

William Whisner's "Princess Elizabeth" in 1:72

By Chris Bucholtz

William Whisner holds a unique distinction among American fighter pilots. He is the only man to have ever made ace in two wars and to have won the Distinguished Service Cross three times. However, this record didn't prevent his airplane from being used by the public relations guys for a stunt that infuriated Whisner and later led to the name of his later P-51 Mustangs.

Whisner joined the 487th Squadron of the 352nd Fighter Group in the fall of 1943. At the time, the group was flying P-47D Thunderbolts, and on Jan. 29, 1944, Whisner used a P-47 to destroy his first enemy aircraft, an Fw 190, during a mission to Frankfurt. In April, the 352nd converted to P-51s and applied the blue trim that gave the group its nickname, "the Blue-nosed Bastards." These were livered in a mix of olive gray and natural metal finishes. Whisner's assigned aircraft was 2106449, coded HO*W. He had yet to name his aircraft in May, when the future Queen of England announced a visit to Bodney. A senior Eighth Air Force press officer John C. Meyer, the 352nd officer, that an appropriate Mustang might impress the cause of Anglo-American relations. Meyer sent the squadron artist out to the only un-named natural metal Mustang - Whisner's 2106449 - and the name "Princess Elizabeth" was applied to the right side of the nose.

When he returned to the base, Whisner was infuriated to see the name applied to his plane and even less pleased to be asked to pose with the newly-christened fighter. Whisner received a lot of kidding about the name and, when he was issued a P-51D on his return to the squadron following a leave period he named it "what I considered the total social antithesis - 'Moonbeam McSwine.'"

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Nickname aside, Whisner took to his P-51B with aplomb. On May 29, he destroyed an Fw 190 after a 15-minute, twisting dogfight. Whisner later said that this was the best German pilot he'd faced in the entire war. On May 30, the group engaged a group of fighters while on an escort mission, and while most of the 486th and 487th squadrons were tangling with the German high cover, Whisner and Maj. George Preddy spotted about 20 German fighters attacking some bombers. The two slipped in behind the German fighters and Preddy quickly dispatched two before the Bf 109s could react. Preddy

shot up a third fighter but ran out of ammunition, at which point Whisner finished it off.

Whisner left on leave just in time to miss D-Day, but his former aircraft wasn't so lucky. While being flown by Lt. Robert Butler, "Princess Elizabeth" was struck by flak during a strafing run. Butler bailed out and was returned to the 352nd, but the Mustang was destroyed.

Whisner rejoined the 487th Fighter Squadron in the fall of 1944 and racked up an impressive score, knocking down a further

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EDITOR'S BRIEF

As I was sitting in traffic on highway 880 on my way to the November meeting, I was talking to my wife on my cell phone. At some point I wondered aloud what I should say on the off chance that someone at the meeting mentioned that this month's issue of the newsletter had not arrived. I thought I'd reply, "We have a newsletter?"

As you are most likely aware, this issue of the *Styrene Sheet* is a bit late—a lot late actually. Production of the newsletter was proceeding normally and I was happy to be way ahead of schedule when my computer started to act a little funny and then it stopped acting at all. It took a while to diagnose that the problem was a hard drive failure, which in turn caused a further delay while I waited for my new hard drive to arrive in the mail.

Like a good boy, I did have all the files backed up (they were actually a couple weeks old (don't tell anyone)) but having a fresh copy of my files didn't do me much good when I did not have a working computer. By the time I got everything back up and running, I was over a week late. At any rate, I would like to apologize for not getting the November *Styrene Sheet* to you on time but here it is in all of its black and white glory. I would also like to extend a single

digit to Toshiba for providing me with a hard drive that lasted only a year and a half.

I do want to point out to those of you who do not visit the SVSM Web site on a regular basis that the site now has over 26,000 photos of walk-arounds, models, club meeting and contest photos. While the articles from the *Styrene Sheet* are slowly making their way onto the site, its real strength has become the vast amount of reference material that has made its way into the Gallery section of the site. I would like to acknowledge all of you who have contributed images but I also want you all to know that the majority of the work on this section has been done by Vladimir Yakubov. In fact he has personally taken at least half of the photos himself and has single handedly made the site an important Russian and Eastern Block reference tool. This is not to say that the SVSM Gallery is only images of Soviet equipment. On the contrary—there is a vast and diverse amount of military and



The offending hard drive. Its punishment will be a luxurious soak in brine.

civilian subjects covered.

If you have not been to the SVSM Gallery and are looking for reference material for your next project, stop by. The URL is www.svsm.org.

- The Editor

CONTEST CALENDAR

December 3 2005: **IPMS/Silverwings** hold their **Holiday Classic** at the Elk Grove Middle School in Elk Grove, CA. For more information call Michael Scott at 916-351-2321.

January 29, 2006: **IPMS/San Diego** presents the **San Diego Model Expo '06 Model Contest and Vendor Fair** at Marine Corps Base Camp Pendleton. For more information, e-mail Jose Gonzalez at jgonzalez42@cox.net phone him at (760) 430-3005, or visit the club's Web site at www.ipmssd.org.

February 26, 2006: **Silicon Valley Scale Modelers** presents their **14th Annual Kickoff Classic** at Napredak Hall, 770 Montague Expressway, San Jose, California. This year's theme is "Fast and Furious." For more information, call Chris Bucholtz or e-mail him at bucholtzc@aol.com or check the Web site at www.svsm.org.

March 19, 2006: **Kit Collector's Show** will be held at U.F.C.W. Hall, 8550 Stanton Ave. Buena Park, CA between 9 a.m. and 3 p.m. For more information contact Edie Keller at kitcollectorsshow@yahoo.com or call 714-826-5218.

August 2-5, 2006: The **IPMS 2006 National Convention** will be held at the Crown Center Exhibition Hall in Kansas City, MO. For more information visit the 2006 National Web site at www.ipmsusa2006.org.

August 12, 2006: **The Kings County Scale Model Club** presents its **Second Annual Kings County Classic** at the Lemoore Civic Auditorium, 435 C. Street, Lemoore, California. For more information, visit their Web site at <http://kcscalemodelers.com> or call Richard Horton at (559) 924-8067 or e-mail him at rainbowwarrior24@hotmail.com.

IPMS SILVERWINGS
Scale Plastic Model Contest

2005 Holiday Classic



Saturday, December 3, 2005

Joseph Kerr Middle School
8865 Elk Grove Blvd.
Elk Grove, CA
Hours: 9:00 a.m. to 4:00 p.m.
Free Admission

Entries for Competition or Display Only

Adults - \$5 first three models, \$1 each additional
Junior - \$3 first three models, \$1 each additional
Display Only - Free

Vendors: Tables: \$25 each, 2 for \$45

More Info:
IPMS SILVERWINGS c/o Scott Bell
phone: (916) 428-7217
email: snjmodprod@aol.com

Contest Director:

IPMS SILVERWINGS c/o Michael Scott
phone: (916) 801-1313
email: eindecker@gmail.com

Display/Contest Categories

- Biplanes, all scales and eras - A
- Single engine prop, 1/72, all eras - B
- Single engine prop, 1/48, all eras - C
- Aircraft 1/32, all eras - D
- Multi-engine prop, all scales and eras - E
- Jets 1/72, all eras - F
- Jets 1/48, all eras - G
- Rotary wing, all scales and eras - H
- Military vehicles, softskin, all scales & eras - I
- Military vehicles, semi-armored, all scales & eras - J
- Military vehicles, armored, all scales & eras - K
- Diorama, military subjects - L
- Civilian subjects - M
- Civilian vehicles, custom & rod - N
- Civilian vehicles, competition - O
- Civilian vehicles, truck - P
- Figures, all scales and eras - Q
- Ships, all scales and eras - R
- Sci-Fi, Space and Fantasy - S
- Out-of-the-box, all scales and eras - T
- Miscellaneous - U
- Jr. Vars - V
- Jr. Armor - X
- Sub-junior - Y
- Special Category**
- Best Detailed Aircraft - Z

Judging will emphasize the skill and craftsmanship of the individual modeler, irrespective of whether after-market products are used, and how well a model depicts the era and setting in which it is placed. Categories may be combined at the Contest Director's discretion, if fewer than three(3) entries appear in any single category. Categories may also be split if sufficient entries in any single category warrant it. Questions should be brought to the attention of the Contest Director, Michael Scott, as early as possible so entrants may plan accordingly.

novo OXFORD II



Sometimes the planets move into one of those “conjunctions” that astrology buffs are convinced will bring you an especially lucky day, even though someone with the right little program on their PC could tell you in advance when, over the next ten thousand years, those conjunctions (and therefore, lucky days) are due. That’s how I got intrigued by a copy of Novo’s (ex Frog’s) old Airspeed Oxford II kit. Here’s a mid-thirties general-aviation type that ended up being built by the thousands to serve as a crew and multi-engine pilot’s trainer for the RAF, in much the same way that the Beech Model 18 became the AT- 11 on this side of the pond. It’s one of those obscure types that remains mostly ignored from an era that produced the Lancaster and Beaufighter, even though most of their crews likely took their turn, training in the “Ox-Box”. It might have lain in my stash of kits awaiting my estate sale one day, except that I happened on a couple of old publications in the NASA / Ames library that added some personality. And that all sent me back to re-read a book called “Slide Rule” by Neville Norway, that told of the genesis of the Airspeed company and of the type. Add an injected kit from Pavia and three new resin kits by Rug Rat Resins to the mix, and we have a gathering of unrelated events (like the movements among the stars of those planets) that makes a good story.

The kit, by Frog/Novo, first appeared in 1963 and comes

across even now as a satisfying, though basic, effort. The 45 (or thereabouts) grey parts fit quite well. My Novo product has good-looking contours and quite accurate dimensions. There are sink marks, but very little flash. The trailing edges of the wings and the separate control surfaces are too thick for my own personal taste, and the rudder has a couple of huge ejector pin marks in one side, but all this can be fixed with a little sanding, plus the restoration of the rib-stitch tapes. (Jim Lund does miracles every month replacing rib-stitch tapes, but I have never managed the trick very successfully, so look to him, not me, for the technique.) Frog, to their credit, did not insist on sagging the fabric between ribs (please, please, manufacturers... those surfaces are almost invariably flat, so there’s no sag) I personally like to leave surfaces deflected, as if the control locks weren’t applied, and Frog’s separate surfaces accommodates this easily. Just don’t forget to place the wheel and column in corresponding positions. There’s very minimal raised detail on the wings and tail surfaces, but this is a wood aircraft so ‘minimal’ is the appropriate representation. (Once you sand off the convenient raised circles put there to show you where to locate the roundels, that is.) The outline of the cabin door is raised, and really needs scribed, and it’s worth studying photos on the net to assure that the shape is correct.

Oxfords used 350 h.p. Armstrong-Siddley “Cheetah” engines. The engines in the kit look a little “skinny”, but the

Cheetah does have considerable space between cylinders, so they're not unusable. They would benefit from addition of wire pushrods, though. The front edges of the nacelles look overly thick and heavy, but this takes a lot of work to fix, unless you have a lathe.

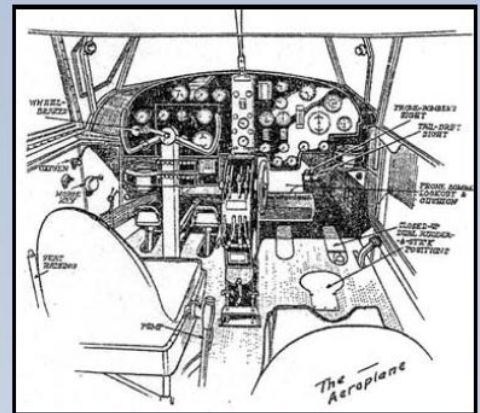
Transparencies are usable but certainly not up to contemporary standards: cabin windows are undersize and not flat, and the bomb-aimer's chin window is thick and flat on the inner surface (though this problem is hard to see when the model's on its wheels.) The cockpit greenhouse is perplexing. All documentation I'm aware of shows a fuselage frame at the wing spar station, with the only transparencies abaft this being a pair of small windows down each side. But the kit box art and painting guide shows the full transparency extending four feet farther aft, and the kit's clear piece reflects this. Unless you see evidence to the contrary, I suggest leaving only the two small windows clear and blending the rest in, which is now very easy since you're going to paint it over.

Very basic decals are included for a temperate-land over trainer-yellow scheme, but an all-yellow Canadian bird with decals from your Microscale would look very distinctive.

The drawings from the Ames library archives get useful when you begin on the interior. The kit's interior is minimal and wrong at that, and is best dumped. Unceremoniously. Study the drawings and detail to your heart's content. I do not know what interior color was used, but I'm guessing that by using an interior green with black panel, I won't encounter anyone who knows with enough authority to disagree. The Ames drawings actually show a Mk. I. The kit is a Mk. II, which does not include the dorsal turret. This turret appears essentially like that on the Avro Anson, a simple affair that is more nearly a wind-deflecting hood to be "shouldered" (as a description at the RAF Museum, Hendon, puts it) into the general direction of the threat, at which point the gun is handled as if on a Scarff ring. I took a photo of Hendon's turret, and have included it here. It would be easy to add.

But, having got you interested, I'd suggest an alternative, the Oxford I/IT kit by Pavia. If I hadn't become intrigued, by the challenge of finishing my Frog/Novo kit, I would likely have gone quickly to this one. Pavia has produced good kits and this would doubtless be a much smarter place to begin. A photo and review on the internet shows a parts count of about 85, plus two vacuform

greenhouses and other transparencies. The decal sheet covers four aircraft. Betcha didn't expect that many schemes for a trainer! If you fancy 1/48, there's a (rather pricey) vacuform kit by Sanger. The type has actually been rather well-treated by the styrene crowd.

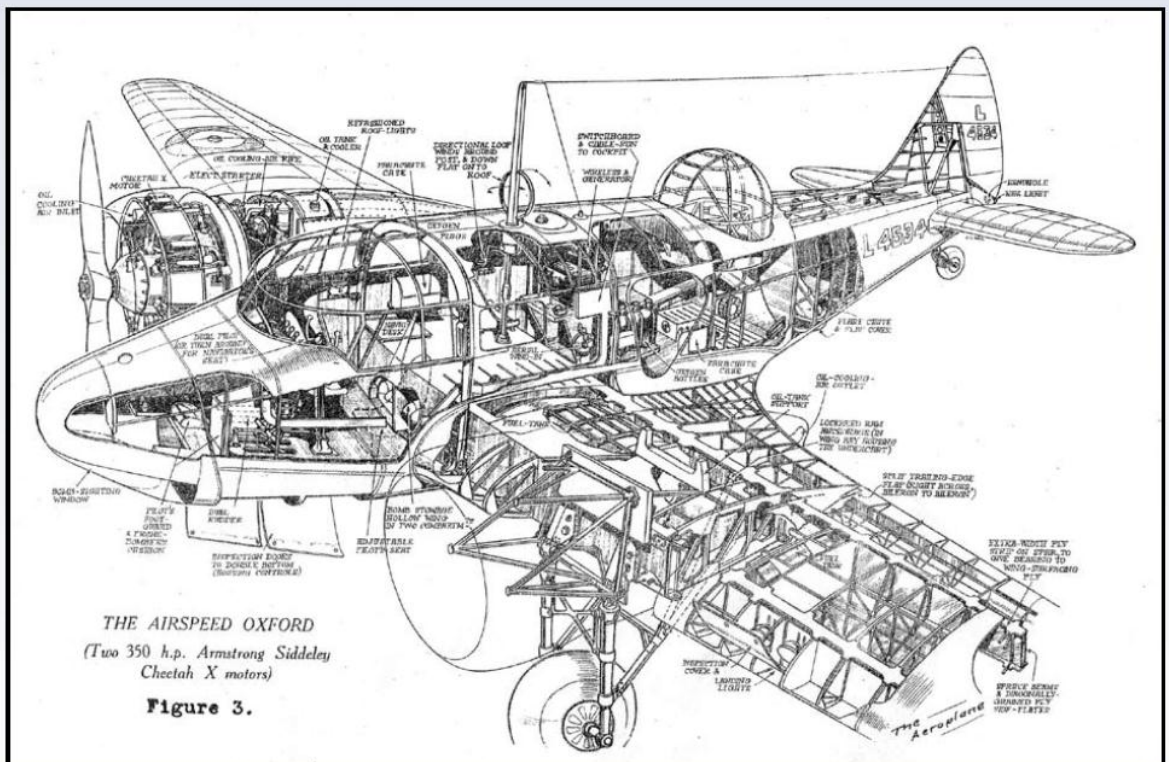


The Oxford cockpit. Airspeed, along with sub-contractors, built 8751 Oxfords.

Suppose one were to want to do a little converting, other than just Mk. II to Mk. I. Could this mundane little aircraft have had a more interesting history? For this, let's delve into Slide Rule, the autobiography of Neville Norway, Airspeed Ltd's founder, director, and chief designer. This is a good read. Engineers are famously unable to write interesting stuff. Or even talk about the field very well. Their/our best stories tend to be met with "Well, I guess you had to be there." But Norway wrote very well of his career as engineer. He began this career with Barnes Wallis at Vickers, building England's only successful airship, the R100, and spends half the book telling the sorry saga of the R100/R101 competition. There's bias showing here, but you come away understanding how the tragedy of the R101 unfolded. (And he plays it as a true tragedy, in the old Greek Drama sense of the word.)

Norway tells of the problems of financing and starting Airspeed, and how their fourth design, the Envoy came to

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A very detailed Airspeed Oxford cutaway. The "Ox-box" first appeared in 1937 as a military development of the 1934 Envoy feeder-liner

SVSM BOOK REVIEW

By **Bill Abbott**

USAAF Aircraft Markings and Camouflage 1941-1947
Robert D. Archer Victor G. Archer
1997 Schiffer Books
ISBN: 0764302469

Robert D. and Victor S. Archer's "USAAF Aircraft Markings and Camouflage 1941-1947", Schiffer, is the second most narrowly focused full-length book I've bought on the subject of aircraft markings. With text by Robert D. Archer and drawings by Victor S. Archer, the book is big, 350 pages, and covers only one service of one nation for six years. It is lavishly illustrated, and completely quotes the relevant official directives of USAAF Headquarters and other USAAF sources. It also reproduces the various color standards issued during the period covered, although the color chips are just printed color images rather than actual paint samples.

Yet the fundamental truth is that USAAF combat aircraft throughout this period were *meant to be* either bare metal (after 4/25/44) or Olive Drab Shade 41, with Neutral Grey, undersides. Medium Green, Shade 42, was authorized for use in place of Olive Drab if local commands desired, and was used on leading and trailing edges of flight surfaces to break-up outlines. Sand, Shade 49, was authorized for desert conditions. Night fighters were to be glossy black.

Advanced training aircraft were to be either bare metal or aluminum paint, primary and basic trainers to be blue with yellow flight surfaces. Propeller blades are to be painted black throughout the period, ID numbers to be yellow against dark backgrounds, black against light backgrounds.

National markings did evolve, from white stars in blue circles with a red dot in the center, then no red dot, then a yellow ring around the blue for TORCH, the invasion of North Africa, then white bars with a blue outline, a red outline for a little while and a return to the blue outline until the end of the war.

No matter how thinly you spread it out, this isn't 350 pages of information.

The majority of the text is official USAAF directives and correspondence, explained and occasionally illuminated by



Archer's comments. Virtually every page features a period photo, mostly black and white, some in color, or a color two-view to illustrate markings on a particular type of aircraft, or a scrap view of national markings or some other graphic, with dimensions and date of effectivity.

The front cover flap lists contents and includes, "a complete history of the Invasion Stripes used during the Allied assault on Europe in 1944 (The author had these secret files declassified in 1966)." This is a good example of the dryly breathless prose style. Its clear this has been a life-time project for Archer. Its a shame there isn't more to the story.

The strength of this book is also its weakness- its hard to believe anyone will ever publish *more* official USAAF orders and communications relating to color and camouflage. But as most modelers, and students of human affairs, know, the official, uniform, markings specified by these orders were only part of the story.

Far cheaper, and more oriented to what markings were actually used, is Dana Bell's "Air Force Colors Vol. 2 ETO & MTO 1942-1945" One service, in two theatres, for three years, in 96 pages. This is the most tightly focused book I've got, and though I had great hopes for the Archer's book, Bell's, which has recently been reprinted by Squadron Publications, is the better book. It covers the Olive Drab, Neutral Grey, Dark Green and Sand Pink years, and the natural metal years, for combat aircraft. It also covers national insignia and adds 8th, 9th, 12th and 15th Air Force bomber and fighter squadron markings. Going well beyond the Archer's goals, it then covers borrowed British equipment (Spitfires, Beaufighters and Mosquitoes) as well as American-built planes built and painted to British specifications but taken over by the USAAF.

Most important, and crucially different from Archer's exhaustively researched history of orders, Bell documents what actually happened when people, airplanes and paint came together under the pressure of war. His second photo caption explains, "Six B-25s of the 340th BG are shown en route to the Anzio beachhead, January, 1944. The only consistent marking is the RAF-style fin-flash on the inside and outside of both tails. All the national insignia appear to have the blue surround, applied with varying degrees of precision. The three sand and OD aircraft have roundels on both wings but the starboard (right) star has been crudely over-painted on two. On "9B" and "9H" the radio call number is in black, others it is yellow. The newest of these aircraft, "59", has had its fin-flash applied directly over the radio call. And the variations continue, reinforcing the conclusion that no two USAAF aircraft really looked alike."

Both Archer and Bell are serious scholars of their subjects. I find Bell's focus on actual airplanes more interesting, and being five times cheaper can't hurt. I'd like to thank my family for allowing me to spend money on these things!

Bill Abbott has been a member of SVSM since 1992 and been building plastic models since his dad bought him a McDonnell Banshee in a plastic bag in 1961. He builds airliners, road racing cars, US Navy and RAF planes, as well as balsa and paper flying models. His son Benjamin often helps him with part cutting and assembly.



SILICON VALLEY SCALE MODELERS
PRESENT THE
2006 KICKOFF CLASSIC
FLANDERS
MODEL CONTEST

SUNDAY, FEB. 26, 2006

**NAPREDAK HALL
770 MONTAGUE EXP.
SAN JOSE, CA
WWW.SVSM.ORG**

**9:00 a.m. - Doors Open
12 noon - Registration Closes
12:30 p.m. - Judges Meeting
1:00 p.m. - Judging Begins
3:00 p.m. - Awards**



Continued from page 1

13 planes. Among these scores was the Nov. 21 mission to Merseburg, Germany, where he destroyed six Fw 190s, and the famous "Battle of Y-29," where he downed three Fw 190s and one Bf 109 from the hapless Bodenplatte attackers. For these two actions, Whisner was decorated with a pair of Distinguished Service Crosses.

Whisner flew F-86s in Korea and became the seventh jet ace of the Korean War and one of only six men to become aces in both WWII and Korea. He was also awarded a third Distinguished Service Cross, the only Air Force man other than Meyer to earn that distinction. After Korea Whisner continued his career as a pilot, winning the Bendix Trophy Race in 1953. After retiring as a colonel, he returned to his home state of Louisiana. Col. Whisner died of a yellow jacket sting on July 21, 1989.

My plans to build "Princess Elizabeth" were not initially based on a desire to honor this remarkable pilot but to try to win over my wife, Elizabeth. She has always cast a jaundiced eye on my hobby, and I was hoping that the nose art would win her over. She was somewhat flattered with the choice, but she then insisted I paint the plane pink. So, now I'm contemplating a PRU pink Spitfire as my next futile gesture.

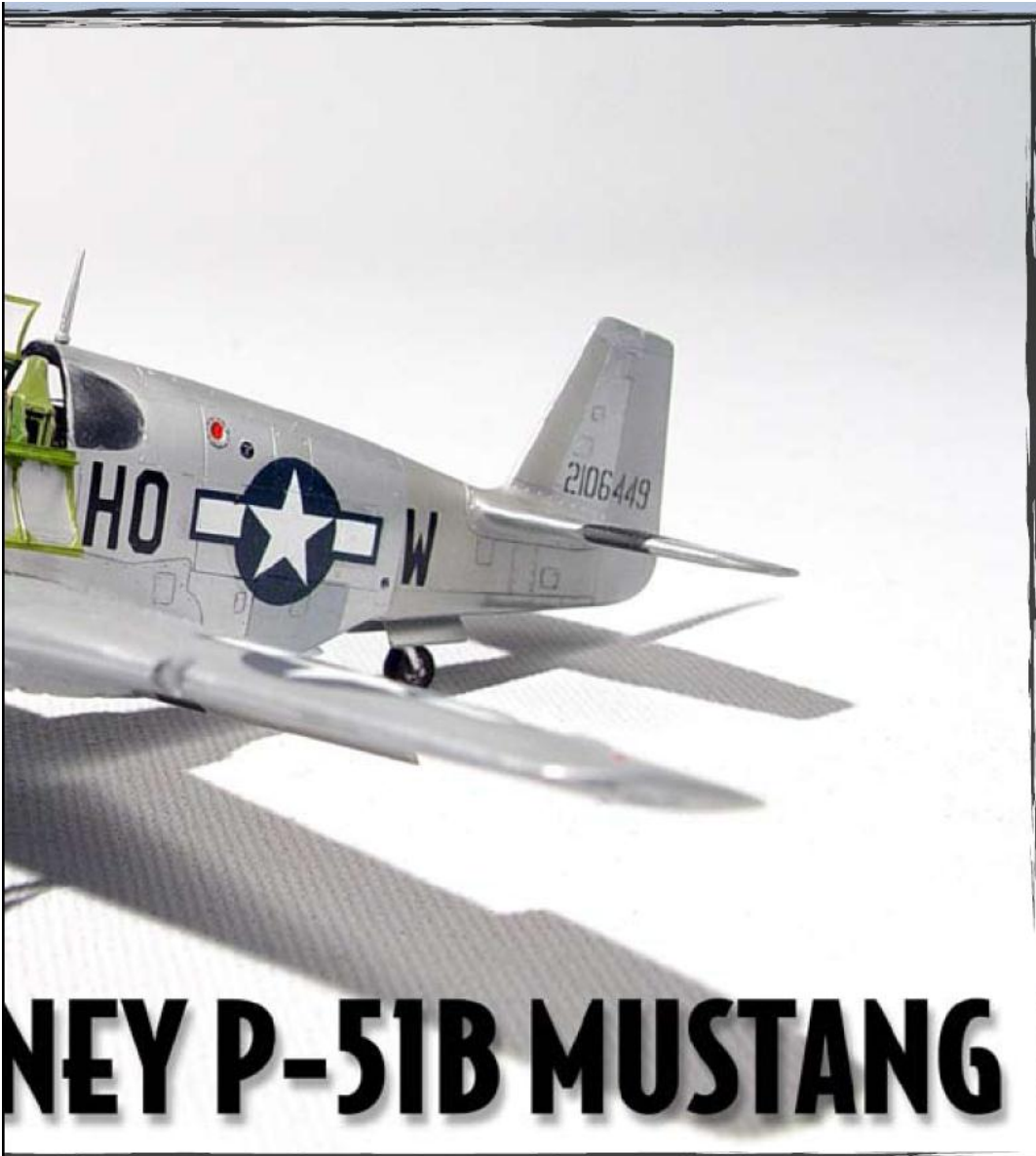
Anyhow, I used one of the many Academy P-51B kits I had amassed as the basis of this build. The Academy kit is slightly better in shape than the Hasegawa kit, especially around the nose. The top of the nose of the Mustang is nice and round, but Hasegawa's kit has it squared off. Mike Burton bought me a ride in "Ridge Runner III" as a gift for chairing the 1998 Nationals, and from the cockpit that feature's quite prominent.

The Academy kit has a lot going for it. The shape looks fairly good, and the clear parts actually allow you to display the canopy open without requiring you to cut anything. There are a couple of shortcomings, however, and I'll address them as the build progresses.

Things started with the cockpit. The kit cockpit is nice enough, but I wanted more detail so I used the Hawkeye Models P-51B interior. This was painted Testors Model



Master aircraft interior black, then over-painted with interior green shot from above. This left a nice shadow below the various boxes and stringer detail. I painted the radios and installed them into the rear of the cockpit, mounted the seat-back armor and then picked out the throttle quadrant and various switch boxes with black paint. The fuel selector switch was painted red, and the floor was dry-brushed with



PUGET SOUND MODELS P-51B MUSTANG



tan to simulate a worn, painted wooden floor.

The seat was painted a different shade of green than the rest of the cockpit. The seats on WWII fighters were often manufactured and painted by subcontractors and a great variation in color could often be seen between the seats and the rest of the interior. I used an Eduard brass seat and its accompanying seat belts, which were painted khaki and

two millimeters on each wing, checking and test fitting frequently. Ultimately, I ended up with a wing that fit the fuselage and had the proper dihedral, although I hope to skip this step in any future P-51B build by reducing the width of the Hawkeye cockpit. I learned the hard way that the Hawkeye cockpit was, indeed, made for the Hasegawa kit!

gray with silver buckles. Before adding the seat belts, I dry-brushed the seat with steel to simulate wear on the seat.

I added the resin sidewalls, tub and seat to the right fuselage halves, then turned to the control panel. It was painted in aircraft interior black and I dry-brushed the instruments, then painted the instrument dial faces with future to simulate glass covers. Other details were picked out with silver and gray artist's pencils. The instrument panel was attached to the top of the right fuselage half, followed by the rudder pedals and the control column. I then sealed the fuselage. My, I thought, what an interesting gap along the lower fuselage! I busied myself fixing the seam, which took a moderate amount of work.

I turned to the wings. I planned to add the Hawkeye resin wing, which has dropped flaps built right into them. This is where I discovered that the resin cockpit floor had spread the lower fuselage just enough to make it impossible to use the resin wings. No matter how I sanded (and cursed), the wing just would not fit. To make things even more frustrating, the kit wing also no longer fit! I stopped, regrouped, and took a look at my options.

I decided to use the kit's wings, since they were much more easily modified than the resin wing, I started by cutting the flaps out of the upper and lower wings. This was done with a Dremel tool, followed up by sandpaper and files. The flaps would be replaced by resin examples cast from those originally offered in the Puget Sound Models P-51D wing. Then, I fit the kit's lower wing to the fuselage and made sure it was properly aligned. When the upper wings were placed on the lower wing, they extended past the wingtip by about two millimeters on each wing. I used a flat file to remove the innermost



Although the Academy kit had a decent cockpit, Chris added more detail by using the Hawkeye Models P-51B interior. This was painted with Testors' Model Master aircraft interior black, then over-painted with interior green shot from above to create a shadow effect.



Once the wing was in place, I sanded the strange backed-out fasteners around the guns on the upper wings. These now seem to be a feature in every Mustang kit, and I do not understand them. Did someone actually think these three-inch-tall bumps were present on flying Mustangs? Were they intended to produce a frightening whistling sound like the Stuka? In any eventuality, their removal was fairly simple. I also filled and re-built the shell ejection ports, using styrene rod to make two slots instead of the one large one the kit provides. I tried to use the kit's landing light cover for the leading edge, but I found that the C-shaped piece of clear plastic simply did not fit. Instead, I painted one side of an ejection pin from the clear sprue silver, superglued it in place, and sanded the part to the contour of the wing leading edge. It fit better than the kit part, and looked better too! I also filled the kit gun ports and re-drilled them; the guns should be parallel to the ground, not parallel to the wing. The stagger is very evident in photos. I put a bit of glue behind the gun ports inside the wing (using the handy flap cut-outs) to provide something for the stainless steel tubing "blast tubes" to go into later.

The next step was the addition of the horizontal tailplanes. The kit's horizontals are a little out of whack and care was needed to get a good fit. They were checked to make sure that were at 90 degrees to the vertical stabilizer and superglued in place, followed by sanding at the roots to eliminate steps and seams.

The scoop below the nose was added, as was the opening to the belly radiator. This is when I noticed the gaping hole behind the radiator exhaust. Not using the kit cockpit meant my radiator had no exhaust, nor did it have the section of fuselage above the radiator exhaust. That section was cut from the kit and put in place, and the remaining hole was blocked with a strategically folded piece of black paper. This simple solution worked better than it sounds – with the radiator exhaust door in place the opening is deceptively three-dimensional.

The next logical step was the addition of the clear parts. For that reason, I turned to the propeller. I painted the tips yellow, allowed them to dry, then masked and painted the rest of the prop black. In fact, I was so eager to avoid

the clear parts, I also painted the propellers of three other Mustangs, a couple of P-47s and an HU-16 Albatross. After that fun little diversion, I painted up the wheels using Testors square bottle rubber for the tires and Metallizer magnesium for the wheels.

The stacks came next. They were painted burnt sienna, with gunmetal around their bases. I used a .005 rapidograph pen to put a tiny gloss black dot on the ends of each stack. These achieved the desired effect extremely well; in fact, one member of the club asked me how I'd drilled the stacks out! The gloss black fools the eye – *tromp l'oeil*, the French say. They have a different word for everything, those French.

Now that I had stalled long enough to steal an old Steve Martin joke, it was on to those clear parts. The quarter-light panels fit very well, but I blended them in just the same with a flexible file, then polished them back to clarity with Blue Magic auto polish. The windscreen was too narrow (that fuselage width issue I caused rearing its ugly head again?) and needed convincing to be glued into place. Once the seams were addressed I masked off these parts with Parafilm. I also masked off one of the kit side windows with Parafilm and mounted it in place between the right quarterlight and the windscreen. Once these were in place and the seams were addressed, I stuffed the cockpit with wet toilet tissue in preparation for painting.

At this stage, the whole model was given a good polishing with Blue Magic in preparation for paint. Not only does this make the plastic nice and shiny but it shows up any scratches that would be visible after painting. These marks were addressed and I re-polished to check my work. When this preparation was finished, I loaded up the airbrush with... black.

The first thing I painted were the black bands on the wings and tail. These are theatre recognition bands; they were white on O.D. planes and black on natural metal planes. I briefly considered D-Day stripes, then realized that would depict the plane hours before its destruction (and not really Whisner's aircraft, either! What is it with me – my last model

depicts a plane that was lost on June 7, 1944. I will have to do extensive research to continue this weird pattern). I masked with Tamiya tape, sprayed and then removed the masking. Then, I masked off the new stripes. By doing this, I prevent flat-colored paints from getting on the areas that will be natural metal. The texture of the paint is enough to mess up the metal finish.

Next came the blue nose. This was tricky for a couple

of reasons. First, the name "Princess Elizabeth" straddles the blue trim and extends onto the natural metal section of the plane. The division is at an angle, which I had to match with the masking. I had to measure the nose and the "Princess Elizabeth" decal to make sure the blue border angled up at the proper place. I trimmed a piece of Tamiya tape to about a half-millimeter width, then wrapped it around the nose, filling in behind it to complete the masking. The other tricky part is the shade of blue. There's a lot of debate about the shade; some say insignia blue (a logical assumption), others say a lighter shade. Some of the 352nd's earlier planes had baby blue noses, but some of the P-51Ds had darker noses. I

used a mix of insignia blue, Blue Angels blue and a light blue gray to get a brighter, lighter shade than pure insignia blue. I saved the excess in a mixing jar for possible touch-ups later. I also tacked the spinner together with white glue, addressed any steps between the front and back halves, and painted it blue. Once the blue nose was dry, I masked it off to make it ready for its natural metal paint job.

This is my second consecutive natural metal finish, and it went a lot smoother than the previous one. I first applied an overall coat of buffable aluminum, which was promptly buffed. Once the model's painted the key is to handle it carefully. Do not apply too much pressure, and wash your hands frequently. If you do this, metallizer is durable enough to hold up until the model is on its landing gear.

The wings were painted with a mixture of non-buffing aluminum and French blue-gray. Why, you ask? Well, the wings of the P-51 were not natural metal but were,



Before painting, Chris gave the whole model a good polishing with Blue Magic. Chris then painted and masked the black bands and used a custom mixed blue for the nose. The bare metal finish is buffable aluminum with the wings painted with non-buffing aluminum mixed with French blue-gray.



in fact, aluminum lacquer; to maximize the laminar flow characteristics of the wing, the seams were puttied and then the putty was covered with paint. I opted not to fill all the panel lines, but instead gave the wing a couple of coats of my aluminum/gray combination to reduce the panel lines a little.

The tail was painted with a mixture of buffable aluminum tinged with yellow. The fabric-covered rudder was painted the aluminum lacquer color used for the wings, and several other panels were masked off and painted other shades of metallizer. All masking was done with post-it notes. One handling trick was to enclose the entire wing in a sleeve made from two post-it notes taped together at their edges. Then, I could handle the model by the wings without affecting the underlying paint.

The next step was the painting of the dark panel below the exhausts. These were partially overcoated with the blue nose paint, so I was able to mask just the rear areas of the panels and shot them with Burnt metal. This finished the basic painting of the model and I was able to move on to the decals.

AeroMaster depicted "Princess Elizabeth" on sheet 72076. Mike Meek wanted the sheet to build "Slender Tender and Tall," another 352nd FG plane, and he generously

allowed me to have the decals I needed. I peeled off all the masking on the nose, but I left the ID stripes masked; no decals would cross these stripes, and I planned on shooting sealer over the model. The nose would then be properly semi-gloss, but the stripes would be flat black.

The first decal I applied was the nose art, since it would straddle the blue trim on the nose. Luckily, my planning earlier worked out and the "Princess Elizabeth" legend fit exactly as it should. I next added the serial to the tail, but I left off the code letter "W" from the tail. The AeroMaster sheet provides it, but photos of the aircraft in Osprey's Aviation Elite Units Series on the 352nd FG clearly shows that the tail markings were not present on the plane in May 1944. The national insignia were added, but then a peculiar problem showed itself: all the national insignia from the AeroMaster sheet crinkled up and cracked! Removing them from the wings scuffed the paint so badly I had to repaint them; luckily, the aluminum lacquer colors blend very well with previous coats. I carefully lifted the insignia off the fuselage with transparent tape, avoiding the underlying

finish as much as possible. With new stars and bars from the decal box, I could proceed.

The data block went on next, but I substituted a white "+" marking for the sheet's black marking. Again, I used photographic evidence to verify this. The call letters went on next, followed by four kill markings (two air, two ground) and assorted small data markings, including markings for the fuel filler points and the ammunition trays.

Once the model was fully decaled and the decals had dried, I shot a coat of Testors Metallizer sealer over the model. This protects the decals and toned down the overly-shiny metal paint. I unmasked the cockpit, canopy and ID stripes and I was quite pleased by how the model was turning out.

I found the Academy struts had knock-out pin marks on them, so I stole some Hasegawa struts and used them instead. The pre-painted wheels were added, as were brake

lines made from tin wire. The wheel wells were finished in aluminum lacquer with a yellow zinc chromate spar. The blast tubes were cut from a long piece of tube and inserted into the gun ports in the wing, where the clay I'd put inside the wings held them neatly in place. The tail wheel was painted and added, and I used the kit's rear-view mirror to add that detail to the top of the windscreen. Again, photos proved in-

valuable; the mirror's cone-shaped housing was painted blue, and I was able to use the leftover mixture I'd saved from earlier to paint it the correct color. The radio antenna mast was added, and I used clear green and red paint, applied with a toothpick, to represent the wingtip lights.

I applied a little exhaust staining behind the stacks with pastels before adding the pre-painted part. I also used some dark pastels around the gun ports and shell ejection chutes and applied some "dirt" at the wing roots, again using pastels.

That was it – a detailed P-51B, with several hiccups along the way. My wife, although she still professes her disdain for the hobby, does indeed mention it to her friends and relatives when they visit. Mission accomplished, then!



The decals for "Princess Elizabeth" came from AeroMaster sheet number 72076. Chris created the exhaust staining using pastels.

Chris Bucholtz has been building models since 1973 and has been a member of SVSM since 1986. His interests include 1:72 scale aircraft of all types, but specifically World War II and subjects whose pilots or crew he has met.

Examining Frog/Novo Airspeed Oxford II

Continued from page 5

be. Here was a 6-8 passenger transport/executive type that again suggests the Beech 18. It first flew in 1934, and sold in tiny batches of one to six. It was the time of the Great Depression, and even the sale of one aircraft seemed to represent the difference between bankruptcy for Airspeed and survival for another month or two. But even as they scabbled along, things were happening to the south and east. Wars broke out in Spain, Ethiopia, and China and suddenly the Envoy took on a new role. It was a fast airplane, one of the first retractable-gear types built in England, and could actually outrun many fighters in world service while carrying a useful load of several hundred pounds. So mysterious men with handfuls of cash began dropping in at Airspeed, asking in detail how bomb racks could be fitted, then disappearing with aircraft that would never be heard of again. It sounds a bit like the folks who frequented Rick's place in the movie "Casablanca". At the same time, South Africa bought several in airliner configuration with provision for quick conversion to patrol duties similar to the Avro Anson's role. While I don't remember photos

of any of these aircraft in Spanish, Chinese, or soldier-of-fortune markings, they would make interesting conversions

Along the way, an Envoy became the largest aircraft yet purchased for the King's Flight to carry the royal family and attendants about. Nevie Norway questioned the King's agent about the requirement for a lavatory and steward's facilities in a short range aircraft for use in that small island, and was told "of the fatigue that royal personages must endure... collapsing into a coma of fatigue directly the door was shut, grey-faced and utterly exhausted" by a ceremonial appearance. It became the most luxurious Envoy. This colorful variant has been well-documented, and a reasonably good representation could be produced by cross-kitting the Frog/Novo kit with Airfix's Anson to get their helmeted cowlings, with some additional plastic surgery to accommodate the panoramic cabin windows of the Envoy. The nacelles should be modified slightly also, since, as was fairly common in this era, you could have pretty much any engine you wanted within the right power range. I've included a drawing of a Czech airliner to show it with Walter engines and short cowlings Or, check Rug Rat Resins for actual kits of three of these variations, the strikingly attractive King's Flight craft, a South African patrol type, and an airliner. I haven't seen them,

and at 31 GB-Pounds from Hannants, I probably won't, but for someone with a taste for the era and the intrigue, these sound like fine kits.

Finally, the threat of World War II became unmistakable. Britain began to rearm, and realized they needed a multi-engine crew trainer. The Envoy evolved quickly into the Oxford, with the first one flying in 1936. Now, Airspeed's survival became a matter for the accountants and managers, rather than engineers and entrepreneurs. They would go on to build over 8,000 of these attractive little trainers. But Neville Norway had grown restless and finally arranged the sale of Airspeed Ltd. The Airspeed that built the Horsa and eventually the Ambassador was a different company, a subsidiary of DeHavilland, and Slide Rule ends with Norway's departure



The Airspeed AS-6 Envoy was one of the first British aircraft that could outrun fighters while carrying cargo.

from his company and from aeronautical engineering. He went into the service for the duration of World War II, and shortly afterward left the privations of postwar England for Australia and a try at a writing career. Slide Rule was not his first effort as an author, it turns out. He had begun writing novels as a junior engineer at Vickers, and had gotten works such as Marazan and Pied Piper published even while trying to build Airspeed. By the time he wrote his fine portrayal of the life of an engineer during that very interesting interwar period, Neville Norway was quite famous. But not by that name. It had seemed to him, in the early days, that writing novels was a not quite respectable pastime for an engineer, so the chief calculator of the R100, founder of Airspeed, and guiding light of the Envoy/Oxford design took his two given names as a pen name, and when he wrote A Town Like Alice and On the Beach, he called himself Neville Shute.

Bob Miller started building wooden aircraft models when he was seven years old and has been a member of SVSM since the early '80s. His interests include ships, trains and most importantly aircraft, especially those from transition periods such as 1914 and the late '30s.

OCTOBER MINUTES

At the October meeting, Mark Schynert revealed that the theme of the 2006 Fremont contest will be "Shoulda, Coulda, Woulda." That's going to refer to what could have been had five wonder planes of the late 1950s and early 1960s: the TSR.2, the CF-105 Arrow, the F-107 Ultrasabre, the F5D Skylancer and the FSU-3 Crusader III. Mark also reports that Fremont is still waiting for its non-profit status so it can move into the Irvington Community Center on a permanent basis.

Paul Bishop made some comments that will lead to an increased P.R. effort for the club and for the contest. Any suggestions for places to publicize our organization are welcome; we already have flyers at hobby shops, but we would love to reach others who may be interested in modeling. Send your suggestions to the webmaster/editor and he'll get them to the right people.

In model talk... Bert McDowell brought in a test shot of Trumpeter's soon-to-be-released 1:700 Essex-class carrier. Bert says the model has better detail than the Dragon Essex, but it's 10 feet too short in scale. The Dragon Essex is 10 feet too long, so it's something of a push. Bert suspects Trumpeter will do an early and late Essex just like they did in 1:350. Jared Bishop is making two steps forward, one step back progress on his 1:35 Academy UH-60 Blackhawk. He's added details like seat belts, but then dropped the model and had to make repairs to it. Paul Bishop's next big ship is Revell's 1:72 U-Boat, and he's going to make it radio controlled. Using a kit for such a task, Paul has installed much of the insides of the "machine spaces" for the sub, which will run off cell phone batteries. Bill Dye overcame Mach II's Trident, completing the model and finishing it in a coat of Alclad, which would have showed up any construction flaws Bill had overlooked. Just when he thought he had it beaten, the decals exploded on contact with water! Bill also picked up A-Model's I-270 kit, which will be cute once it has been beaten into submission. Jim Lund's Howard Hughes collection, which he introduced with the Lockheed 079/C-69 article last month, was complemented in October by a Boeing Model 100A, which Hughes had Douglas modify from essentially a P-12 into a plane 100 miles per hour faster than its USAAC version. He won the 1934 Sportsman Pilots' Free for All in Miami with the plane. Jim started with a Monogram F4B-4 and made many modifications. He also had a modified Sword Sikorsky S-43 that depicts Hughes' flush-riveted flying boat that was originally tapped for an around-the-world flight later completed in a Lockheed Model 14. Hughes later used the boat as a test bed for the hull design on the H-4 "Spruce Goose" and crashed it on Lake Mead, killing Dick Felt and Leo Cline and injuring Hughes. All three "victims" of the crash were on hand in 1:72 as well, including Hughes in his two-tone jacket and

sneakers. Gabriel Lee's Polar Lights Mach II won second in science fiction at the Santa Rosa contest; his Revell Sea Tiger took first in miscellaneous and his Japanese Ho 229 took second. Gabriel's next project is a Venezuelan take on the Airfix 1:144 DC-10-30, which now wears all its markings but is missing a couple of engines. Mark Schynert has all the interior bulkheads fitted to Revell of Germany's Bv 222, and he says it fits together very well, especially for a German flying boat! The only headache is Revell's goofy color callout system on the

instructions; Mark made his own chart to convert Revell's chart into something comprehensible. John Carr is building a mid-'90s Chevy Lumina NASCAR racer in the markings of Dale Earnhart for his uncle, who's a real NASCAR nut. John described the model diplomatically, saying the kit is rough. Eric McClure has two Sherman crewmen in largely painted pieces, with bodies from DML's new European tanker set and Hornet resin heads. Brad Chun was trying to finish his Ki-61 for the Air Racers contest but came up a little short. Brad extended the



Jack Riggan won Model of the Month with his Hasegawa 1:48 F/A-18C.

radiator exhaust, added a P-51 spinner and made other modifications similar to what was added to "Ridge Runner III" before this year's Reno race. Ron Wergin built three of Dragon's new 1:72 tanks, and he says the progress they have made is startling. The three tanks – a Panther, a Tiger and an E100 – were crewed by figures from Prieser and CMK. Chris Bucholtz' wife Elizabeth built JAG Models' 1:700 Nautilus all by herself – her first model! – and then painted it pink. Husband Chris built the same model as U.S.S. Scamp, adding periscopes and a photoetched figure to the model and mounting it on a base made with the new Vallejo clear acrylic gel. Chris has also wired two Engines and Things R-1830s for his 1:72 Martin Maryland and has added detail to the bombardier's compartment. When he tires of being abused by the Maryland he turns for consolation to the two Tamiya P-47s he has in the works; the razorback version of the two now sports an Aires R-2800. Chris is also adding Eduard brass details to his Academy GMC CCKW 2-ton truck. Roy Sutherland marvels over the fact that short-run producer Valom would model the Firebrand TF.2, the inline-engined post-war torpedo fighter. Roy's also hard at work on Dragon's StuG IV, cleaning up the mold part seams and other flaws this kit requires. Greg Plummer also missed the deadline for his racing Shinden, built from the Hasegawa 1:48 kit. Greg's also working on an AMT P-40N Warhawk, adding a Cooper Details seat and Eduard pre-painted seatbelts. Greg plans to build the model as a Chinese Air Force machine. Don Savage's latest vehicle is a '41 Chevrolet pickup, built from the Revell kit. Don commends the crispness of detail, but wishes the fit was less sloppy. Andy

Kellock acquired one of Don's kits, a Porsche, and set to work on it, finishing it with Tamiya rattle-can black and clear paints, which he said worked very well. The wheels for the Porsche came from the spares box. Andy's answer for a see-through grille and a non-opening hood was to reduce a photo of the front of the engine and mount that inside the engine compartment! Andy also knocked out a tiny 1:87 LeMans Miniatures Ferrari 312PS in four days. The model has six resin parts and some photoetch, including the wing and wing supports. Andy made his own decals and scratchbuilt the rear-view mirrors. Andy's also at work on Revell's Chaparral, adding a small-block Chevrolet engine, solder for exhaust headers and photoetched grilles. So far, his biggest project has

been drybrushing the fiberglass tub. Steve Travis' tricked-out Monogram hot rod featured a seat from a '34 Ford from AMT, which he gave some nifty upholstery flourishes. Steve knows his way around a back seat (not that way, you perverts!). He's also expanding his expertise with aircraft, building a Hasegawa Spitfire V and finishing it with airbrushed mixed of acrylic colors. Steve's especially proud of his mix for RAF azure blue. Bill Bauer is using a German

transkit to convert Fujimi kit into a Mercialago Lamborghini racer. Bill plans to use the decals to represent a car sponsored by Scream Condoms. Kent McClure had similar color issues to Mark Schynert's in building his 1:144 F-22 Raptor from Revell of Germany. He also discovered also oddities on the instructions, including one drawing that led him to install the missile rails backward. Kent's small crowd of 1:72 figures included some B-movie bug monsters by Eureka, a handful of mad scientists, Albert Einstein, two nurses (old and new), some Masai tribesmen and a few cavemen. Apparently, he's building a diorama of Berkeley. Frank Babbitt brought in the three stages of life, Fw 190 style. He had a little Platz 1:144 Fw 190D-9 assembled, a Tamiya Fw 190D-9 partially assembled and a 1:48 Otaki Fw 190A built and painted. With a few more details, Frank says the 190A will be ready for competition. Newcomer Nick Moran started his Tamiya 1:35 Japanese Type 90 with mine roller back in 2002 before the government sent him to play in the world's most hostile sandbox. Once he returned, he used Krystal Kleer for the vision ports, headlights and GPS sensor. The mine roller is fairly simple, he said, but it requires patience to assemble. Jack Riggart won Dragon's Sturmpioneer figures in a raffle and decided to build them in a diorama setting, first detailing the rubber raft and then substituting Hornet heads. The water took a long while to cure; it's Easycast resin, and Jack found himself up at 3 a.m. making the wake for his raft. Cliff Kranz is building the 1:108 "box scale" B-58 Hustler as a colorful aircraft with red trim on the nose and the engines. Mike Burton's Tamiya M41 Walker Bulldog will be finished as a Japanese Ground Self-Defense force machine (also known as "Godzilla bait"). Bill Ferrante is using the decals from the 1998 nationals to finish his Tamiya P-47D as Ken McCleary's "Wheelboy"/"The Tennessee Cannonball" from

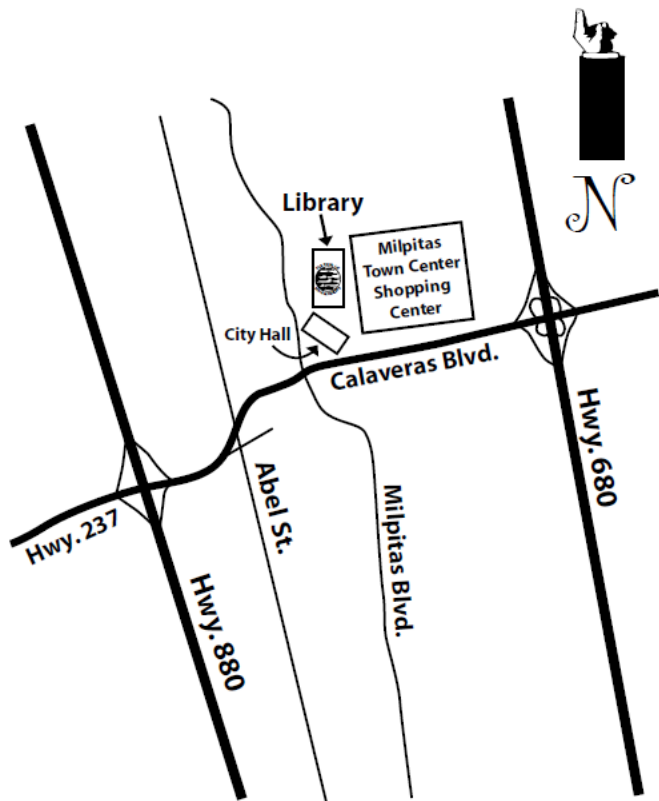


the 379th Fighter Squadron. Bill said the model went together fine, but he's had some canopy masking problems. Ben Pada built a couple of 1:48 P-47s himself, starting with a Hasegawa Jug with a Jaguar interior and a lot of extra work on the engine. Next came a Tamiya P-47D as a Pacific Theatre plane; Ben said the Tamiya kit is good enough to build straight from the box. Ben also added a True Details cockpit and Eduard control panel and re-worked flaps to Tamiya's P-51D Mustang. Ben repeated his dislike of the way Tamiya did its clear parts in this kit. Bill Abbott's Hasegawa 1:72 MU-2 was started by a friend back during the 20th Century and Bill finished it using 21st Century techniques. He enjoyed the model and pointed out that there's a longer variant that he could use for his nefarious

airliner purposes. Bill also showed off two kits he picked up from Roberts Models, the Republic XF-12 Rainbow and the Boeing 737-200. The Rainbow was Combat Models kit, while the 737 was pulled off an Aurora kit. Bill says they have terrible parts but great plans. And the model of the month goes to... Jack Riggart for his Hasegawa 1:48 F/A-18C. Jack won the model and a Black Box cockpit at the Two Bobs / Obscureco Hospitality Suite at the

nationals, and he added Seamless Suckers intakes (which proved to be difficult to paint). He reworked all the optical elements, using things like theater gels, confetti and flower wrapping to replicate the luminous quality of the lenses. Jack finished the model off with Extracrylics paints. For his efforts, he won best of show at Santa Rosa's contest.

This month's club contest was the combined Air Racers and Missiles of October contest. Mike Burton competed using a V-1 egg bomb originally built for a Leggs Egg contest many years ago. Ken Miller built Airfix's 1:87 Saturn V, and his other missile, the Disney TWA Moonliner built from the Glencoe kit, perhaps doesn't officially qualify since it has not yet left the ground under its own power! Randy Ray built Trumpeter's SA-2 surface-to-air missile, which he says is a nice model but has sparse detail. He also found the decals to be extremely brittle. Mike Woolson got the air racing off to a start with his clipped-wing Italeri 1:72 Corsair, which received an R-3350 engine from a Skyraider, a Bearcat propeller and a Mustang spinner. Mark Schynert's Henschel 293 missile came from the Condor kit; it was a simple build except for the rigging of the control cables, which had to be strung across some small photoetched control wires. And the winners were... In third place, with a collection of B-52-carried missiles, was Ken Miller. Ken's collection, all in 1:144, included a Quail decoy, a Hound Dog, a Harpoon, a Skybolt and an Air-Launched Cruise Missile (ALCM), each on its own stand. In second place, with a Revell Hurricane in 1:72, was Bill Ferrante. Bill built the last Hurricane built as it appeared in the Kings Cup race, finishing it in decals from Flying Papas. And in first place, with his Fw 190D Unlimited racer, was Mike Meek. Mike added a Griffon engine, contrarotating propellers and clipped wings to make his Tamiya 1:72 Fw 190 almost unrecognizable.



Next meeting:
**7:00 p.m.,
Friday,
December 16**
at the
Milpitas Public Library
40 N. Milpitas Blvd.
For more information, call the
editor at (408) 307-0672
email: editor@svsm.org



John Heck, Editor
Silicon Valley Scale Modelers
P.O. Box 361644
Milpitas, CA 95036

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