
- S19. Armored Fighting Vehicles, Open-Top, 1:35 and larger
- S20. Towed Artillery and Ancillary Vehicles, 1:35 and larger
- S21. Military Vehicles, all types, 1:48 and smaller
- S22. Ships, 1:400 and larger
- S23. Ships, 1:401 and smaller
- S24. Automobiles, Stock, all scales
- S25. Automobiles, Custom (Other than Low-Rider style) all scales
- S26. Automobiles, Competition, Open-Wheel, all scales
- S27. Automobiles, Competition, Closed-Wheel, all scales
- S28. Automobiles, Specifically Styled as Low Rider, all scales
- S29. Space Vehicles, Fictional (Science Fiction or Fantasy), all scales and types
- S30. Space Vehicles, Real, and Missiles, all scales and types
- S31. Figures, Historical, all scales
- S32. Figures, Fantasy and Fiction, all scales
- S33. Out of the Box, all types and scales
- S34. Dioramas, all types and scales
- S35. Hypothetical Vehicles, all types and scales
- S36. Miscellaneous
- S37. Collections, all types and scales

JUNIOR (13-17 YEARS)

- J1. Aircraft
- J2. Military Vehicles
- J3. Automobiles
- J4. Dinosaurs and Figures
- J5. Miscellaneous

YOUTH (12 AND UNDER)

- SJ1. Aircraft
- SJ2. Military Vehicles and Ships
- SJ3. Automobiles
- SJ4. Miscellaneous

SPECIAL AWARDS

- SA1. Ted Kauffman Memorial Award—Judges' Best of Show (Senior)
- SA2. Bill Magnie Memorial Award—Judges' Best of Show (Junior Youth)
- SA3. Arlie Charter Memorial Award—Best U.S. Army Air Corps Subject, Pacific Theater
- SA4. Ayrton Senna Memorial Award—Best Competition Automobile
- SA5. Mike Williams Memorial Award—Best Science Fiction, Fantasy or Real Space Subject
- SA6. Best Flesh & Bone Subject
- SA7. Best British Subject
- SA8. Best Aircraft in Foreign Service
- SA9. Best California Subject
- SA10. Best AFV (including softskins)
- SA11. Best WWII North Africa Theatre Armor Subject
- SA12. Best U.S. Armor Subject, ETO, 1942-45
- SA13. Best Air Racer
- SA14. Best Vacuform
- SA15. Best Non-Turreted Armor Subject (any era)
- SA16. Best Midway Subject Celebrating 60th Anniversary
- SA17. Best Weekend Warrior Subject (National Guard and Reservists)
- SA18. Best Small Air Forces Subject
- SA19. Best NEED FOR SPEED Theme Subject
- SA20. Tim Curtis Award—Given to honor service to the Silicon Valley Scale Modelers IPMS chapter

SCHEDULE OF EVENTS

- 9 a.m.-noon—Registration; Contest Opens
- 11:45—Judges' Meeting
- 12:00-3 p.m.—Judging
- 4:15 p.m.—Awards Presentation

FEES

- Seniors: \$5 Registration, \$1 per model entered
- Juniors: \$1 Registration, .50 per model entered
- Spectators: Free

GENERAL RULES:

1. IPMS/USA rules and criteria will be used for this contest. However, no model may be handled by the judges. Model placement will be handled by the builder. SVSM invites members of other chapters to participate by joining our judging teams.
2. The contest director will make the final ruling on all disputes during the contest and may split or combine categories based on the number and nature of the entries.
3. No model that has won an award at an IPMS National contest is eligible, nor are any models that were first entered in any Re-

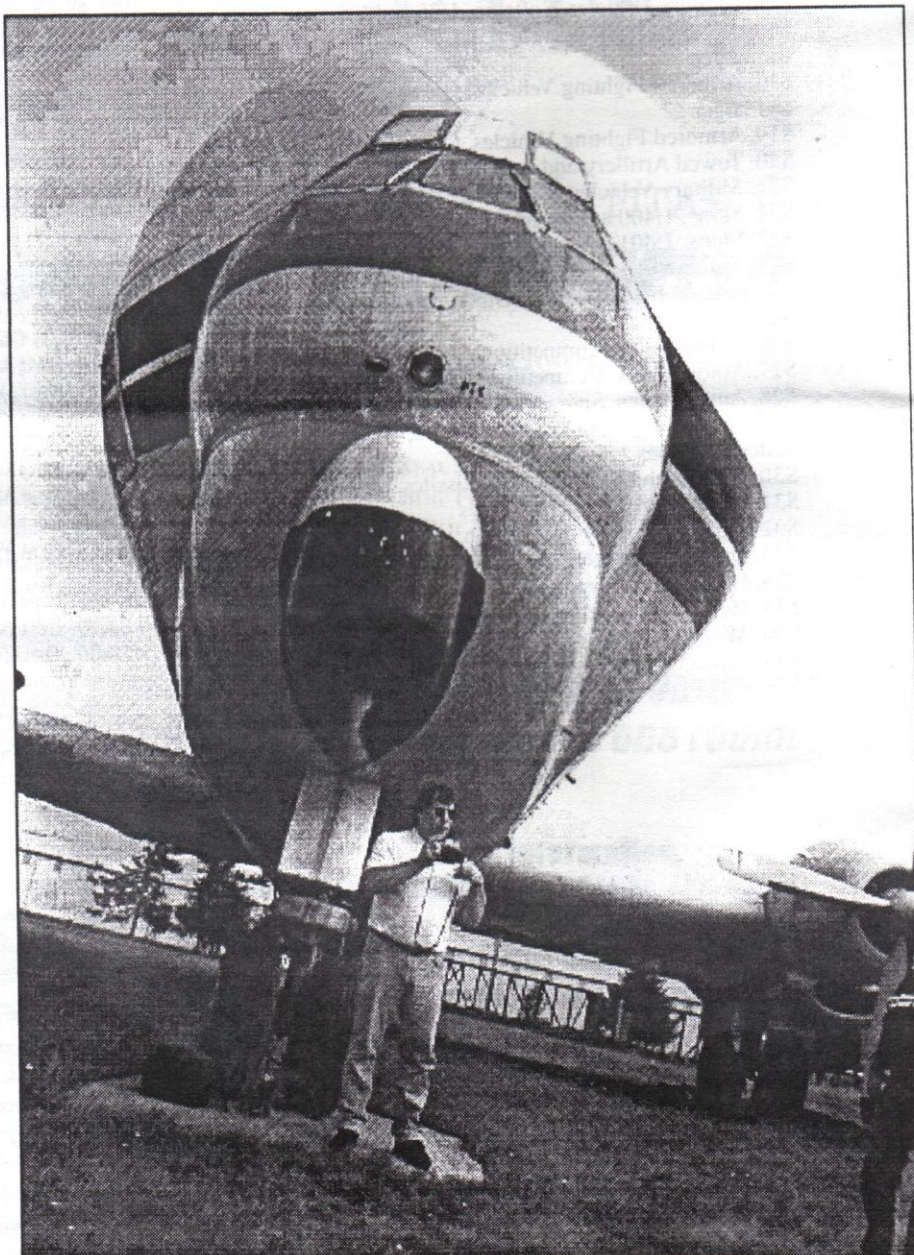
- gion IX competition prior to Feb. 27, 2001. SVSM appreciates the honor system, and hopes participants will as well.
4. SVSM asks that all contestants keep away from judging teams during the course of judging to ensure impartiality. Interference with judging teams by the contestants will be handled per IPMS/USA rules, and could render the offenders' models ineligible for award consideration.
5. All work done on model entries must be done by the entrant.
6. All contestants must have fun—otherwise, they aren't doing this right!

OUR FAVORITE MUSEUMS

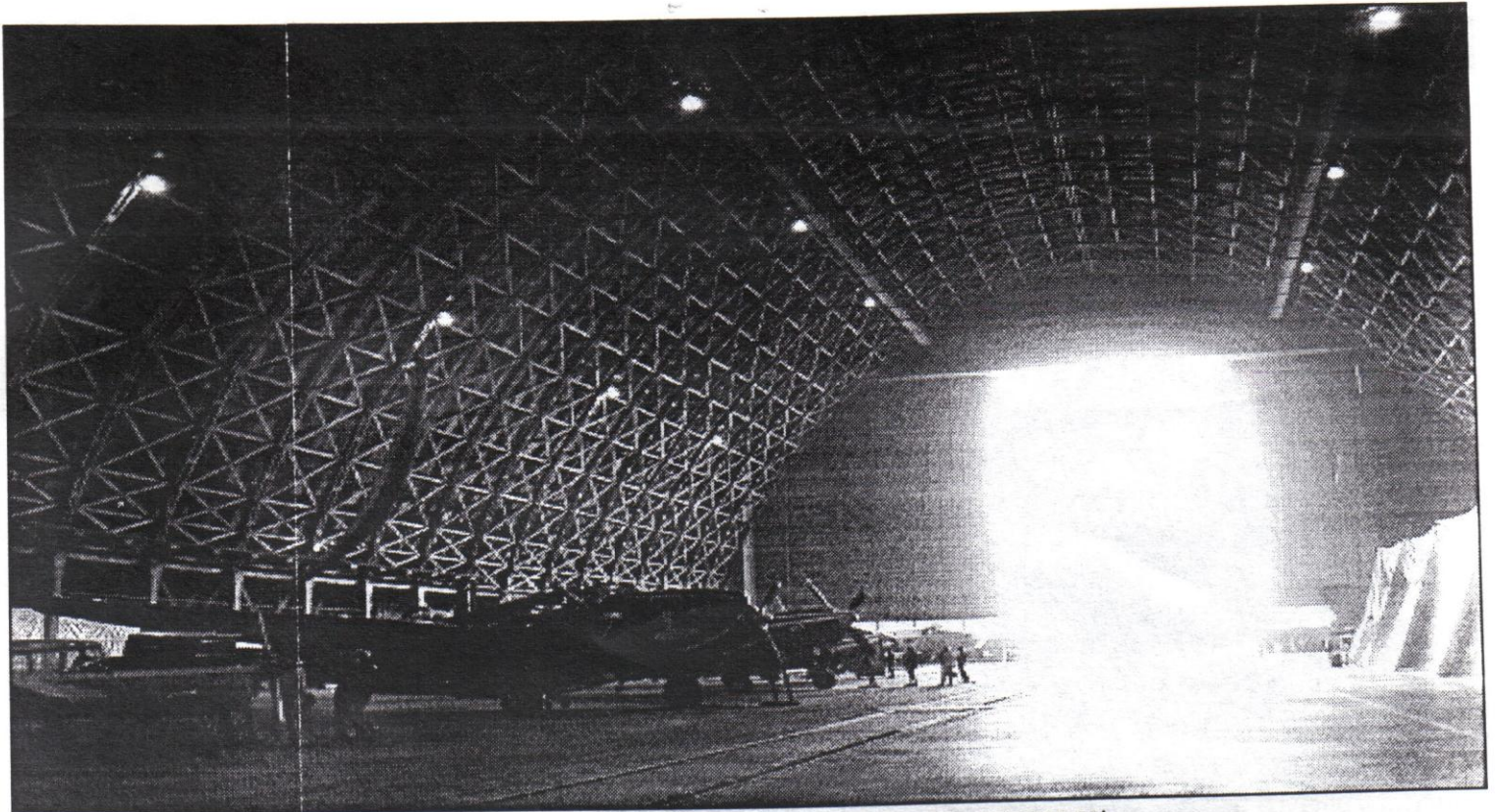
TILLAMOOK AIR MUSEUM

TEXT BY MARK SCHYNERT • PHOTOS BY MARK SCHYNERT AND MIKE BURTON

Tillamook Air Museum is located in scenic and remote Tillamook, Oregon, a rural community near the coast, best known for its cheese. The museum resides inside the survivor of two gigantic wooden blimp hangars built during WWII; only the concrete pillars that anchored the doors of the other remain after it burned down some years ago. Nearly fifty aircraft and many supporting exhibits make it well worth the visit. There is even a collection of about 100 1:72 built-up models, covering the common and the obscure aircraft of WWII, especially fighters. Incentive for the reluctant spouse to go to Tillamook: the Tillamook Cheese Factory is about a ten-minute drive further north. It offers a self-guided tour, and serves both wonderful ice cream and lunches.



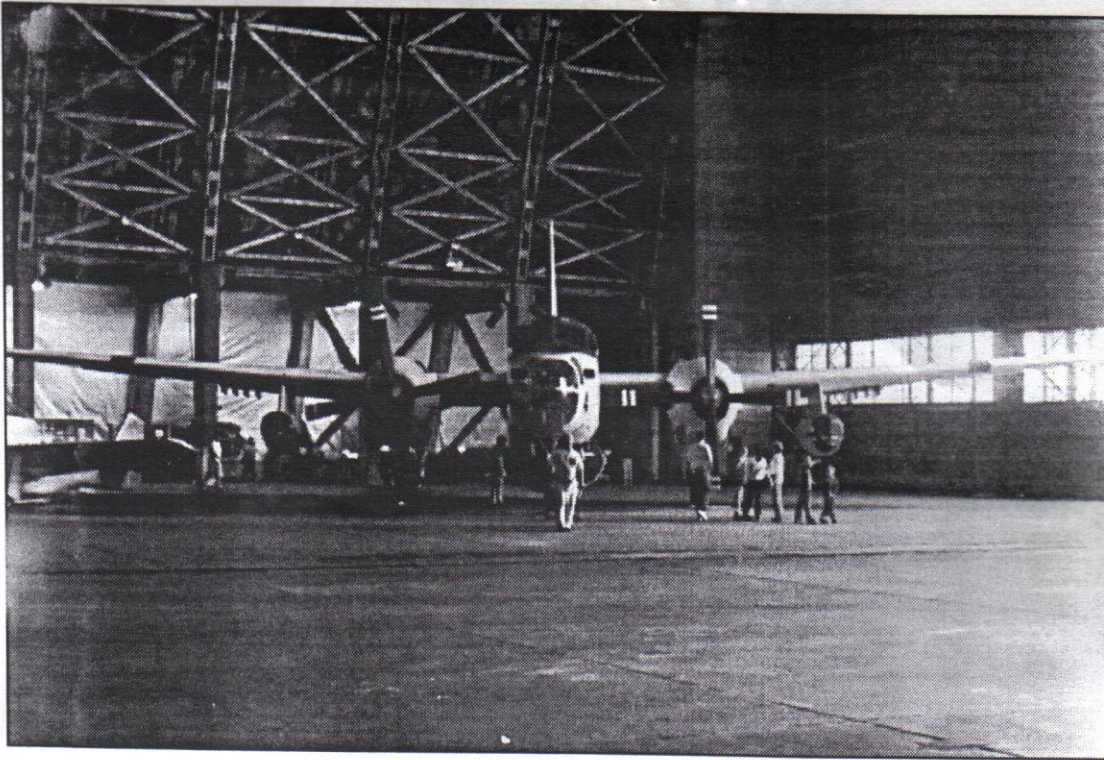
MIKE MEEK IS DWARFED BY THE GUPPY, A CONVERSION MADE FROM TWO BOEING 377S.



THE FORMER BLIMP HANGAR PROVIDES PLENTY OF SPACE FOR AIRCRAFT, NO MATTER HOW BIG THEY MAY BE!

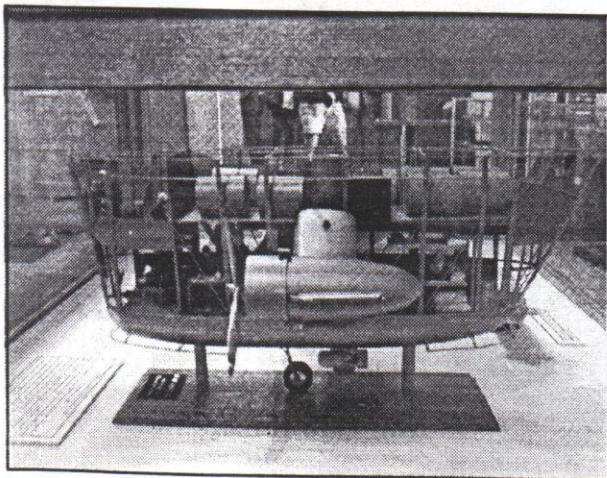
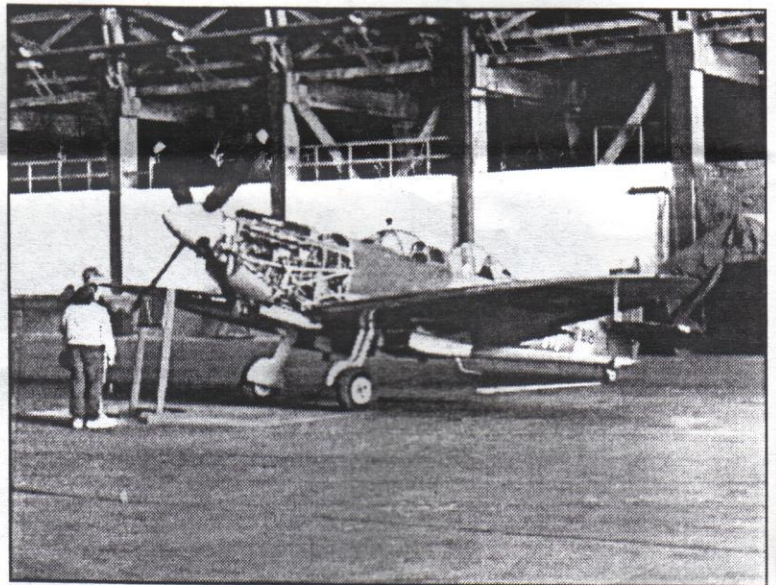


"TANGERINE" IS A P-38L-5 IN THE SCHEME OF THE AIRCRAFT FLOWN IN WORLD WAR II BY ED ETHELL, FATHER OF AVIATION AUTHOR JEFF ETHELL. THE YOUNGER ETHELL WAS KILLED IN THE CRASH OF A SIMILAR P-38 NOT FAR FROM THE MUSEUM.



THE LARGEST AIRCRAFT DISPLAYED INSIDE THE HANGAR IS THIS LOCKHEED P2V-7 NEPTUNE.

THIS SPITFIRE MK. VIII WAS CONVERTED INTO A TWO-SEAT TRAINER AFTER THE WAR.



ONE OF THE OUTSTANDING MODEL DISPLAYS AT THE MUSEUM IS THIS DEPICTION OF THE GONDOLA OF A WWII U.S. NAVY PATROL BLIMP.

Almost-forgotten Fokker: the speedy D.VI

By Nat Richards

The Fokker D VI is one of the few aircraft Fokker put into mass production that is virtually unknown and unrecognized today.

As the Great War (what we now refer to as the First World War) wore on into its fourth year, all sides were rapidly developing newer, better performing fighter aircraft to control the skies over the battlefield. In an effort to develop aviation technology as fast as possible, the German Air Ministry held a series of four competitions to determine the best designs by flying the competitors in an intense fly-off.

For the first competition, held in January and February 1918 at Aldershof, some 28 different design variants were presented by 10

manufacturers. Fokker presented a total of nine prototypes, including two improved Dr.I derivatives and the prototype that eventually became the Fokker D.VII.

Two of the prototypes, designated V 13/1 and 13/2, were being built in the Fokker works at Schwerin. These aircraft were powered with the new 145 h.p. Oberursel U III and 160 h.p. Siemens-Halske Sh III engines respectively, and made their first public appearance when sent to Adlershof for the first of the D-type competitions in January 1918. Although both engines were far from trouble-free, the airframe itself was considered promising enough to place a small production order. Production aircraft were, however, to be fitted with the eminently reliable 110 h.p. Oberursel U.II, which engine was virtually a straight copy of the French 110 h.p. Le Rhône.

Beginning in April 1918, production ran parallel to the D.VII, but was comparatively slow due to the priority accorded the latter, and when D.VI production was terminated in August in order to accelerate D.VII supplies, only fifty-nine examples had been built. Of these some seven aircraft were handed over to the Austro-Hungarians. Of the remaining 52 copies, a few D.VIs found their way to front-line units, one of which was Jasta 84; the remaining machines were used by the fighter-pilot training units. Jasta 80 received six D.VIs, but they could not be used much due to poor quality oil and consequent unreliability of the Oberursel engine.

The Fokker D.VI is generally considered to be a Dr.I fuselage with D.VII wings. This is not entirely true. Though the

fuselage shares the same manner of construction and an almost identical profile, there are significant differences in the width of the forward fuselage.

The fuselage structure was of welded steel tube, which reduced in diameter as it tapered to a vertical knife-edge aft. All bays were braced by a loop of cable joined with a single turnbuckle for tensioning. Triangular sheets of ply, to form a faired profile, were clipped to either side of the nose and extended as far back as the cockpit. The rounded top decking forward of the cockpit was also ply-covered, and another triangular ply panel was clipped aft of the cockpit; these then were completely covered with fabric.

Fabricated from steel tube framing, the balanced rudder was of the distinctive comma profile and hinged directly to the sternpost. The

triangular tailplane and split, balanced elevators continued the triangular outline and were likewise of steel tube with fabric coverings. Two steel struts braced the tailplane to the underside of the fuselage.

The 110 h.p. Oberursel rotary engine was enclosed in a cowl which extended to the lower longerons and which was fitted with a faceplate fretted with two large circular vent holes.

The wings were generally similar in appearance and construction to the D.VII wings, but were of a different span. The D.VI offered a wingspan of 25 feet 1 inch, while the D.VII had a span of 29 feet 3 inches, for a difference of 4 feet 2 inches. Both types of wings were based on two hollow box-spars of deep section that tapered towards the tips (the taper being on the lower side only, the top was perfectly flat), on which were threaded the plywood ribs, which were extensively fretted with lightening holes. The leading edge was covered with thin three-ply sheet as far back as the front spar, to which the edge of the ply was tacked. Both wings were in one piece, the spars of the lower wing passing right through the fuselage, as in both the D.VII and the earlier Dr.I.

Overhung balanced ailerons were fitted to the top wing only. They were framed from welded steel tube and operated by cables running through the top wing and attaching to control horns: all surfaces were fabric covered. The forward pyramid and single rear center-section struts were exactly as in the D.VII, and likewise of streamlined steel tube. The "N" type interplane struts were also of streamlined steel tube and



The Fokker D.VI might have been a legendary fighter if not for the simultaneous arrival of the Fokker D.VII.

served largely as ties simply to stop the wings from vibrating rather than in any great structural capacity. No cables were used to brace the wings.

With its lifting surface axle fairing, the undercarriage chassis was almost identical to that of the Dr.I, although the track

was increased considerably to improve ground stability and lessen the tendency to pirouette. The vees struts were of streamlined steel tube, and elastic-cord shock absorbers bound the

axle to the cast housing at the apex. An ash tailskid, internally sprung, was fitted just forward of the stempost.

The machine was comparatively fast. Interestingly, the D.VI was actually faster at low altitude than the D.VII. The D.VI provided good maneuverability.

The Fokker D.VII is generally recognized as being the finest

OCTOBER MINUTES

President Brad Chun has instituted a "virtual open door" policy so that members can express their opinions privately. He gave out his phone numbers and, perhaps the best way to contact him, his e-mail address (which is pres4svsm01@aol.com), and encouraged members to speak to him directly about any issues they have concerns about.

We also discussed some refinements to the Christmas gift exchange; the complete rules will be in the December Styrene Sheet.

In model talk... Peter Wong, never one to spend foolishly on his supplies, used leftover parts from *HobbyCraft*, *Tamiya* and *Monogram Corsairs* to dress up an *Otaki Corsair*! The model is finished in Fleet Air Arm markings because the frugal Peter had decals left over from his *Tamiya Swordfish*! Buddy Joyce snuck in an entry for the "missiles of October" event in the form of an old *Rascal* missile from the old *Monogram* missile set. Hubert Chan has the turret and upper hull of *DML's* Maus super-heavy tank built up, and his *DML* Sturmgeschütz 3 Ausf F is in its early stages as well. Hubert says the fit of the *StuG* is fairly good. Joe Fleming's figure form continues to be excellent in his endeavors with *Elite Miniatures' Mongol Warrior*. Joe says the figure is expensive, but it is painting up nicely. Joe's *RPM* Schneider/T-60 combo depicts the use of captured hardware by the Germans. His *Tamiya* Daimler Humber kit is progressing even though the kit itself is crude; he got through the *RPM* Pupchen displayed next to it, so anything is possible! Joe rebuilt the Humber's suspension, added photoetched details and scratchbuilt the hatches, much as he did for the *Tamiya* SdKfz 223 next to it. The 223 was also

fighter aircraft of its time, serving in the air forces of numerous countries into the late 1920s. The performance of the D.VII was so impressive that it was specifically cited by the allies in the Treaty of Versailles as a surrender requirement. If it had not been for the eventual success of the D.VII and later D.VIII,

the D.VI would doubtless have been built in greater numbers.

This handsome aircraft is now well represented by a release in 1:72 from *Roden*. The *Roden* kit is nicely shaped, free

of flash and compares well to all of the references I have on the D.VI.

Some years ago there was also a 1:48 resin kit from *Tom Modelworks*. This kit was also well done, but by nature of being a resin kit, requires somewhat more effort to construct.



A Fokker D.VI at a German fighter school in 1918. The landing gear had a wider track than the Dr.I to improve ground handling.

aided by details from *Tank Workshop*. Joe is also working on an *Accurate Miniatures* F3F-1, which he says is a great kit that comes with everything you could possibly need to build it and which makes him a little upset about *Accurate Miniatures'* failure. Also working on one of *Accurate Miniatures'* Grumman biplanes is John Carr, who is building the F3F-2 version of the same kit and who echoes Joe's opinion of the completeness of the kit. Barry Bauer is backdating the old *Revell* 1:72 U.S.S. *Pennsylvania* to its commissioning in 1915. That will include lattice masts, which Barry will probably fashion from the now-available photoetched products; when he started the model, such items were not yet available! Barry is also building four *Spitfires* in 1:72: an *Airfix* Mk. V with extended wingtips that will make it an HF.6; a *Ventura* FR Mk. XVIII, and two Mk. 21s, one made by bashing a *Frog* Mk. 14 fuselage with a *Testors* Mk. 22 wing, the other from the somewhat rough *ModelTeam* Mk. 21 kit. Robin Powell is trying to complete an *Aircraft In Miniature* Vickers *Valliant* in time for the U.K. Nationals. Robin made a complete cockpit for this V-bomber, then encased it in Milliput, using the kit parts as a guide for the application of putty! An easier build was the *Airfix* E.E. *Lightning* F.6, which had its cockpit enhanced by resin from *Cutting Edge* and photoetched brass from *Eduard*. Chris Bucholtz is making slow but inexorable progress on his *Academy* *Tempest* Mk. V and F6F-3 *Hellcat*; the only thing keeping him from painting the *Tempest* was his fossilized airbrush, the product of failing to clean up after his last painting session! Laramie Wright had a trio of 1:72 Italian fighters on hand: the old *Revell* *Macchi* MC.200, in Eastert

Front markings; the *Hasegawa* MC.202, which Laramie says is a lot more fun to build than the newer *Italeri* kit; and a *Supermodel* Reggiane RE.2002 that he completed way back in 1976! In the larger scale, Laramie was made good progress on a *Tamiya* Mk. V *Spitfire*, to which he's added a *Cooper Details* interior, and a *Hasegawa* A6M3 "Hamp." Completed and looking menacing with its 57mm cannon was Laramie's *ICM* Yak-9K, which he finished with *Tamiya* and *AeroMaster* paints and topped with a new canopy he vacuumformed himself. Not forgetting his tanks, Laramie has also done some work on his *Tamiya* Matilda, which now has a complete turret interior. Aiden McMackin did much of the work on *Revell's* submarine *Lionfish*, spanning eight whole days! His grandpa pitched in to get him past the tough spots. Matt McMackin set a good example for Aiden in building an HO-scale switch tower and a 1:35 *Tamiya* Universal Carrier, a kit he described as crude to the point where the tracks come up a quarter-inch short on each side! Lloyd Chenoweth took an *AMT* 1940 Ford and replaced the roof with the top of a 1939 Lincoln, then shortened the body to make the shell of what will be a stylish custom. He's waiting for the construction of an acceptable chassis. Lloyd also turned a 1937 Ford into a street rod by using the kit body a whole lot of aftermarket parts, some of which Lloyd made himself. Roy Sutherland had just enough time this month to add the wings to his *Airfix* *Spitfire* 24. Jim Priete is using a Meikraft Douglas D-558 *Skystreak* from Dave Shirley's collection to build a 1:72 model of this pioneering jet. Ben Pada has his *Tamiya* Dornier 335 almost complete; the model wears a fictitious scheme. Proving he doesn't always work fast, Ben has paint on the *Tamiya* F4U-1 *Corsair* that he started three years ago! Ben says the wing fit is tricky; he added to the complexity by scratchbuilding an interior and articulating the control surfaces. Ben has also applied paint to a *Hasegawa* *Skyhawk*, this one a Royal Australian Air Force example, using Gunze Sangyo paints. Paul Burnett took the rather awful *Toybin* kits of Spiderman, Captain America and the Hulk and turned them into lovely models! He says he painted them with "Cheapo water-based acrylics," but he didn't tell us where Cheapo brand could be purchased! Lou Orselli combine the *War Eagle* conversion kit, the *Airfix* Bf 109F and the *AMT* Ju 88 to come up with a rather attractive (and large!) Mistel combination. Vladimir Yakubov's long-term project of building three Russo-Japanese War ships inched a little closer to completion with the painting and detailing of a 1:700 Russian torpedo boat, built from the *Cambri* kit. Jim Lund demonstrated the sheer size of the

Boeing 767 with his *Transport Wings* 1:72 model, finished in Qantas colors. Jim also brought in one to stump the experts, a Hall Aluminum XPTBH-2. Jim got the model from Mike Hairrell, who had in turn gotten the masters from Gordon Stevens, making this a truly rare model! Ron Wergin's Stuc 3 was finished with acrylic paints and detailed with a variety of photoetched brass parts. Ron also spent some time this month on figures, notably a Russian soldier from *Valiant*, a Confederate officer by *Horizon* and a British tanker from *Verlinden*. Braulio Castillo used his three F-104s as paint-testers, but finally found decals to inspire him to finish them, resulting in a *Hasegawa* F-104C, a *Monogram* F-104C and a *Monogram* F-104G, all looking quite nice! Braulio also had a *Monogram* F9F-5 *Panther* on the table. Cliff Kranz saw a neat scheme and painted his DC-3 from *Airfix* to match it; then, the model spent the next 30 years waiting for Cliff to find the decals! Luckily, Cliff found them, so not the overall orange. Dutch *Dakota* is dressed up and ready to fly. Greg Plummer like half of *AMT's* 1939 Ford wagon, so he's grafting on the front end of a Cord to make a neat wagon rod. He'll also use the Cord rear fenders to tie the design together. Vince Hutson has used a combination of waterslide and rub-on transfers to put the early-style Army markings on his *Italeri* H-19 *Chickasaw*. Chuck Betts used *Tamiya's* kit to build a 143 Squadron Coastal Command *Mosquito* in 1:72; he did a little scratch-building in the cockpit and opened the crew door to give it a little more life. And the model of the month goes to... Chuck Betts for his *Tamiya* Bf 109E-3! Chuck used a mix of kit and aftermarket decals to complete the model, which he says is pretty accurate to his eye.

In our contest, we had a mixed field. Mark Schynert built *Modelaire International's* Payan Pa.22 in the French blue scheme it wore as a racer before WWII broke out. Mike Meek melded parts from *Hawk*, *HobbyCraft* and *Obscureco* to make his 1:48 Conquest One. And our winners were... In third, with a plane that actually flew in a small (four-plane) race in Finland, was Bill Ferrante. His *Academy* Bf 109G has a new propeller, a new nose, a new rudder, and interesting markings that were applied right over the military markings! In second place, with his second Greenamyre *Bearcat*, was Mike Meek! Mike used the *High Planes* kit to build the aircraft as it appeared in its first year of racing, then mounted the shiny little bugger on a pole to depict it mid-turn. And the winner, with yet another Greenamyre *Bearcat*, was Greg Plummer! Greg finished the *High Planes* kit in Smirnoff markings, and detailed the cockpit and the landing gear. Congratulations to all our winners.

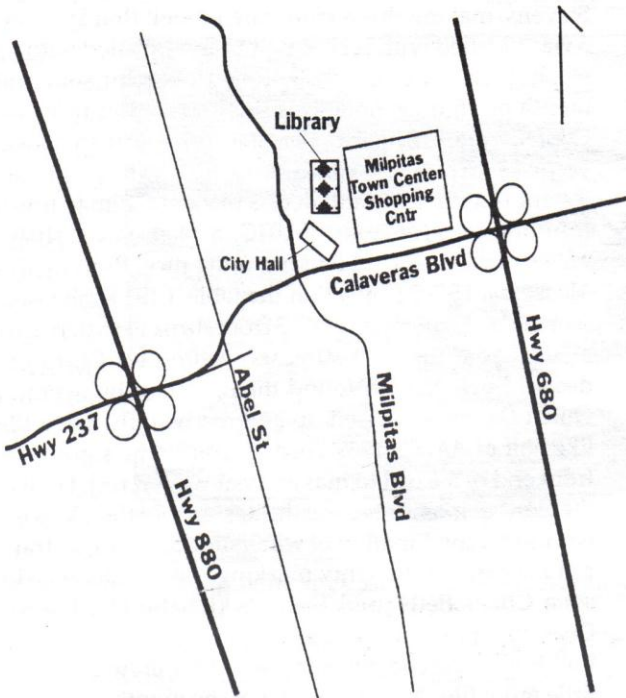
To submit stories, letters, requests for help, or wants and disposals to the

STYRENE SHEET

Write to:

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

Back to Milpitas we go...



**Next meeting:
7:00 p.m.,
Friday,
November 16
at the Milpitas
Public Library
40 North Milpitas Blvd**

**For more information, call the
editor at (408) 723-3995
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Don't forget: If your renewal date is red, it's time to pay your dues!

