



## The last day fighter: F-86H Hog Sabre in 1:72

By Mike Burton

While the F-86 is best remembered for the exploits of the F-86A, F-86E, and F-86F in the Korean War, there were several other spectacular species of *Sabre* that soldiered on into the 1980s. When the last "Hog" *Sabre* was dispatched as a drone, the last chapter closed on the story of the F-86 *Sabre* in U.S. Air Force use.

The F-86H "Hog" (like the D model, which had nickname "Dog") *Sabre* was really meant to be the ultimate F-86, made to answer all prior complaints about the earlier *Sabres*. Since it had a larger engine (the GE J73 in place of the J47), the F-86H *Sabre* got the unmistakable "Hog" look, as the fuselage was deepened

by six inches. The F-86H had a clamshell canopy as did the Dog *Sabres*, unlike the sliding canopy of all the other day fighter F-86s. The wings started out as the "6-3" fenced types but eventually the Hogs ended up with the later "F-40" (as in F-86F series 40) wings that were slightly larger and longer.

Another important F-86H feature was the use of four M39 20mm cannons in the nose replacing the six .50 caliber machine guns.

The LABS (Low Altitude Bombing System) was fitted to the Hog to provide the means to single-engine atomic bombers. This system was for "toss bombing" small (and in case of B-47, not so small) nuclear weapons so that pilots could deliver weapons from low altitude and escape the blast. As the bomb arced its way to the target, the pilot would hit the deck and go to afterburner to speed out of harm's way.

While the design update was intended to make the *Sabre* supersonic in level flight, this was not to be. All F-86s could go supersonic in a dive, which was something they had over

the MiG-15. If the F-86H was a Hog the portly MiG-15 was a pig because it was too fat to penetrate the sound barrier. In any case, 473 -H *Sabres* were delivered, and they even saw front line service in the USAF (albeit briefly) into the 1960s. The USAF flew F-86Hs during the Berlin crisis in 1961 from bases in France, where they were deployed until 1962. Most -H models were employed by the Air National Guard, but even when they were superseded they were still not done serving

their country. The Hog *Sabres* were last employed by the U.S. Navy as drones and MiG simulators. They were very successful at this, apparently, as more than one Navy F-4 was "killed" by an adversary Hog!

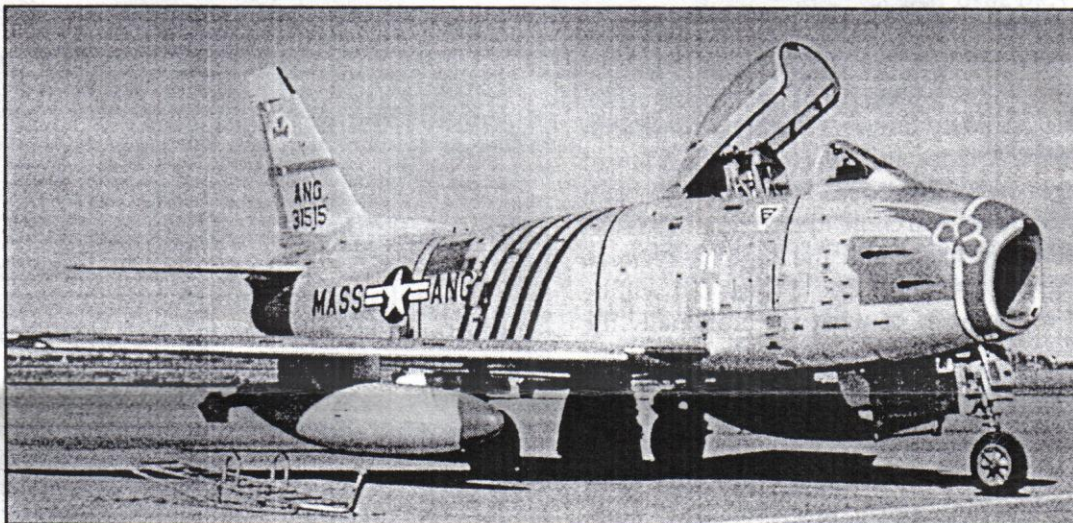
Looking very cool in

both natural metal and Southeast Asia colors, the F-86H was the ultimate F-86 *Sabre*. It is a shame there is no easy way to make a model of the F-86H in any scale to this date.

One of the few options is the conversion by *Rarebits*. *Rarebits* was the line of conversion parts put out by Gordon Stevens of *Rareplanes* fame. He had a YP-37 and a P-51H as well in this line. But the H model F-86 has always appealed to me, as it is sleek, purposeful and heavy-looking. Even in 1:72, it doesn't look like a normal open nose F-86 when you place them side by side. Plus, you really rarely see them built.

I gathered the courage to finally tackle this kit after the release of volume 58 in the Steve Ginter's marvelous Naval Fighters Series, titled *NA QF-86E/F/H Sabre Full Scale Aerial Targets*. As the construction of this model went on, I came to discover that author Duncan Curtis has a website devoted to all things F-86, "Duncan's F-86 Web Page," which showed many of the things I had already built were wrong. Be that as

Continued on page 10



A deeper fuselage, clamshell-style canopy and, in most cases, four-cannon armament were the most visible differences between the F-86H and earlier *Sabre* models.

## EDITOR'S BRIEF

Because each year our Christmas gift exchange goes well into the evening, and since the event has in the past been a pizza party, the executive board has decided that this year we'll be holding our annual wing-ding at the Straw Hat Pizza on Saratoga and Moorpark in San Jose. There will be a map in the next issue to guide you to this site. The folks at the pizza parlor say we can stay until 12 midnight, which is much better than the 9:45 mandatory departure time we have in Milpitas. The rules for the gift exchange will appear next issue as well; they are unchanged from last year, and should again make for a lively holiday celebration mixed with the occasional crying toddler.

Last issue, the editor failed to recognize motorcycle maniac Postoria Aguirre and tourists extraordinaire Laramie and Keiko Wright for their attendance of OrangeCon. They were there, all right! SVSM also had six representatives at the Lancaster Contest on Nov. 2. Making the drive down were Mike Burton, Mike Meek, Jim Priete, Robin Powell, Brad Chun and the editor. A good time was had by many—the contest was fun, and our party spent plenty of bar-time with the crew from Phoenix, Arizona and selected locals. A few of us—notably, Robin Powell, Mike Meek and the editor, won awards. A full photo spread will come in next month's issue.

In regional news, no one has bid for the Region 9 regional yet for 2003. If no one bids before Dec. 31, the bid will be awarded to SVSM as the hosts of what is traditionally the largest contest in Region 9 anyway. In 2004, Fresno will host the regional, and hopefully other clubs can step up and make bids for their own regionals in coming years.

According to sources with the clubs of the region, this could be a very busy contest year. Contests are rumored to be coming in Redding, Fremont, Vallejo and Stockton in addition to the Santa Rosa, Reno, Fresno and SVSM events that we have come to expect. Let's hope for the best in 2003!

Finally, don't forget that what was once our holiday model drive now is a year-round function. That means that donations of models (or cash) is always needed. John Heck has been sending models to the four Northern California Veter-

ans Administration Hospital. This is a great way of showing veterans that we care about them and respect their contribution to our country. If you haven't made a donation yet, we are coming up on the ideal season to start giving. Please join us in brightening the future of a veteran.

Now, I'm off to paint a V-1. What were they thinking—painting a disposable bomb? No wonder the Germans lost the war!

—The Editor

## CONTEST CALENDAR

November 2, 2002: **The Antelope Valley Group** hosts **Desert Classic VI and the Region 8 Regional** at Antelope Valley College, 3041 W. Avenue K in Lancaster, California. The theme is "The Vietnam War, 1946-1975." For more information, call Bill Kelly at (661) 305-7902 or e-mail him at [v1rotate@prodigy.net](mailto:v1rotate@prodigy.net).

November 24, 2002: **The Southern Nevada Scale Modelers** host **Modeltoberfest 2002** at the Imperial Palace Hotel and Casino, 3535 Las Vegas Blvd. South, Las Vegas, Nevada. For more information, call Larry Todd at (702) 397-6113.

February 16, 2003: **Silicon Valley Scale Modelers** presents its **Tenth Annual Kickoff Classic Model Contest** at Napredak Hall, 770 Montague Expressway, Milpitas, California. This year's theme is "That '70s Contest." For more information, call Chris Bucholtz at (408) 723-3995.

March 14-15: **The 2003 SCHAMS California Show**, held at the Doubletree Hotel, 100 The City Drive, in Orange, California. For more information, see the website at [www.schams.com](http://www.schams.com).

May 30 and 31, 2003: **IPMS/Las Vegas** hosts its **annual contest** at the Imperial Palace Hotel and Casino, 3535 Las Vegas Blvd. South, Las Vegas, Nevada. For more information, call Jim Mitchell at (702) 254-6386.

June 21, 2003: **IPMS/Ontario** (formerly IPMS/Chino) plans to hold a contest. More details as they become available.

April 24, 2004: **IPMS/Fresno Scale Modelers** host the **Region 9 Convention and Contest**, to be held at the Fresno Air National Guard station or, in the event of national defense conflicts, at an alternate site. More details to be announced.

**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 95036 or, by E-mail, to  
[bucholtzc@aol.com](mailto:bucholtzc@aol.com)**

# F-86: the plane that took Venezuela into the jet age

By Gabriel Lee

Nov. 24, 1955—The F-86F piloted by Lieutenant Colonel Juan A. Delgado flew gracefully over the Venezuelan state of Aragua. The skies were a deep blue, very common in areas with little air pollution (but nearly impossible to see anywhere in the world these days) and nearly cloudless.

He was like a knight of old, clad in shining armor. This horse was more like Pegasus and the .50 caliber nose-mounted machine guns were more effective than any sword, but the feeling remained the same. Just how fast does this horse gallop?

Lt.Col. Delgado placed the F-86F in a shallow dive while pushing on his throttle and did (without authorization) what had been done for the first time in the skies of Southern California's High Desert (Oct. 14, 1947), but up to that point not done in Venezuelan skies—he broke the sound barrier. The twin booms heralded Venezuela's entry into the jet age. Lt.Col. Delgado would officially break the sound barrier again on Venezuela's Air Force day (Dec. 10) of that year.

The F-86F was Venezuela's first jet. It flew much faster than Lt.Col. Delgado's previous mount, the P-47D *Thunderbolt*. Venezuela needed to join the jet age. Its sibling, neighbor and often rival, Colombia, already had the Canadair version of the F-86 *Sabre* and P-80 *Shooting Star*.

The purchase order from the Government of General Marcos Perez Jimenez included 30 F-86Fs, DeHavilland *Vampire* FB Mk 52s and FB Mk 53s, and BAC *Canberras*. The F-86F was destined for the fighter role. The *Vampires* went into the fighter-bomber role and the *Canberra* was a light bomber. Counter insurgency bombing would still be handled by the B-25J *Mitchell*. The *Sabres* would replace Grupo Aereo de Caza

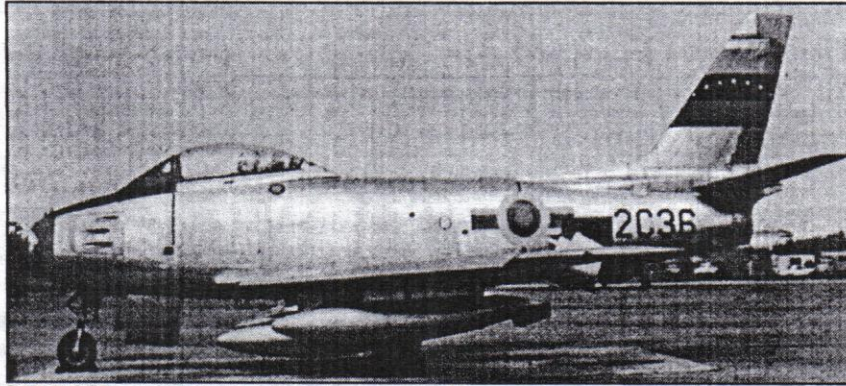
Numero 36 "Diablos" (36th Fighter Group "Devils") as Grupo Aereo de Caza Numero 36 "Jaguars" (36th Fighter Group "Jaguars").

The 36th Fighter Group was divided into 3 squadrons: A, B, and C. Each squadron had 10 aircraft. The registration code for the aircraft showed this: 1A36 was the first aircraft of squadron A of the 36th Fighter group.

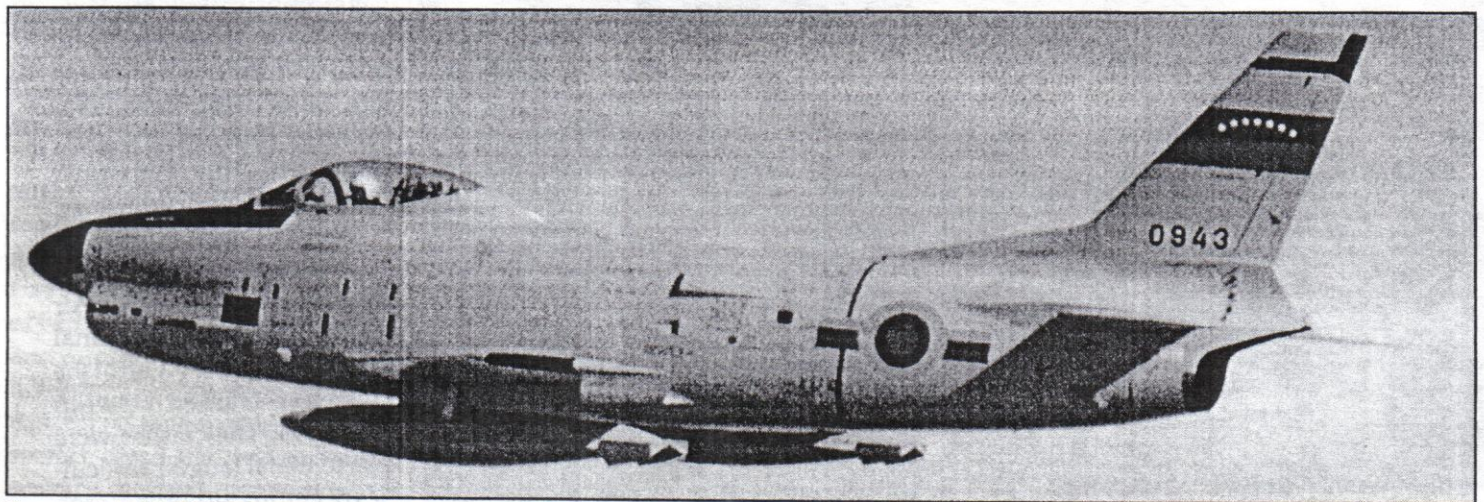
Air Superiority Gray had yet to be invented, so the Venezuelan F-86Fs was left largely unpainted in polished aluminum, just like the USAF *Sabres*. As can be seen from the photographs, there was large variation on Venezuelan F-86F markings; some had the "lipstick"

outline on the intake and others did not. Some had the number and squadron markings while yet others showed some evidence of what appears to be nose-art. The one thing they did have in common was the flag displayed across the middle of the plane's tail.

In order to tell each other apart (to avoid blue-on-blue shootings), the militaries of Venezuela, Colombia and Ecuador had to subtly change their markings. At this point a short lesson in Latin American history is in order. Venezuela, Colombia, Ecuador and Bolivia were all sister nations liberated by Simon Bolivar. For a short period of time they were also one nation. When the countries split apart to form their own entities, Venezuela, Colombia and Ecuador adopted similar flags. Bolivar's original battle flag had been a horizontal tri-color of yellow, blue and red. The stripes were in equal length and width. In the center were an arc of seven white stars, signifying the seven original states of Venezuela. This was adopted by Venezuela (since Bolivar was born there). Colombia and Ecuador also wanted to honor Bolivar. They adopted a horizontal tri-color also in yellow, blue and red.



FAV F-86Fs wore bright tail flashes and the Venezuelan national insignia, and little else, when they first entered service in 1955.



Venezuela's 51 F-86Ks were built by Fiat and first served in the Luftwaffe. The first of these entered service in Venezuela in 1966.

However the Colombian and Ecuadorian flags had a wider field of yellow and narrower fields of blue and red. Except for the shield in the Ecuadorian flag, it is identical to the Colombian flag.

What does this have to do with the FAV F-86Fs and fraticide? The rage in those days was to paint the national emblem on the surfaces of the tail. Obviously in a dogfight F-86 variants with three-color emblems on their tails would look too much alike. One would be better off shooting first then asking questions later. The Colombian Canadair CF-86 had the national flag painted on the rudder itself. The Venezuelan tri-color stretched from the leading edge to the trailing edge of the tail, centered on the arc of stars, approximately near the upper third of the tail.

On Jan. 1, 1958, the roar of jet engines woke up a startled (and somewhat hungover) city of Caracas. Four F-86F pilots had decided that enough was enough. They had joined up with pro-democracy military leaders in a coup attempt against the dictatorship of General Marcos Perez Jimenez. The F-86Fs came in and lined up for strafing runs on the presidential palace in Caracas. Fifty caliber bullets tore angry holes in the structure of the palace. When they landed, all the pilots were promptly arrested and imprisoned. The damage had been done and was deeper than any machine-gun bullet—the autocratic rule of Perez Jimenez started to teeter. People on the street started to talk and debate among themselves about freedom. In the coming days, units of the Venezuelan armed forces, starting with the FAV, rebelled against Perez Jimenez's dictatorship. By Jan. 23, 1958 the dictator could see that his time had come. News footage of the day showed F-86Fs and DeHavilland *Vampires* flying very aggressively and near to the ground. There is even a photo-



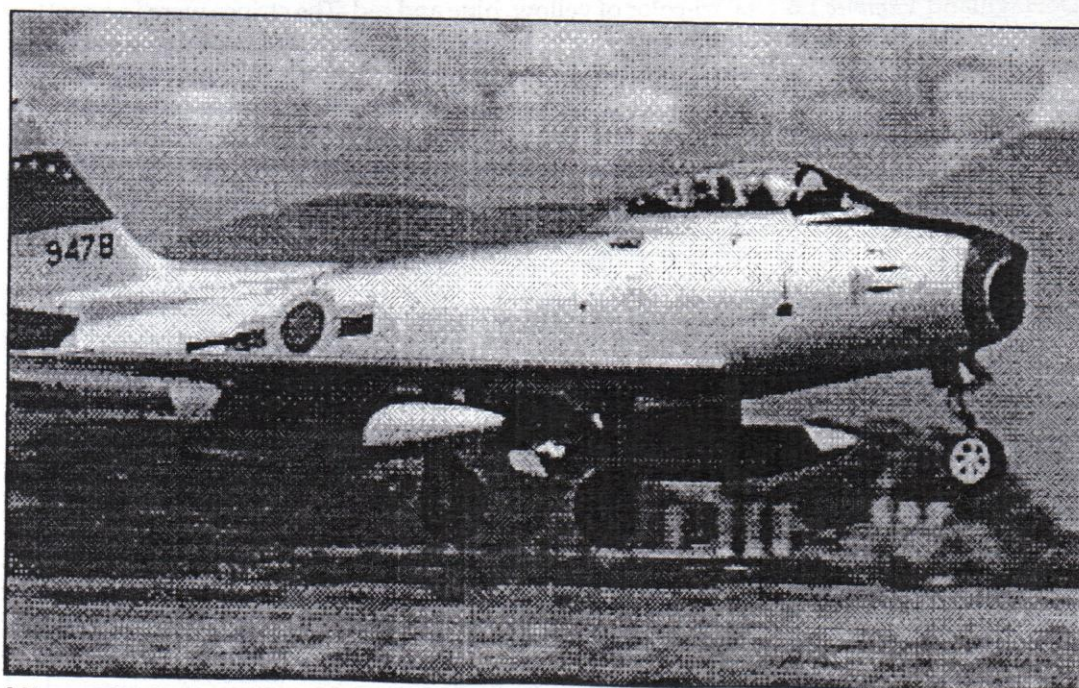
Six F-86Ks in formation. The FAV painted their F-86Ks in an overall light gray color.

graph of these aircraft flying between the twin towers of what is today Venezuela's Supreme Court! The dictator climbed aboard his presidential C-54 "Vaca Sagrada" ("Sacred Cow," the same name as President Roosevelt's official aircraft) and flew into exile in the Dominican Republic. From that point until Feb. 4, 1992 and the first coup attempt by Lt.Col. Hugo Chavez, the current president, Venezuela enjoyed peace and democracy.

In 1965 Venezuela upgraded its fighter force. The FAV purchased 24 Dornier- and Fiat-built F-86Ks and an equal number of DeHavilland *Venoms*. The F-86Fs were relegated to a different fighter group as their flyable numbers dwindled and preference was given to the F-86K. Finally in 1970, due to their age, the F-86Fs were grounded altogether. During the early '70s, somehow or another a handful of F-86Ks from the FAV ended up in the Honduran Air Force; to date no one has

been able to tell the whole story, which ought to be very entertaining. Eventually the FAV would buy VF-5s (Canadian built F-5 Freedom Fighters), Mirage III EVs, and OV-10Vs to replace the F-86s, *Vampires*, *Venoms*, *Canberras*, and B-25J *Mitchells* (even at that late date being used as a Counter Insurgency gunship). Ordinarily, this would have been the end of the story, but not this one.

In 1973 the Fuerza Aerea Boliviana (FAB—Bolivian Air Force) purchased the final nine flyable F-86Fs. Out of the nine, five crashed between 1973-1994. The crashes were due to metal fatigue, difficulties of getting airborne at high altitudes (thin air), and ag-



A Venezuelan F-86E gets airborne. Note the red 'lipstick' paint job around the front of the intake.

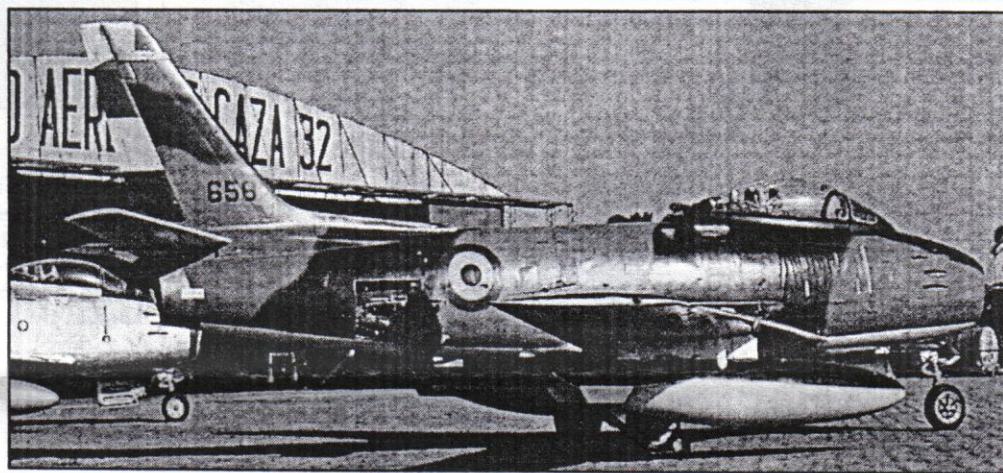
gressive fighter maneuvers. In 1993 the FAB started to sell off its remaining F-86Fs to American collectors. Some came back to Texas (their place of assembly) to become gate guards. The last F-86F was sold in 1994, making Bolivia the last country to operate the *Sabre* in frontline units. The last memories of the *Sabre* have a definite Latin-American flavor to them.

The model used to depict the FAV F-86F was a Heller 1:72 F-86F. The model was a bit of a learning experience for the author- the author was not so versed in the application of all metal finishes. The model itself was built out of the box. A decal sheet from FCM was recruited for the effort. The author had noticed that with a little surgery and a couple other decals from other sheets, the project was doable. The FCM sheet was originally intended for the F-86K. However there weren't any 1:72 F-86Ks in any of the hobby shops the author frequents. Also, there weren't any conversion kits for the F-86D into an F-86K out there.

The course of action then was to use the majority of decals on the F-86F fuselage. The FAV and national markings were easy enough, as were the standard markings on the F-86. What was more difficult was the squadron marking. Thankfully, the FAV did not adopt strange fonts for their markings, and an appropriate dry transfer sheet was found.

About the metal finish, the less that is said the better. Having read in *FineScale Modeler* about how to apply the finishes, I proceeded to smooth out the surfaces of the model. This was done easily with sand paper—not that this is not the standard technique, but the Heller kit in question had about as much surface detail as Saddam Hussein has a chance to win the Nobel Peace Prize. In other words, nearly none. Then after making sure that the surface was smooth, gloss white was applied and allowed to dry. After checking the surface, *Testors* Aluminum plate was applied.

The label on the bottle said to buff after the coat was dry. The author had thought half an hour was enough and proceeded to attempt to buff it with a cotton square- which left most of itself stuck on the surface of the paint like a mammoth in the La Brea Tar Pits. After muttering a few choice combinations of verbs, nouns, adjectives (plus a few physical impossibilities and questioning the genealogy of the person who wrote the label on the bottle as an added bonus), the author proceeded to sand off the top coat of the paint. This did not improve the surface detail any, and so before re-sanding to smoothness, a scribing tool was recruited into the effort to restore the nearly imaginary panel lines that Heller had thoughtfully molded



About 10 F-86Fs went from Venezuela to Bolivia in 1973. The last examples were retired in 1993.

into the model.

After spraying aluminum plate (again) on the model and waiting 24 hours this time, buffing was attempted. Buffing by hand yielded no results. In desperation, a bore cleaning patch was affixed to a polishing wheel on a Dremel Mighty Mite. The tool was turned to low rpm and allowed to do its job. This did buff the paint to polished brightness. The model was sprayed once more with *Testors* gloss. The area around the intake was painted insignia red (as the photos showed). The machine gun panels were sprayed with *Testors* steel metalizer to give it a different look from the rest of the aircraft. The decals were then applied.

After that the model was glosscoted again. The standard black ink treatment was applied (and excess wiped off in the direction of airflow). The aircraft was gloss-coated once more and the canopy mask carefully scored and removed. To give it an additional weathering treatment, the model was left out in the sun for an hour or two (this was in July).

The F-86F bravely served the FAV for many years. It was one of the few aircraft in the FAV inventory that could claim to have been used to defend Venezuelan democracy (along with the F-16A in 1992 against Lieutenant Colonel Hugo Chavez and his leftist followers) in battle. Historically the last operational (not target drone) F-86 *Sabre* was an ex-FAV aircraft. It was a *Sabre* of Latin flavor.

# Fighting the Croy Fire from the air

photos by Mike Meek



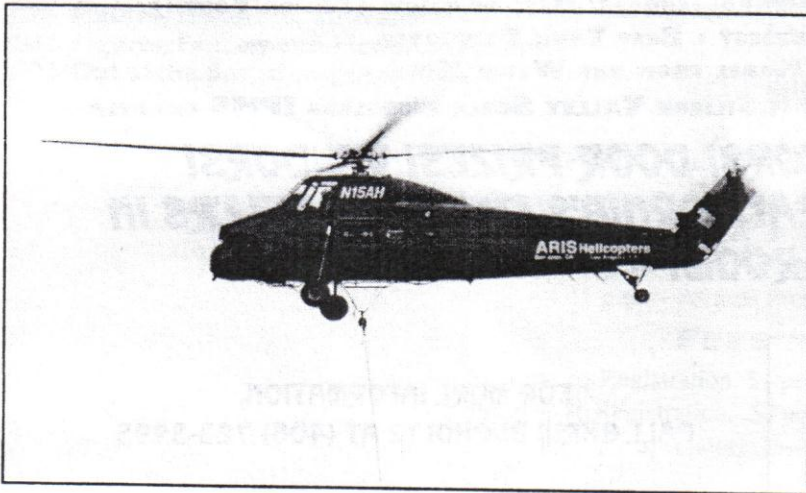
A CDF UH-1D Huey turns to make a pass (above) and pulls out directly over our photographer (left) during efforts to fight the Croy Fire last month near Groy. Mike Meek lives near the South County Airport, where many of the air assets were staged to combat the blaze.



The largest helicopter employed against the fire was this Siller Bros. S-64, the civilian equivalent of the CH-54 Tarhee.

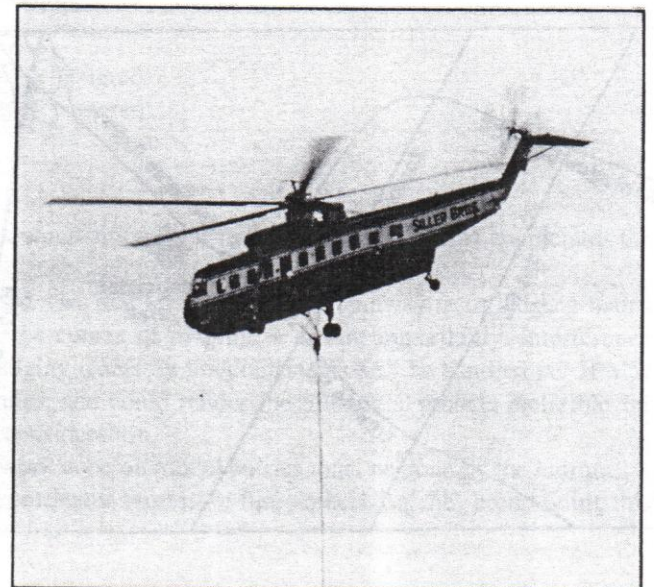


The S-64 uses the large hose to deposit water directly to hot spots within the fire.

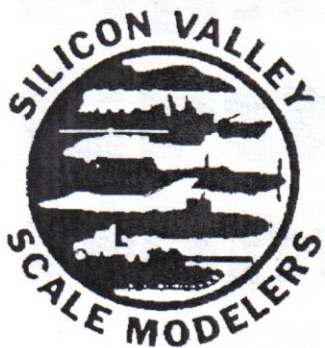


This S-58T is flown out of San Jose Airport by ARIS Helicopters. The S-58T is a twin turbine conversion of the UH-34 Choctaw.

Another unusual Siller Bros. aircraft used to tame the fire was this Sikorsky S-61.



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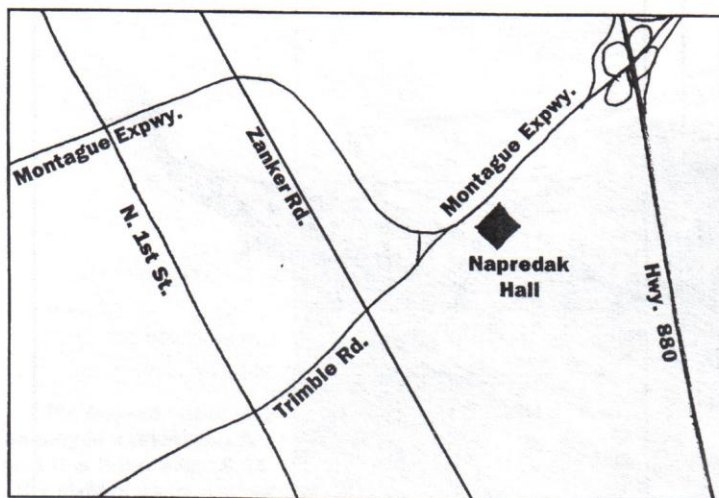
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## SENIOR (18+ YEARS)

- S1. Single Engine Jet or Rocket Aircraft, 1:72
- S2. Multi-Engine Jet Aircraft, 1:72
- 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 1970s Subject
- SA7. Best Arab-Israeli Wars Subject
- SA8. Best Pioneer of Flight
- SA9. Best Muscle Car
- SA10. Best Vacuform
- SA11. Best Tank Destroyer
- SA12. Silk Purse Award—Best model from the worst kit
- SA13. Best Air Racer
- SA 14. 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, 2002. 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!

# Last of the sports models: F-86H Hog Sabre

Continued from page 1

it may, this tale is to encourage you to make a Hog or two and to warn you how I messed mine up by following the instructions to the letter. Duncan's site is located at <http://f-86.tripod.com>, by the way.

*Rarebits* provides you with the basic bits, nothing less and definitely nothing more. You get two vacuformed fuselage halves and the clear canopy, plus one tiny sheet of instructions. The extent of the instructions, at least on my edition, was "provide wings, tail planes, landing gear and other items from *Airfix D, Heller* or *Hasegawa F-86F* and use the provided replacement fuselage and

canopy." Having plenty of old *Hasegawa F-86Fs* on hand from past club auctions made the decision of which donor kit to use an easy one, more so because the wings of the *Heller* kit are not anywhere nearly as compatible with the butt-jointed vacuform fuselage as the *Hasegawa* kit, and at the time I didn't have a spare *Airfix Dog Sabre* to part out. However, you're far from worrying about this crucial decision in the beginning, as you start with no cockpit, intake or exhaust trunks, or any gear bays.

The *Rarebits* fuselage halves met up and matched without any asymmetry evident, though later on it showed up in a subtle manner at the nose intake and a slight shift in the tail "spike." As there was another *Rareplanes* vacuform (F-86D/L) on my bench for another part of this project, it became clear the totally fictional vacuformed cockpit for a Dog or Dog Lima F-86 would be grand basis for my Hog's office. Then, I had to

work through the more tricky areas, namely the nose gear bay, the entire main gear bays and the intake trunking and exhaust areas.

I made several tries to make the nose gear bay with card paper templates, settling on the second set. With the cockpit bulkhead to keep it in place and to top of the bay providing a support for the nose trunking, I glued this into one fuselage half. Next came building the main gear bay walls and ceiling. I had no place to borrow them from because the old *Hasegawa F-86F* didn't provide any bays and merely had a raised line to indicate where the gear would have re-

tracted into the flat surfaces where recesses would be on real plane. Thanks to leftovers from another vacuform project and past experiences with this same problem, it hit me that a set of cavities that would look right for the main gear bays could be made from the right size of vacuform tire halves! Using the halves upside down would give me the circular cutouts that formed the top of the F-86H main gear bays. I don't recall where they were from, but they fit nearly perfectly atop my gear bay walls. In pictures, you can see why this was the chosen method. The inside of the vacuform wheels and tires is outside of my recesses!

The cockpit was built from a combination of F-86D/L vacuformed parts, the *Hasegawa* donor kit, and scratch build panels, seat, stick and in a little while I had a Hog office waiting to be finished. Underneath this, I added a nose weight in the form of steel shot. Next, the exhaust "tunnel" was added. I used a leftover drop tank; when sawed off and braced with a small mounting pylon made from scrap styrene, it worked perfectly and provided the proper stand off from the fuselage walls.

Now comes the real fun. The intake trunk fits very poorly and needs filling in. This is difficult, as there is a smooth compound curve to the intake to be reproduced. Leave it out and the model looks like an anorexia case when viewed from the front.

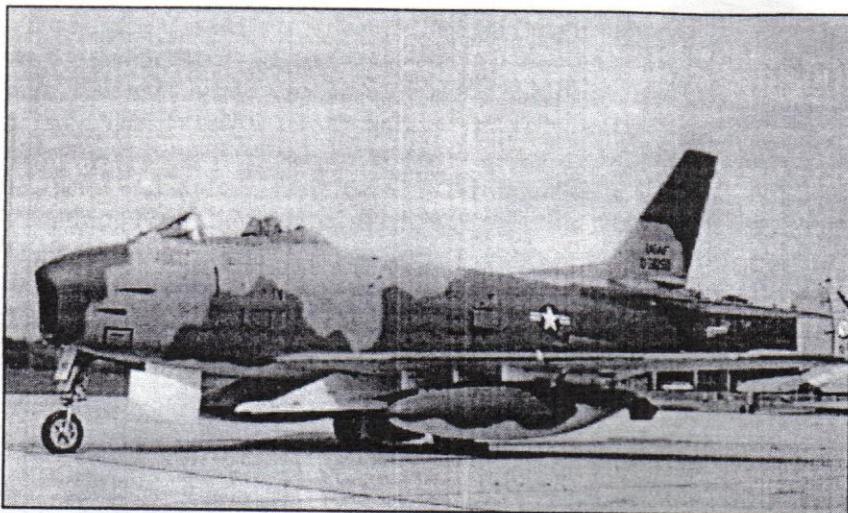
I tried using *Sculpey* and *Fimo* acrylic model clays to do this, but it was too frustrating to recount here. Eventually this led to my using an



Most F-86Hs had four 20mm cannon installed as standard armament, although the first 113 had the older six-gun .50-caliber machine gun installation.



Yellow trim on the tail and nose indicates this is a 138th Tactical Fighter Squadron Aircraft. This New York Air National Guard unit was activated in response to the 1961 Berlin Crisis.



**Hog Sabres** lasted long enough in service to wear Southeast Asia (SEA) camouflage schemes. This Maryland ANG aircraft has been fitted with Sidewinder rails.

Aluminum Metallizer showed me that I was still far from completion. After sanding the airplane, a second try revealed that I was getting much closer but falling short of the mark. After that, I again sanded the model after determining that a better scheme would be to choose the Southeast Asia camouflage colors that Hog Sabres in many ANG and Reserve Units wore, which could also dovetail into U.S. Navy adversary or drone markings. Searching for data on the pattern on the top of the wing led me to Duncan Curtis' web site.

I recovered some landing gear legs from a scrapped of Hasegawa F-86F and used an Airfix Sabre Dog for some of the gear doors. Right now, this lovely Sabre conversion is dressed up in FS30219 Dark Desert Tan atop and FS36222 underside light gray, with the pattern work for two greens FS34709 and 34102 still to go. I would dearly love to do this

old tube of green Milliput epoxy putty and spending a lot of time shaping, reshaping, and adding material to finally arrive at a proper intake trunk. This adds the bonus of some additional nose weight, by the way.

After smoothing out the Milliput to avoid having to sand the inside of the intake, I let the intake harden.

With this major hurdle over, getting the wings and the tailplanes were next. The slots for the Hasegawa parts were already cut in my fuselage, since I cut them open at the same time I cut open the gear bays, exhaust and intake ports, and cockpit on the vacuform fuselage. Long after I had the Hasegawa wings on, I found Duncan Curtis' fabulous F-86 web site, which has an excellent page that explains the different wings used on F-86s, something that is especially critical for Hog Sabres.

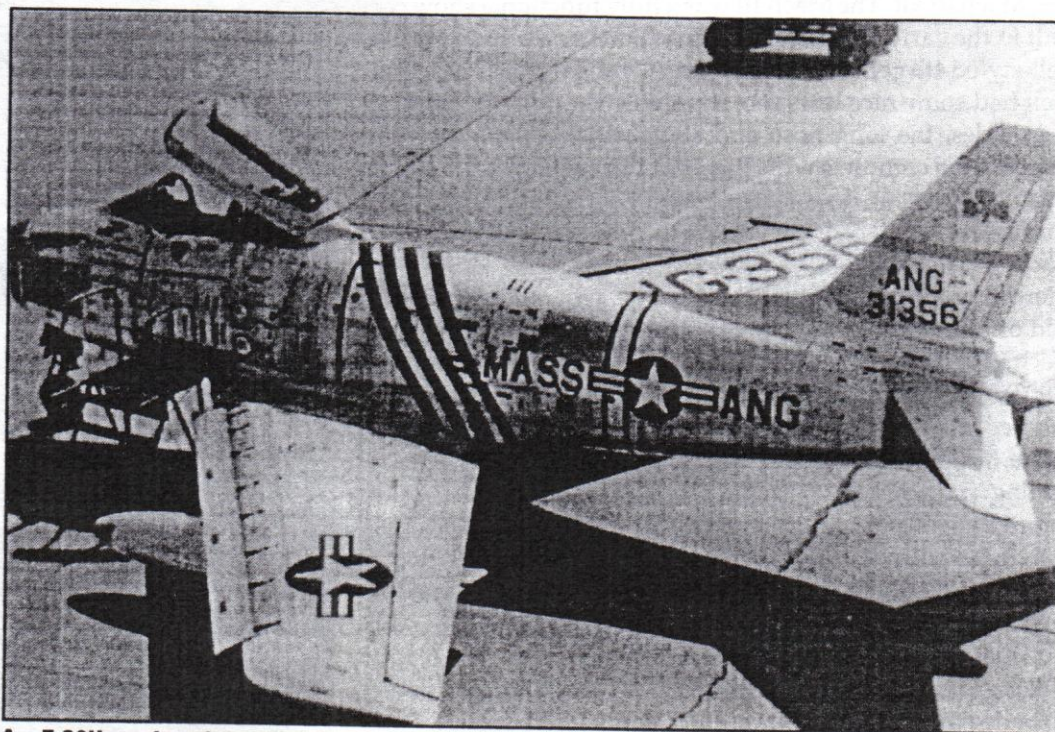
Other than fact I used the Hasegawa wings specifically called for by the Rarebits instructions, my F-86H conversion is basically correct from here on. I will leave it to other builders to use Duncan's guides to determine which wings to use. A Heller or scrapped new Hasegawa F-86D will supply wings for my next try at this bird. Keep in mind also, the Rarebits fuselage is a later model four-cannon Series 5 -H Sabre; the earlier wings are most often found on the six .50-caliber Series 1-H.

With the wings and tail planes in place, fitting the vacuform canopy is fairly straightforward, unless you plan on displaying it with the clamshell open. I got a pretty close fit on mine, and had a problem only with the front windscreen, which was too high at the point where it mated to the fuselage. With slight filing and filling, this was eliminated with no apparent shape errors.

A first pass at spraying the model with Testors Non-buffable

as a China Lake or NWC bird, since the U.S. Navy legend on a camouflaged Sabre looks so cool, and many of them also had red and white noses, but as I had poor wings I feel that it would be better to spend the effort painting a better Hog.

However, that won't change the fact you can indeed build this bird out of the Rarebits conversion. Just make sure you're informed about the wings and prepared to spend some time scratchbuilding some critical points (nose, cockpit, gear bays, etc.). Tasman Decals of New Zealand is one source for decals specifically for F-86Hs, and Duncan's F-86 web site has many links that could lead you to another scheme or two. Thanks to his site, I discovered an obscure source for decals for my vacuform F-86, which I want to be making into a Thai Air Force fighter carrying Sidewinders during the Vietnam War. He's got plenty of other things for all F-86 fans, and he updates too! There is another limited-run injected styrene conversion option out there, but the consensus is that it is difficult to find as well as build.



**An F-86H** assigned to the commanding officer of the 101st Tactical Fighter Squadron of the Massachusetts Air National Guard. The extended "6-3" slats are clearly visible.



Greg started with Revell's Mach III kit and, by adding a roof and a new windshield and other improvements, did the Ford engineers one better.

## A mock Mach III: customizing a concept Mustang

By Greg Plummer

Ah yes, it's that time of year again when the huge army of dozens of custom car modelers world wide send in photos of their models for *Car Modeler's* annual Custom Clinic Contest, judged by the esteemed Mark Gustavson. Being one of those car modelers, it's time for me to throw something together in short order for my contest entry. Since only photos will be sent in, a fully detailed model is not necessary, which is good as I seem to building in the "slammer" style lately anyway. In short, a stylish, good-looking model is more important here than actual quality—just look at last year's top place winner...

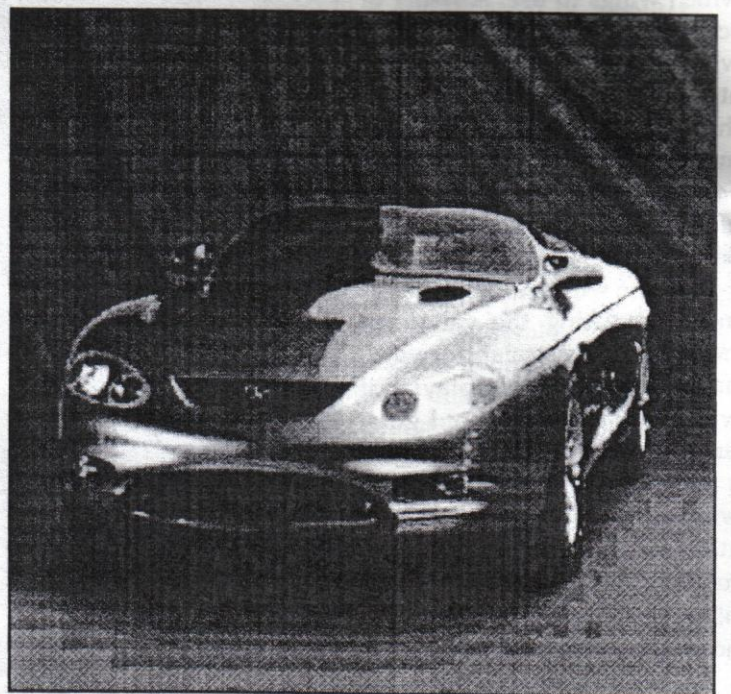
Anyway, my customizing victim this year is Revell's Mustang Mach III kit. The Mach III was a fully functional show car built in the early '90s to foreshadow Ford's new look for the well-styled 4th generation Mustang ('94 and up). The Mach III itself had some nice lines too, especially the deeply sculpted body sides, the long nose and short rounded tail, and the bulged hood complete with "nostrils." On the other hand, the Mach III's low cut, double looped windshield had the profile of an inverted pair of buttocks, and the fact that it was a topless roadster painted red made it look somewhat like a brick. An interesting side note: Ford held a charity auction last June and sold off many of their show cars from the past decades. The Mach III, currently painted in a metallic bright green, went for \$490,000. Perhaps it will end up like another Ford show car and become the new Batmobile...

The Revell kit dates back from 1994, with the last release coming from Revell of Germany a few years ago. The kit features a detailed supercharged engine and detailed chassis, both of which I wouldn't be using here. More parts for the spares box... I happened to have an original kit sitting on the shelf that I bought at Kiddie World many years ago, for a sum much less than \$490,000.

Being the arrogant amateur car stylist I am, I thought I could do better than those hacks at Ford, and so here it goes.

The first step was to convert the Mach III into a regular

coupe like most Mustangs are. The Mach III's offending windshield frame was cut off, and a roof from a Revell Super Stallion Mustang kit and grafted onto the Mach III's body. The former trunk area of the Mach III had to be cut back to allow room for a stock four-seat Mustang interior (the Mach III is a two seater). Test fitting the stock Mustang glass, I found the lower edges of the windshield and backlight were exposed on the new top/body combination. To resolve this problem, front and rear "ramps" were made from sheet styrene and blended into the body using polyester filler. These ramps had the added benefit of making the new roof line blend in smoothly with the body, avoiding the appearance that the roof was simply stuck on, which it was, really.



The original Mach III, with its 'inverted buttock-shaped' windshield.

Under the upswept rear bumper of the Mach III, Ford's stylists decided to make a central exhaust pipe dump/fairing unit. This was a bad decision—it looks awful even when painted black as on the actual show car. I cut this unit off, and would make my own exhaust system—more on that later. The front end styling is not too bad; the oval headlamps are something Ford should have used on production Mustangs. The only problem here is that the front air dam slopes up towards the nose, making for a bit of a "sour" expression on the Mach III's face. I cut off the air dam and made a new unit from plastic stock that was parallel to the ground. This avoided the pinched look of the Mach III's front end and looked more like a typical performance car setup.

These few items are essentially the full extent of the body modifications, but the difference is great. The new roof line looks like it was meant to be there and blends in well, especially with the Mach III's short and curvy back end. There are a few other changes also—the trunk side edge character lines were sanded off (they were kind of puny anyway), and the rear body side openings were left open, as opposed to using the tube-like inserts from the Mach III kit. The inserts reminded me of an octopus' water intake tubes (there has to be a name for those things). One doesn't want to describe his car as "octopus-like."

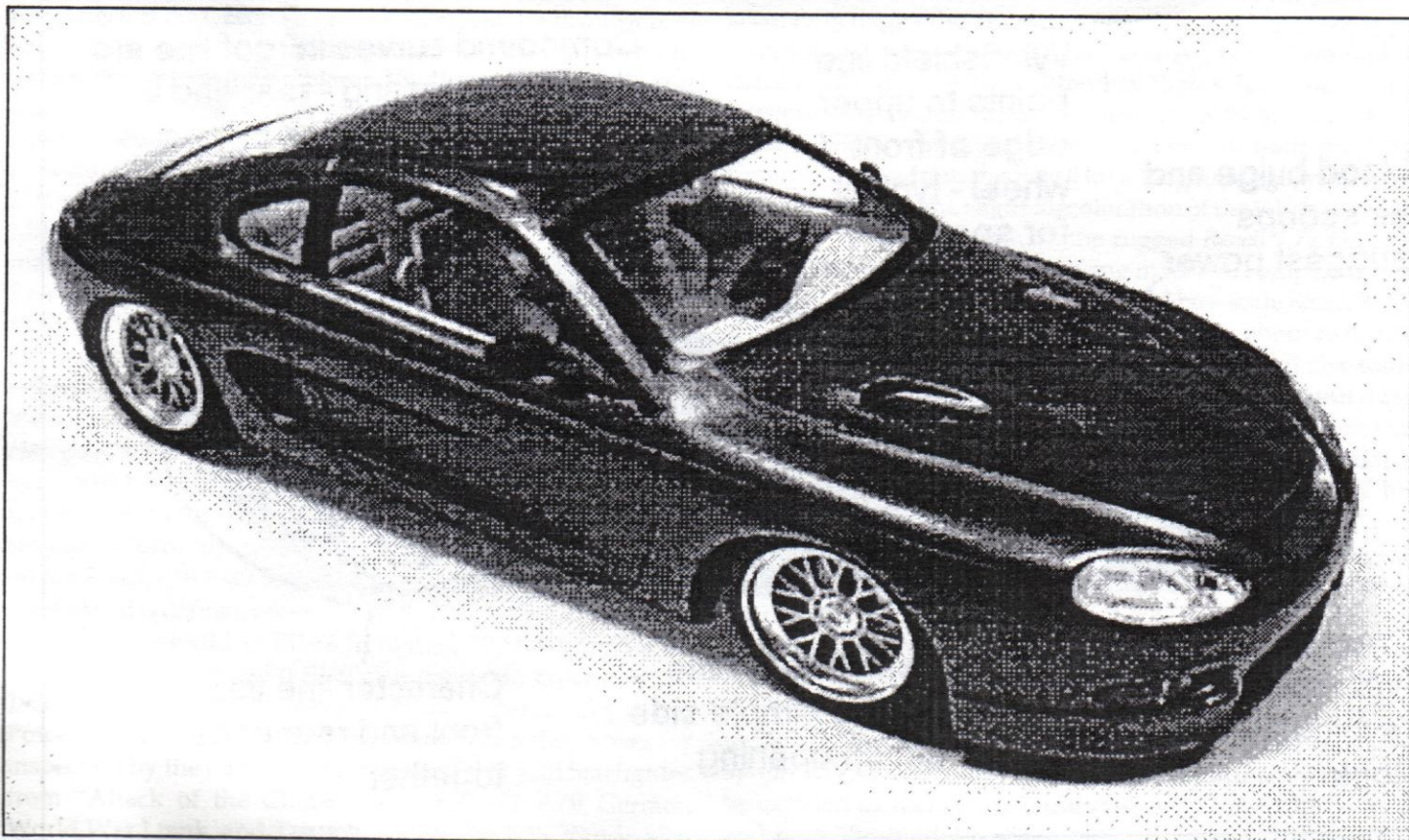
The body was primed in black automotive primer. There were a few wavy lines and pockmarks here and there, but I had to get this thing done so I ignored them. A bluish teal automotive touch-up paint provided the color coats, and about ten coats of clear were laid down after that. After all the paint was dry, sort of, it was polished and waxed. A few notes on using automotive paints on plastic: use plenty of light coats of primer to form a solid coat. Sand the primer to make a

smooth base, and then continue to use light coats of color and clear coat, as any heavy application can cause crazing of the plastic. Ironically, after the paint is dry it can chip off (unlike enamels), so be careful around the sharp edges of the body to avoid this. This paint must be polished—it cannot be laid down smooth enough for modeling purposes. The reason I sometimes use automotive touch-up paint is that it comes in a wide variety of colors, it looks very good when clear coated and polished, it is not expensive, it dries quickly, and it's available at the nearest Kragen's. I use it straight from the spray can—there's really no point in transferring the stuff to an airbrush when the results are pretty much the same. Of course, it would be better if we had *Halfords* here...

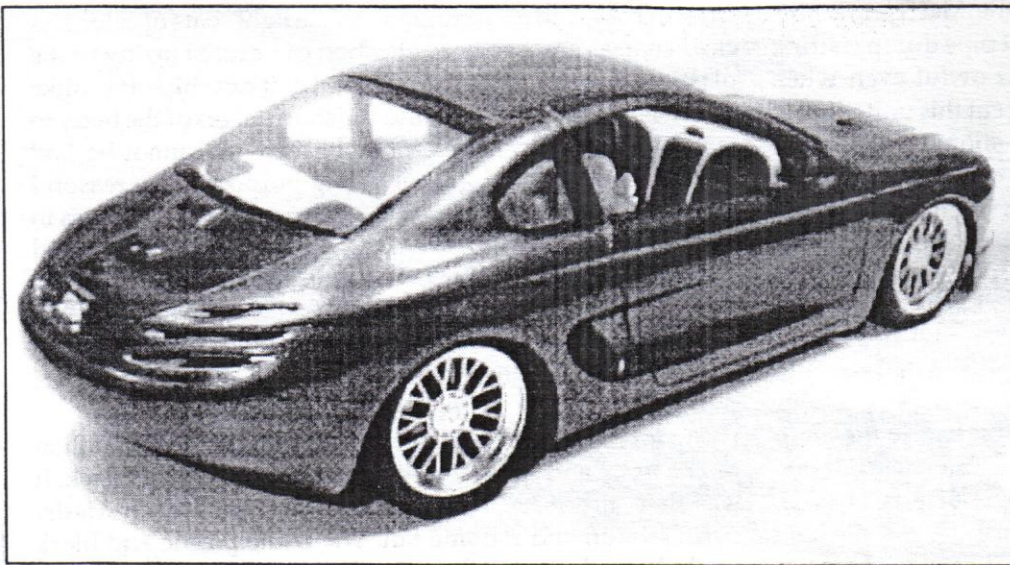
The interior as a whole was taken from the Super Stallion Mustang kit and was preshaded with a wash of flat black. It was then airbrushed with a mix of Dullcote, *Model Master* Afrika Braun and radome tan. The white plastic and black wash showed through the paint slightly, making for a nice 3D effect. The carpet area was painted and flocked in a very dark gray, and various dash and door panel details were detail painted with acrylic dark gray and *Testors* chrome silver.

The stock Mustang glass from the Super Stallion kit was installed into the body after the interior window edges were painted flat black. The interior was then taped in and secured with epoxy. The tail lights are chromed panels in the Mach III kit; they were coated in *Tamiya* clear red and installed into the body. The kit headlamps were also installed at this time. Epoxy was used throughout—this model may not be superdetailed, but it will be stoutly built.

The Mach III kit's front suspension and rear axle units were used; they are actually stock Mustang as they are on the real car. Disc brakes from a *Tamiya* F1 kit and a set of 18-inch BBS



Greg took great pains to blend in the roof and avoid the 'stuck-on' look, even though the roof came directly from the Super Stallion kit.



A rear view shows the curvy derriere of Greg's custom Mustang. This was one of the few features he didn't add to the original Mach III concept design.

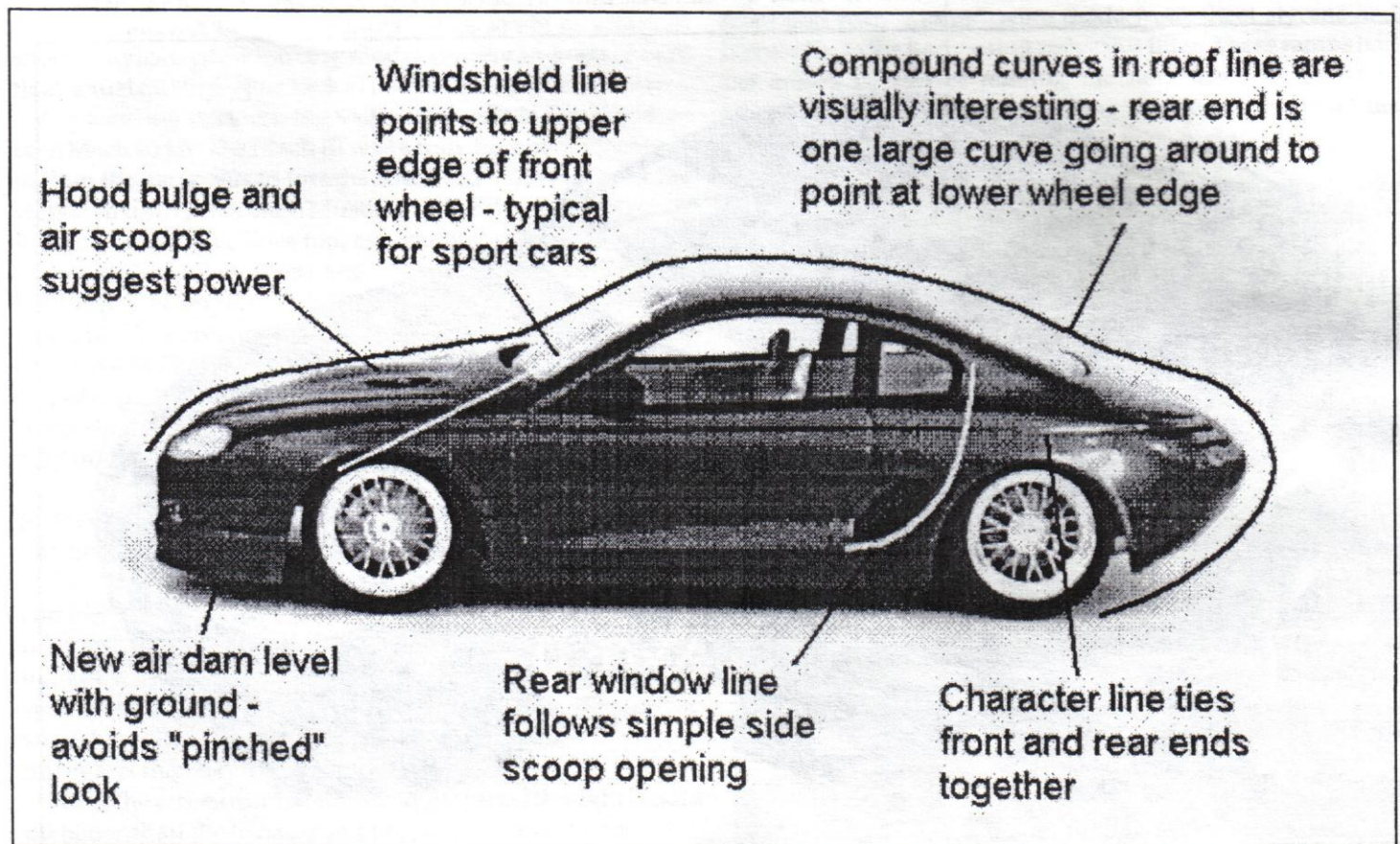
gunmetal colored intercooler was installed in the large lower air dam opening. The intercooler was made from a section of the kit radiator core with sprue ducting added onto its sides. Final exterior details included a pair of rear view mirrors and a licence plate that says "STANG" (I wanted one that read "P51," but my car modeling buddies probably wouldn't get that).

The final product was photographed for the contest. The results are quite nice; the model has a similar look to the latest Aston Martin—another Ford product. The wheels are a bit "retro," but I predict the early modular wheel designs like these BBSs will come back in style just as the classic American mag

wheels from the now defunct *Choice* were added onto the axle ends, and then these units were epoxied directly to the bottom of the interior. Using the chassis piece wouldn't have allowed the low stance desired; the Mach III kit rides too high as it is. Black painted plastic cards are used underneath to prevent light shinning through the wheel wells and air scoops.

Unique oval-shaped exhaust resonators were made out of aluminum tubing and a pair of 1:72 drop tanks from a P-51 *Mustang* (airplane, not the car this time.) These exhaust units were glued onto a plastic strip, which itself was held in place by a ground effects fairing glued to the rear axle. In front, a

wheels have. The first Mustangs were a styling success due mainly to the long hood/short deck profile, and this model definitely has that, whereas the original Mach III had no roof and therefore could not produce this classic Mustang feature. If I were to change a few things, I would add a rear spoiler to bulk up the trunk area and imitate the muscle car look, and I would shorten the front overhang, which is a bit long on the model. Check the pictures for a styling analysis. Of course, what Mark Gustavson will think of it is what matters in the Custom Clinic Contest; I'll know the results in just a few short months...



What was he thinking? This illustration gives you an idea of what a car designer (or scale modeler) considers when styling a sports car.

# OCTOBER MINUTES

The consensus of those at the October meeting was to hold the December meeting at a location other than the Milpitas Library, since we can only stay at the library until 9:30 and the gift exchange always takes longer than that. When a suitable location is found, the membership will read it here in the Styrene Sheet.

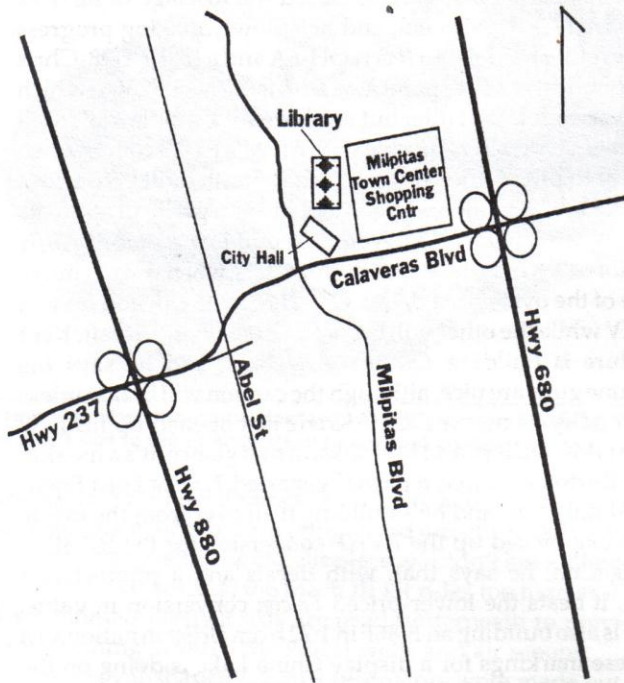
Bill Ferrante says that the first fund-raiser dedicated to the relocation of the Travis Air Force Base Museum will be the 61st reunion of the Doolittle Raiders, and the museum wants to build a model of the Hornet in 1:72 to commemorate this feat. The museum contacted Bill and asked if the members of SVSM could build the B-25Bs to go on this model; if you'd like to participate, talk to Bill at our next meeting.

In model talk... Bill Abbott says the *Minicraft* 1:144 DC-3 may not be the most accurate kit in the world, but it's a lot of fun to put together! The model was finished using *Testors* metallizer in the spray can. Pete Wong's son built *Pocher's* large-scale model of a diesel engine; apparently, *Pocher* makes the rest of the truck to go with it! Jim Lund worked from black and white pictures to build his *Latecouere* 28 in 1:72, reproducing the first aircraft to fly postal cargo across the Atlantic. Current French sources seem to suggest the real plane was a maroon color, but Jim's bright red model looks just fine. Eric McClure is still busy building his 1:35 jeep; the *Italeri* kit now wears a coat of *Polly Scale* paint, lightened by Eric to achieve scale effect. Roy Sutherland finished up an AT-AT Walker of his own, giving him an duplicate of the one he built for Industrial Light & Magic's auction for America. The base was made with lightweight spackle for the snow and bits of broken coal for the boulders. Vladimir Yakubov says that the roughness of the Czech kit of the *Tsibin* NM-1 will allow him to make the model accurate for the version he wants to build as he's cleaning up the problems. Vladimir is also working on a BMP-2D from the *Ace* kit, which he says is a nice model and comes with very good photoetched detail parts. Tom Trankle is adding *Eduard* parts to *Accurate Miniatures'* 1:48 SBD-5 *Dauntless*, which Tom says already had detail aplenty. Ken Miller has paint on three of the 1:144 Boeing 737s that will make up his Aloha Airlines collection. He's also building his first vacuform kit, a *Welsh Models* BAe 146, which he says looks like a "Fisher-Price *Starlifter*." Ben Pada's F-86F in 1:48 was built from the *Hasegawa* kit and outfitted with a *Jaguar* interior, then finished off with *SnJ* and *Testors* metallizers for the natural metal finish and *AeroMaster* decals. Ben also built *Hasegawa's* 1:48 P-47D razorback as Duane Beeson's "Boise Bee." Vince Hutson is building a 1:48 *Spitfire* XII using three major ingredients: an *Otaki Spitfire* IX, the *Airwaves* conversion, and a lot of superglue! Troy Bullard is re-doing the finish on his *Revell* 1:48 F-89 *Scorpion*; he still hasn't decided which markings it will finally wear. Troy and Jasen Christiansen are teaming up to build an RB-36 from the 1:72 *Monogram* kit for Jasen's father, Jack, who flew as a crewman on one in the 1950s. The decals for this project were scratch-made by Robin Powell. Randy Ray brought in three models in their boxes for inspection by the curious masses: *FineMolds'* Jedi Starfighter from "Attack of the Clones," *Emhar's* 1:72 A7B German World War I tank, and *Tristar's* Panzer I in 1:35. Randy also sang the praises of *Munro Purdue Designs'* laser-cut 1:35 bistro

chairs and table, which comes with a 1:35 checkerboard and checkers. Chris Bucholtz has closed the fuselage of his 1:72 *Hobbycraft* CF-100 *Canuck*, and he's slowly making progress on two other models: an *Italeri* OH-6A and a *Heller* T-28. Chris is also almost ready to paint *Mac Distribution's* 1:72 V-1, which he says needs lots of filler but is otherwise a simple build. Bill Ferrante says the real trouble with *MPM's* PT-19 comes when you try to put on the wings! Charles Smith built *Trimaster's* 1:48 Fw 190D-9 and used a color photo as a guide to apply its camouflage scheme. Ron Wergin is building a pair of *Airfix Hurricanes*, which he says are nice kits when you remove some of the overstated detail. One *Hurricane* will end up as a Mk. IV while the other will become a Romanian aircraft. Kent McClure is building *Emhar's* A7V tank, and he says the machine guns are nice, although the cannon will break unless you modify its mounts. Cliff Kranz just opened up his new *Italeri* GMC DUKW and he thinks, at first glance, it's a nice kit. Mike Burton acquired a partially-started *Tamiya* Ford Focus World rally Car, and he's building it all over from the inside out. Mike picked up the *RVHP* conversion for the RF-8E at OrangeCon; he says that, with decals and a photoetched sheet, it beats the lower-priced *Falcon* conversion in value. Mike is also building an F-86F in 1:72 from *Heller* in nationalist Chinese markings for a display China Lake is doing on the *Sidewinder* missile, and he's also got a *Hobbycraft* F-86F under way. And the model of the month goes to... Roy Sutherland's 1:48 *Airfix Spitfire* 24! It's finally finished, and won awards at Sacramento and OrangeCon. The model was built using a few *Airfix* parts and a whole mess of new *Cooper Details* resin bits, and the decals were altered from the *AeroMaster* originals to accurately depict the aircraft in question.

In our club contest, Real Space and Air racers, we had a number of entries. Mike Burton has *Eagle's Talon* vacuform versions of the NASA lifting bodies—the X-24A, X-24B, HL-10 and M2-F2—in the basic stages. He also built the 1:24 Gemini capsule from the *Revell* kit a long time ago, which he says accounts for the slight discoloration of the white parts of the model. Bill Ferrante took the rugged *Revell* 1:72 Do 335 and turned it into a two-seat racing machine, complete with German colors. Cliff Kranz built the old box-scale *Revell* X-15 and mounted it on a stand so it looks as if it is about to touch down on the Edwards Air Force Base runway. Cliff also took the 1:48 Gemini capsule from the *Revell* twin kit and put it on a *Redstone* rocket. Cliff also built a *Jupiter C* missile from the *Glencoe* kit. Frank Beltran built *Revell's* Nike missile out of the box; he says it survived many years on his shelf before he broke it on the way to the meeting! And the winners are... In third place, with a 1:24 *Revell* Gemini capsule, is Ron Wergin! Ron worked hard to complete the model for tonight's contest, putting the final detail in place just a half an hour before meeting time! In second place, with a *Revell Snark* missile, is Frank Beltran! Frank says this venerable model is a good build and still holds up. And the winner, with a highly modified *Spitfire* racer, is Ben Pada! Ben took the *Academy Spitfire* XIV, which is highly inaccurate; those inaccuracies are excused as racing modifications! Ben clipped the wings and gave the model a sharp red and white paint scheme. Congratulations to all our competitors!

**Back to the third Friday...**



**Next meeting:  
7:00 p.m.,  
Friday,  
November 15  
at the Milpitas  
Public Library  
40 N. Milpitas Blvd.  
For more information, call the  
editor at (408) 723-3995  
E-mail: bucholtzc@aol.com**



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