

Fighter for the free world: F-84F in 1:72

By Mike Burton

Republic Aircraft's under-appreciated evolution of their straight winged *Thunderjet*, the F-84F *Thunderstreak*, insinuated itself throughout the Free World's air forces quite successfully. This was no doubt assisted by decisions which led to its being selected as the standard NATO fighter bomber, replacing the F-84E and G. In all, the air forces of the United States, German, France, Italy, Greece, Norway, Denmark, the Netherlands, Belgium, Turkey and Nationalist China used the swept-wing F-84.

The 1956 Suez Crisis saw French F-84Fs provide live fire in real combat operations, drawing the first (and last)

blood for the *Thunderstreak*. Well-suited for a public relations role as an aerobatics platform, F-84F served with the U.S. Air Force's *Thunderbirds* as well with two Italian teams (Getti Tonanti and Diavoli Rossi). The F-84F also provided the basis for only operational parasite jet fighter in the form of the USAF's FICON (Fighter In Convair) program. The original YF-84F, with its nose trapeze hook and bent-down horizontal stabilizers, served as the prototype/proof of concept machine for about 25 RF-84K *Thunderflashes* (the reconnaissance version of the *Thunderstreak*) carried aboard GRB-36 *Peacemaker* recon bombers.

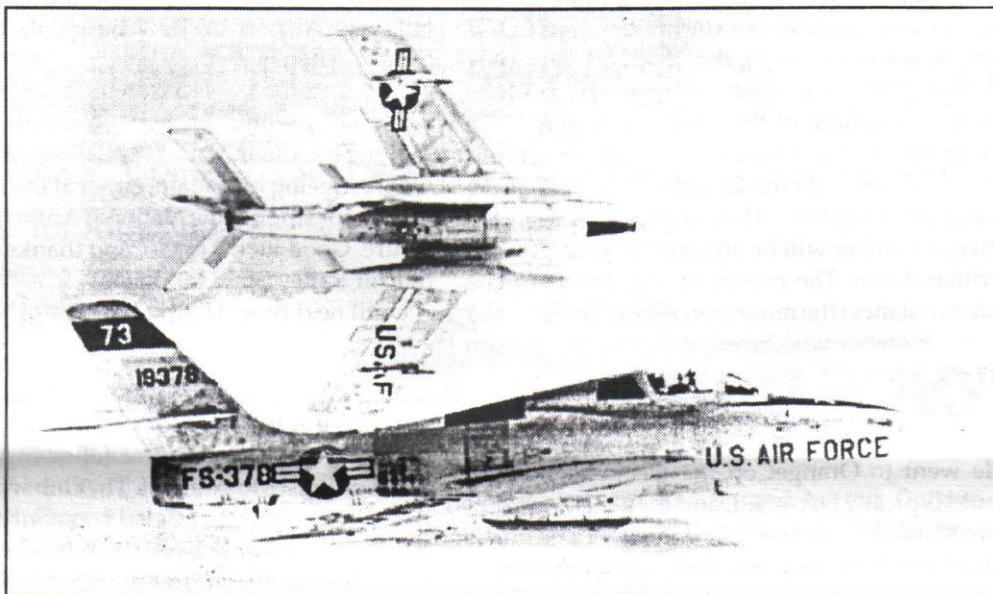
Airfix's little jewel from 1974 has again been reissued, molded in mild gray plastic, with no change in the very delicate raised panel line detail. Decals are included for two machines: one of Diavoli Rossi aerobatic Team circa 1959, and a Hellenic Air Force fighter based on Crete in 1962. Both aircraft have natural metal finishes.

Starting out with the cockpit and nose internals, the assem-

bly is quite extensive out of the box, with separate front and rear bulkheads, cockpit tub, main instrument cluster, panel, seat, rear coaming— everything but the pilot's joystick. A clear component for the gunsight is also provided. Not noted is the simplified arm of the canopy lift (part 8), shown to be placed in the closed position as is the canopy hood.

The nose intake splitter comes in two parts. Once this is gently sanded, it appears as a nice snugly-fitting one-piece item. Carefully filling this part with steel weight aided in the balance of the model. Watch that the nose landing gear mounts do not get plugged up.

The exhaust cone is three pieces: the afterburner can in



2711 F-84Fs were built. Some, like these Tactical Command aircraft served in the USAF, but about half of them went to other allied countries.

halves, with a plug for the engine inside.

With cockpit, splitter and tailpipe completed, it was time to install the window in the rear cockpit on each fuselage half. One clear plastic part was a little oversized, but work with a sharp knife fixed this. Once the extra was removed, the fit of these slightly curved windows was near perfect. They are clear and fairly thin, with no bubbles in them, castings that are impressive considering the age of mold. I mounted these with "watch crystal cement" followed with white glue beads to fill in the slight gaps.

I installed the splitter, cockpit and exhaust parts, added glue and sealed up the fuselage halves, which were almost without fault. Mine had a pair of slight sink marks along the belly near the wing leading edge, but only on one half. The parts alignment was very tight without twists or gaps anywhere. Considering the age of the mold and this result is a testament to *Airfix!*

The fuselage-mounted speed brakes are molded separately

Continued on Page 6

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

© 2001 Silicon Valley Scale Modelers.

FROM THE PRESIDENT

Welcome to the October 2001 Styrene Sheet.

This month is our Air Racer and Missiles of October club contest. Let's show Mike Meek that there are other members in the club that like to build air racers besides him. Next month will be the AMTronic base kit contest also.

The details for the 2002 Kick Off Classic have been worked out. The date is February 17, and we will be in a much larger location next year. See the flyer for details.

We will be meeting at the Los Altos Library this month and I hope to have the Milpitas Library reserved for November. The meeting site for December has yet to be worked out, but will more than likely be the Los Altos Library because of the Milpitas time constraints and the amount of time required for the Gift Exchange.

Speaking of the holiday kit exchange (notice I did not say mention Christmas, as some celebrate the holidays in a different manner. I'm trying to be "PC"), there will be some new rules implemented. This year, each member will only be allowed to bring a maximum of three gifts. The gift(s) will have a minimum retail of \$15 before sales tax, or current market value for OOP kits, and the kit will not be of *Lindberg* or *Starfix* manufacture. The gift must be complete and unstarted. When you arrive, a number will be attached to your gift and your name written down. The reason for the numbering is that if the gift does not meet the minimum requirement, it will be returned to the member who brought it, and that person

EDITOR'S BRIEF

This issue may arrive a little late, and if it does, the editor apologizes. He went to OrangeCon the weekend that the newsletter would typically be copied, and then business kept him in Southern California on Monday. However, the newsletter could have been done if we had stories to work with. A dearth of stories led to a last-minute call for articles early last week, which was answered by Mark Schynert, Robin Powell and Mike Burton. A hearty thank you goes to these writers.

However, there were still holes as of Thursday night that needed to be filled. We also had two stories about automobiles we could not run because we were not provided with photos of either the model or the real things. The editor's library covers most airplanes and some tanks and ships, but a comprehensive library on automobiles is beyond his reach.

The last-minute business trip contributed to the tardiness of the newsletter, but it was not the most important factor by a long shot. We have asked before, and we will ask again: please contribute. The requirements are few: literally, words and sometimes pictures. The editor can make the most out of the barest ideas, but he cannot be expected to come up with 16 pages of ideas on his own. The newsletter requires a lot of time, so he is already limited in the amount of modeling time he can squeeze in; however, the minutes reveal that much building is going on among the membership. If some of that building could be documented, the newsletter would be much easier to produce.

One last thing on this topic: calls for articles in the past have resulted in some articles and lots of promises of articles to come. In fact, the editor has heard the same promises from the same people on several occasions spanning as much as five

years. The editor has no need to hear these sorts of promises. If you have no intention of following through, please keep those promises to yourself. The club would never put up with the editor promising to send you your newsletter month after month and never delivering. Why should he have to put up with the same from the membership? This newsletter has been published for nearly 40 years. It would be a shame for it to cease publication because of a lack of input from an otherwise interested audience.

will be removed from the exchange. If the member already has a gift that has been unwrapped, it will be returned to the pile, I mean, group of gifts for selection. The gift exchange is supposed to be fun, with the number of models or model related items being exchanged. Just think, you can actually "steal" from someone, in plain sight of a police officer, and not go to jail! Remember; bring a gift that YOU would like to bring home, and not something that others would call "junk".

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

We also saw the return of IPMS National Award winning figure and armor modeler Joe Fleming. Joe has decided that the Bay Area isn't so bad after all! (And a bit warmer also!) Joe will also be conducting a seminar on October 26 at Reid-Hillview Airport on how he paints those award winning figures. Thanks, Joe!

And a sadder note... Angelo Deogracias announced that last month would be his last meeting with us. Angelo is moving back to Indiana and will be getting married. I'm sure we'll be seeing him again, either at the Nationals, the Kick Off Classic, or singing the National Anthem at the Indy 500 in the future. Good luck Angelo, and thanks for your service to the Silicon Valley Scale Modelers!

Until next time, Happy Modeling!

—Brad Chun

—The Editor

CONTEST CALENDAR

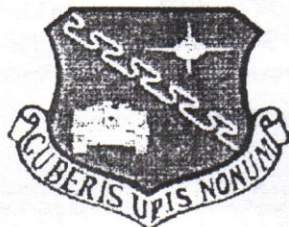
November 3, 2001: **Antelope Valley Group** hosts the **Desert Classic V** at the Antelope Valley College Cafeteria, 3041 W. Ave. K, Lancaster, California. Special Awards for best 1941 Subject and Best X-Plane. For more information, call David Newman at (661) 256-6359 or e-mail him at dnewman@as.net, or call Mike Valdez at (661) 258-1278 or e-mail him at mikentina@prodigy.net.

February 3, 2002: Silicon Valley Scale Modelers host their ninth annual Kickoff Classic at Napredak Hall, 770 Montague Expressway, Milpitas, California. This year's theme is "The Need for Speed." For more information, call Chris Bucholtz at (408) 723-3995 or e-mail him at bucholtzc@aol.com.

DESERT CLASSIC V MODEL CONTEST

Presented by

ANTELOPE VALLEY GROUP



Saturday November 3, 2001

Antelope Valley College 3041 W. Avenue K Lancaster, CA Cafeteria Entrance

The Theme for this year's contest is : 1941

Categories

1. Helicopters (All Type, All Scales)
2. 1/73 and smaller Aircraft
3. 1/72 Allied Prop Aircraft
4. 1/72 Axis Prop Aircraft
5. 1/72 Jet Aircraft
6. 1/48 Allied Prop Aircraft
7. 1/48 Axis Prop Aircraft
8. 1/48 Multi-Engine Prop Aircraft
9. 1/48 Jet Aircraft
10. 1/48 Multi-Engine Jet Aircraft
11. 1/32 Aircraft (All Types)
12. Ships (All Types, All Scales)
13. Tanks 1945 & Earlier (All scales)
14. Tanks 1946 & Later (All Scales)
15. AFV, Artillery, Softskins
16. Self Propelled Guns, Assault Tanks
17. Auto - Competition
18. Auto - Street Machine / Custom / Stock
19. Figures Historical
20. Figures Non-Historical
21. Dioramas
22. Dioramas Non-Historical
23. Miscellaneous
24. Junior (17 and under)
25. Science Fiction / Space

Schedule

10:00 - Noon	Registration
Noon - 2:00	Judging
2:00 - 3:00	Awards

Fees

Parking	\$0.50 Charged by the College
Adult	\$5.00 for 2 entries \$1.00 for each additional entry.

Juniors	FREE
Spectators	FREE

Vendors	\$15.00 pre-registered \$25.00 at the door. Per Table.
---------	--

Call for more Information (661) 258-1278 ask for Mike
(661) 256- 6359 ask for David
(760) 373- 3473 ask for Steve

Special Awards

Best of Show	People's Choice	Best Aircraft
Best Automobile	Best Armor	Best X-Plane
Best F-4 Phantom II	Best USAF Aircraft	Best USAF Jet
F-117 25th Anniversary		
Desert Storm 10th Anniversary		

*** LARGE ***
*** RAFFLE ***

For contest news and updates see our **AVG Website: fp3.antelecom.net/~jaber/avg-ipms**

IPMS Chapter Contact: Don Butzke at (661) 942-9827 don.butzke@usa.net
Mike Valdez at (661) 258-1278 mikentina@prodigy.net
Steve Spandorf at (760) 373- 3473 spandorf@juno.com

Note: The "No Sweeps" rule is in use for this contest. All winning entries from past Desert Classic and IPMS Nationals prior to 2001 are not eligible.

AVG reserves the right to change/alter class structures and entree classification as they pertain to the IPMS Rules and criteria. Judges decisions are final. Neither AVG nor Antelope Valley College can be held responsible for any loss, damage, or injury to entrants, vendors, or spectators and their respective entries, merchandise, and/or personal effects.

An inopportune export: Seversky's 2PA

By Nat Richards

While spending a most enjoyable Saturday at the Planes of Fame Air Museum in Chino attending the IPMS contest there, I had a chance to spend some time looking over the world's only surviving Seversky AT-12 Guardsman. Pushed into the back corner of the "Bob Pond" hangar, this airworthy aircraft is resplendent in polished aluminum with a white cowling and red, white and blue tail stripes. Truly a rare bird! This reminded of the interesting saga of the Seversky 2PA series of aircraft and how, of the 74 aircraft built, 20 of them flew for the Imperial Japanese Navy over China.

Built by the Seversky Company as a two-seat parallel development of their P-35, the 2PA utilized the same engine, forward fuselage, wings, tail and landing gear of the earlier fighter. Only the after fuselage differed, being longer by 19 inches. Additional fuel tankage was provided and the 2PA was fitted with a fore and aft cockpit covered with a multi-section canopy. The aft most section opened to allow for a rear firing machine gun. The forward firing armament consisted of two .30-caliber guns mounted to fire above the engine cowling and another two guns in the wings. There was also a provision for bomb racks fitted under each wing able to carry a total of 500 pounds of bombs. Power was provided by a Wright R-1820 Cyclone engine that offered 1,000 hp at takeoff power turning a three-bladed propeller.

The 2PA was billed as a "Convoy Fighter" for escorting bombers and transports over longer ranges. Major Alexander P. de Seversky was one of the leading proponents of air power during the 1930s and was the author of a book called "Victory Through Air Power" that called for large numbers of heavily armed bombers and "convoy fighters" to fight their way into and out of targets deep in enemy territory. As a result, with a designed range of 975 miles, the 2PA was intended to be able to escort bombers to targets beyond the range of then existing single seat fighters.

Despite the long range capability, the design's unremarkable performance as a fighter meant that the U.S. Army Air Corps (USAAC) was not interested in purchasing any of this design. So in early 1938 one of the original two prototypes was shipped to Europe for demonstration purposes.

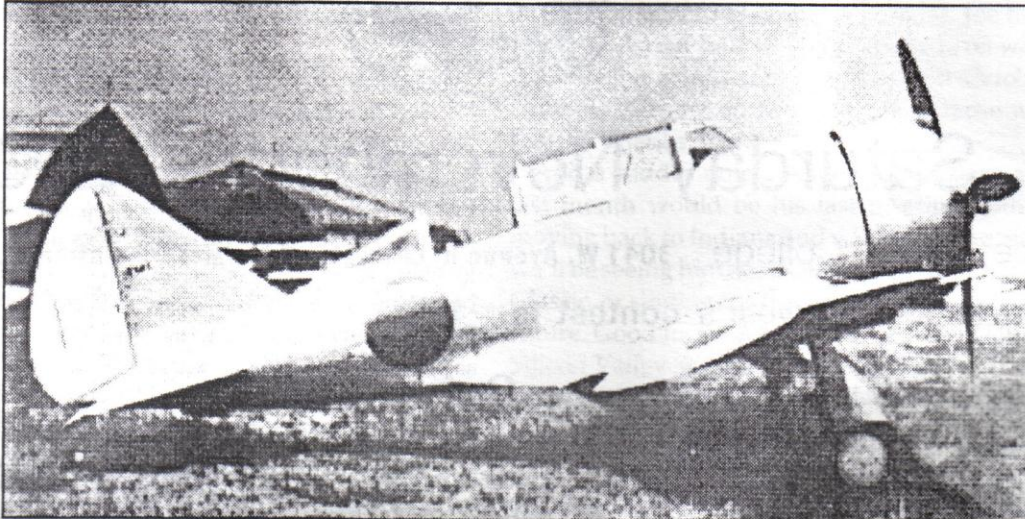
Seversky offered the aircraft with both wheeled, retracting undercarriage and fixed floats for water-borne operation. Various engine options ranging from 900 to 1,100 hp, along

with various combinations of gun armament were offered.

The first buyer was the Soviet Union, which ended up purchasing a license to build the 2PA along with buying one complete example and another in the form of parts to serve as a pattern aircraft. However, that was the total of the Soviet commitment to this aircraft, no further examples were built in Russia.

In March 1939 the RAF evaluated the demonstrator aircraft, but placed no orders. Finally, Sweden purchased 52 machines (company designation 2PA-BX). However, only the first two

were actually shipped to Sweden, the remaining 50 were taken over by the USAAC and the type designated AT-12 and later named *Guardsman*. These aircraft served as advanced trainers until their final withdrawal from service in 1944.



The ABV1, nee the Seversky 2PA, served as a long-range fighter in Japanese service. The U.S. used it as an advanced trainer with the more domestically-familiar name of the AT-12 *Guardsman*.

It is one of these 50 that now resides in Chino.

In early 1938, a contract was signed to provide 20 machines supposedly to the Royal Thai Air Force. These 20 machines, designated 2PA-BA3, received Seversky serial numbers 122 to 141 and were delivered to Los Angeles for shipment overseas. Exactly how the crated aircraft ended up in Japan is not known, but there they were assembled with the assistance of a Seversky engineer (Mr. Judson) and test flown by a Seversky pilot (Mr. Sinclair) prior to being handed over to the Imperial Japanese Navy.

During this Sino-Japanese war, which began in earnest 1937, both official and popular American opinion favored the Chinese government of Chiang Kai Shek and viewed the Japanese as the willful aggressor. Tension over this issue eventually led to the trade sanctions ordered by President Roosevelt that caused the Japanese to plan the war that would begin at Pearl Harbor.

During this time, China was purchasing just about any effective combat aircraft they could get from Europe, Russia and America. The Chinese Air Force operated numerous types of fighter aircraft in 1937/38, including British Gloster *Gladiators*, French Dewotines, Russian Polikarpovs, Italian Fiats, and American Boeing and Curtiss types.

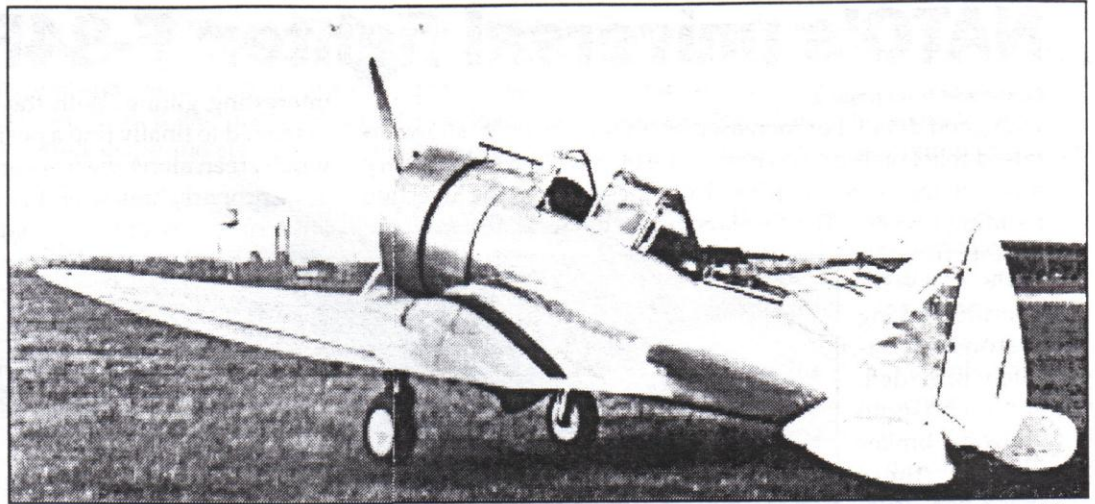
The Japanese G3M bombers were flying from bases in either northern (Manchuria) or western (coastal) bases in China against the major cities in the interior of China: Nanking, Hangchow and Nanchang. As a result, the bombers were flying un-escorted by fighter protection as the then-standard

Mitsubishi A5M fighters did not have the range to reach those targets. As a result, the losses the bombers suffered were huge. After only three raids the two bomber units had lost 22 of 40 total aircraft. It was these actions that caused the IJN to go looking for a fighter that could fly the nearly 900 miles to target, protect the bombers and return home. Since the U.S. Government would not be keen on supplying combatant aircraft to a nation they had labeled as an aggressor, the cover story of the sale going to Thailand was concocted.

Seversky must certainly have known the ultimate destination of the aircraft, otherwise their engineer and pilot would not have been on site when the crates arrived.

The IJN designated the Severskys as the A8V1 Type S. In IJN service the Type S fighters carried only the two 30 caliber guns in the nose and the flexible mount in the aft cockpit, and also had bomb racks mounted under each wing for two small bombs. Initially the A8V1s operated in bare metal overall finish with hinomarus in all six positions. Later photos of the aircraft show that some were camouflaged in the Dark Green (N2) and Medium Brown (N11) upper surfaces while the undersides appeared to remain bare metal. Other aircraft appeared in bare metal overall with red vertical tails surfaces used by the IJN pre-1941.

At least eight machines were delivered to the 12th Kokutai



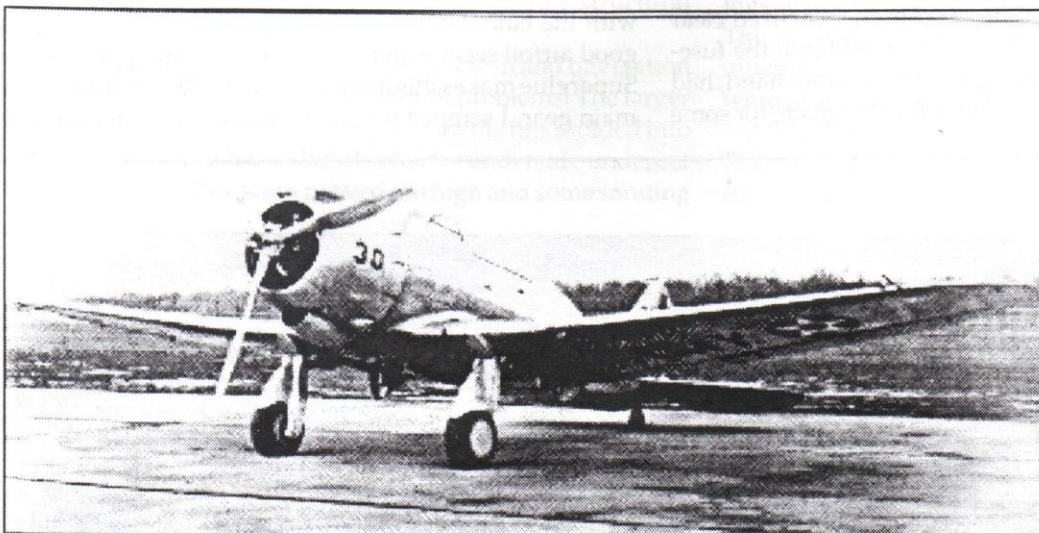
The 2PA varied from the P-35 in having a longer fuselage with greater fuel capacity and a rear gunner's position, as this photo clearly illustrates.

ing. I often flew sorties as a squadron leader with the type 96 fighter (A5M Claude) and had the opportunity to fly the Seversky many times"

"The Seversky was a high-speed aircraft and was very maneuverable, and if attacked by an enemy fighter was able to hold its own in combat. The radio was excellent and the observer in the rear made the reconnaissance ability outstanding."

However, by the time the Severskys entered operational service, the Japanese had advanced closer to the target cities so even the A5M Claude fighters could now reach the targets when accompanying the bombers. Hence, the A8V1 Type S fighter had a rather short operational history as a combat aircraft. What few A8V1 Type S fighters were still in service when the Pacific war began were used for training or as maintenance airframes.

In late 1938, Asahi Shimbun, one of the leading newspapers in Japan, received an ex-IJN Seversky for use as a communication aircraft. Given the name Shinokaze (Sea Breeze) and registered J-BAAN, it was later joined by a second machine called Umikaze (Sea Wind) and coded J-BAAR. These two aircraft are well documented photographically. Umikaze was written off in a crash landing some time in 1942. Shinokaze actually survived the war, only to be bulldozed into the heaps of surrendered aircraft at Haneda airfield. Sometime in 1941 another newspaper also acquired an ex-IJN A8V1 for similar use, but that aircraft was destroyed



One of the 50 2PAs seized from the Swedish order of 52 that saw service in the U.S. as a trainer. This AT-12 is part of the Materiel Division at Wright Field, Ohio in 1942.

(Flying Fighter Unit) operating in China. Mitsugi Kofukuda, a retired Air Marshal of the Japanese Air Self Defence Force was then a Lieutenant with the 12th. He reports: "At the time the first two Severskys were delivered to our squadron for leading fighters to the Chinese strategic points and for scout-

shortly after delivery in an explosion while being refueled. As long as the one machine remains, it is hard to say that the saga of the Seversky 2PA ended. But certainly it plays a curious role in history, having flown for both sides during the war.

NATO's universal fighter: F-84F by Airfix

Continued from page 1

with good detail. For increased accuracy, the holes shown as raised relief on the parts need to be opened; it would be very difficult for *Airfix* to reproduce these using the injection molding process. The fuselage brake bays are also well detailed for the scale, with delicate-looking pistons separately provided. As I chose to show my brakes closed, these were not used. The brakes closed the bays with virtually a perfect fit. Very little glue was needed, mostly for filling the slight gaps created from my sloppy parts preparation!

The spine mount has cut-out for a navigation light lens, which proved to be one of the few items requiring some hard sanding to bring into alignment. This seemingly oversized clear part didn't prove to be very difficult to blend into the fuselage, however. The windscreen glass, on the other hand, had an undersized or too narrow base profile that made for some

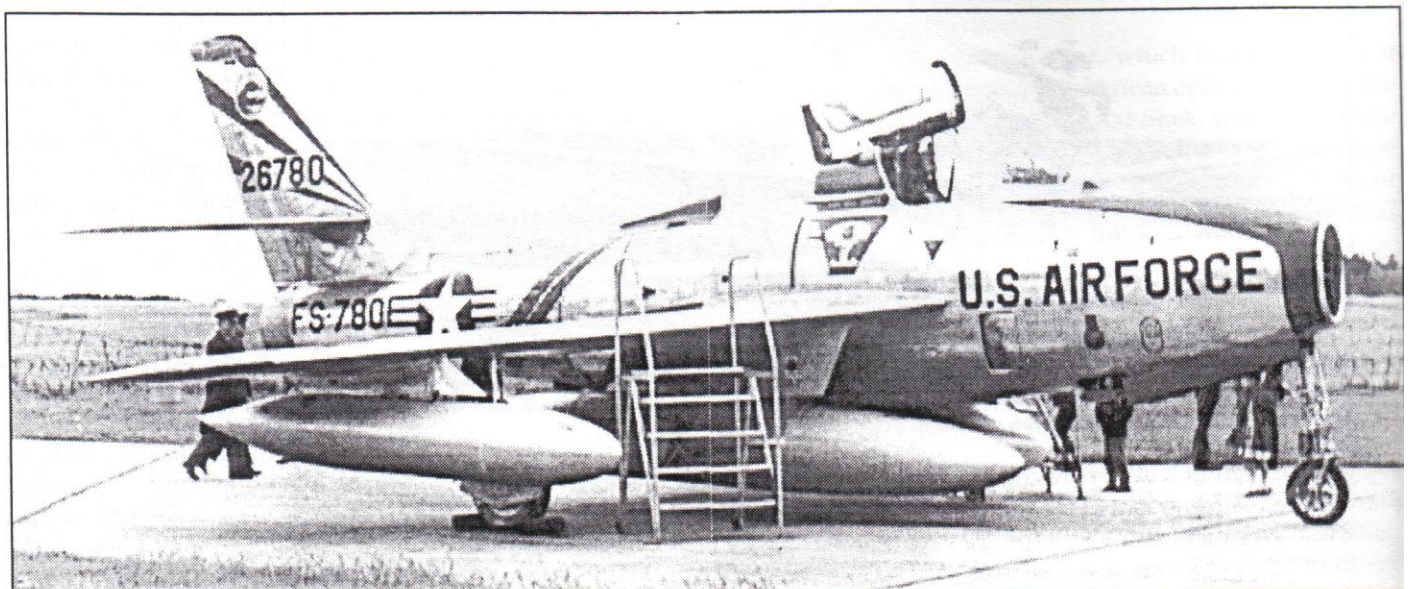
interesting gluing. With the loose canopy as a spacer jig, I managed to finally find a position that minimized the inset of windscreen along the fuselage edges while keeping the front edge properly high so and glued the part in place. A very tiny amount of superglue was fed into the inset edge (to keep the glue from "fog" frosting the glass); this created a stronger bond while filling some area. The canopy hood was mounted in place with the same adhesive process, then the canopy lift arm behind it. Careful sanding in short order rewards you with a very accurate-looking and snug-fitted clear area for the pilot's office.

The wings are in two parts. The upper half has complete leading edges and trailing flying surfaces, and the lower half is a filler piece



The post-war Luftwaffe's first aircraft were F-84Fs. The natural metal schemes of these aircraft soon gave way to a more survivable set of camouflage colors.

with the cutout for the landing gear bays. This makes for a good airfoil section and easy filling of some very small gaps. Superglue makes this hardly any work. Devoid of detail in the main gear, I scraped off the *Airfix* copyright mark inside the



A USAF F-84F of the 78th Fighter Bomber Squadron entertains guests at Armed Forces Day at Shepherd's Grove, Suffolk in 1958.

left bay. Super-detailing this area is easy to do if the references are available.

The fit of the wing to the fuselage went with almost no filling or sanding required. The horizontal stabilizers are one-piece thin moldings with an airfoil shape and staggered tabs to align them in the simple slot cut in the tail. If you want to make the FICON prototype YF-84F, this kit's mold design makes it easy.

The lower wings have open slots for the pylons. If your goal is a clean-winged *Thunderstreak*, some filling will be required. I mounted all four pylons on my model, and they all fit well. The nose landing gear is a one-piece affair, very delicate with much detail molded into it. It needed only a little sanding to get the mounting peg to go into the wheel bay/splitter section, as my steel shot weight had filled in some of the hole. The main gear legs are single pieces, which include the largest gear door with the wheel mount peg on it. These went on so wonderfully easy I had to check to see if somehow I had forgotten to do something!

Airfix provides you a square inset mount for aligning the landing gear, and this seems to work extremely well. The main wheels are another example of *Airfix* providing great detail while simplifying the part engineering, coming as single-piece thin wheels with delicate detail. The thin gear doors for nose and remainder of main gear bays are detailed with some interior structural detail.

Other than the aforementioned windscreen and navigation light, only the underwing tanks offer fit problems. The larger inside wing tanks come in two parts, with the fins molded into the upper half, and has a slightly shorter underside undercut to fit at the rear. This seam proved too high and some sanding

was required. The outer tanks are basically symmetrical halves, but as with the inner tanks, the entire length of the tank seams needed to be sanded. Generic-looking bombs are also provided for the outer pylons, but I chose not to use them because I could tell they had the same seam problems as the tanks.

With construction mostly completed, I applied a metal finish starting with an overall coat of *Halfords* Nissan Silver, misted on in several passes. As always with metal finishes, this step certainly could be termed the moment of truth as it tends to expose even very slight imperfections in seams and less than baby-behind smooth surface finishes. Any imperfections were dealt with as required, then blended in with follow-up application of *Testors* Non-Buffering Aluminum selectively sprayed on areas unlikely to be handled frequently. With effort you can sand the *Halfords* without wearing it all away, and when imperfect surfaces need touchup, then light overspray of *Metalizer* hides the damage. Careful buffing with soft T-shirt or similar cloth, both with and without *Su/* aluminum powder, brings surface variety to the scale model. The Nissan Silver works as a primer and a tough

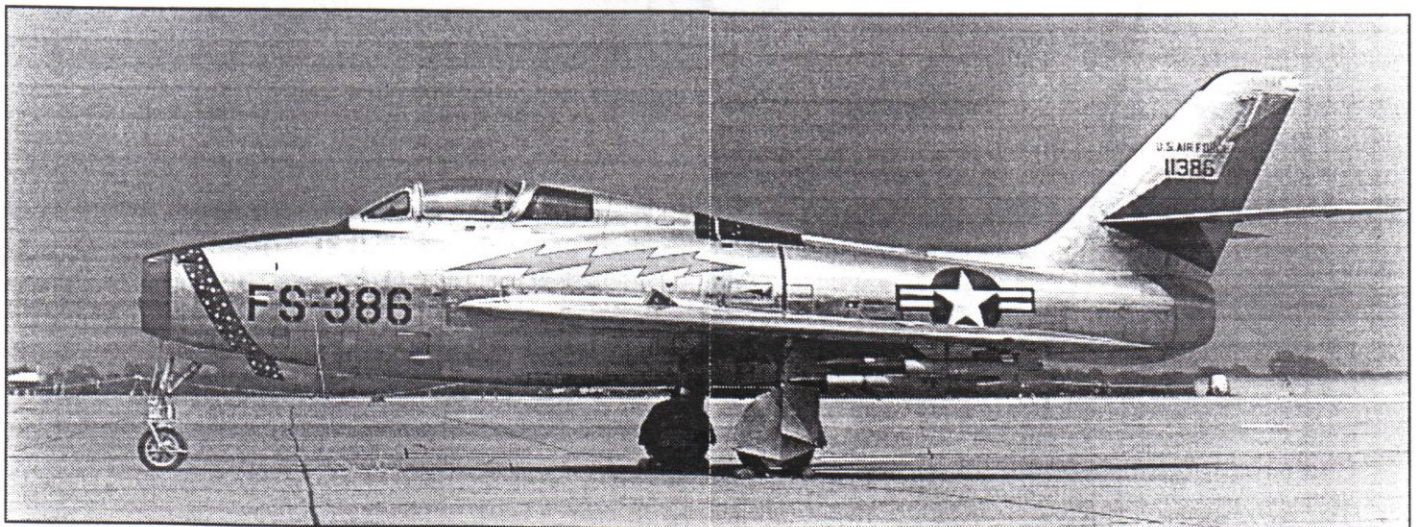
finish coat for areas likely to get handled a lot, and it's an ideal undercoat base for the *Metalizer*.

With the metal finish done, I finally selected which markings to use, settling on the Royal Hellenic Air Force scheme. The *Airfix* decals were very complete and this scheme looks much more attractive than first impression from black and white drawings or photos would indicate.

All in all, this was a most satisfying build. My thanks to Ron Firth of PAMAG for putting this kit "over the pond" in the first place for me for review!

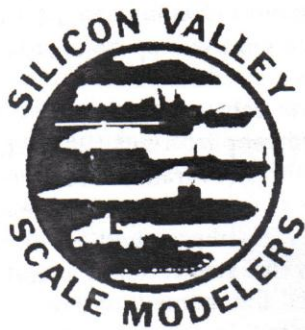


Passing the torch: an early F-84F taxis past rows of straight-wing F-84Es and -Gs.



Borrowing the lessons learned in the F-86, the F-84F could fly at speeds just below the sound barrier thanks to its swept wings and tail.

SILICON VALLEY SCALE MODELERS PRESENT THEIR NINTH ANNUAL



KICKOFF CLASSIC

MODEL CONTEST

SUNDAY, FEBRUARY 17

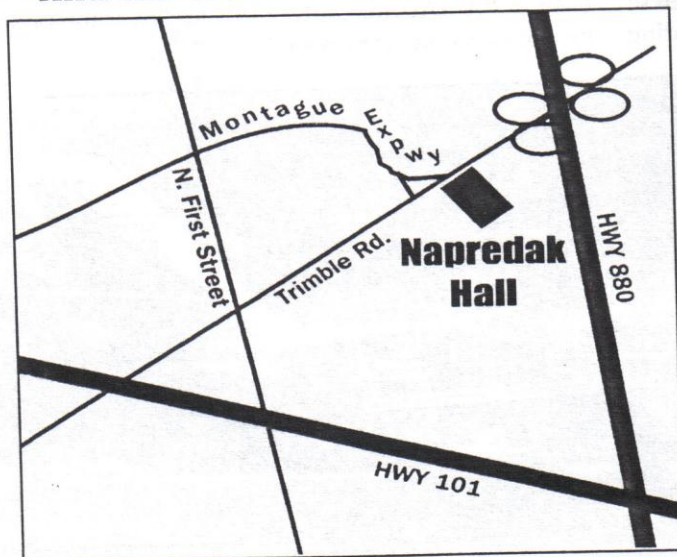
NAPREDAK HALL, 770 MONTAGUE EXPWY. MILPITAS, CA.

This year's theme: THE NEED FOR SPEED

46 CATEGORIES, PLUS SPECIAL AWARDS INCLUDING

- BEST WEEKEND WARRIOR SUBJECT (NATIONAL GUARD, RESERVIST) • BEST SMALL AIR FORCES SUBJECT
- ARIE CHARTER MEMORIAL AWARD—BEST USAAC SUBJECT, PACIFIC THEATER
- AYRTON SENNA MEMORIAL AWARD—BEST COMPETITION AUTOMOBILE • BEST CALIFORNIA SUBJECT
- MIKE WILLIAMS MEMORIAL AWARD—BEST SCI-FI, FANTASY OR REAL SPACE SUBJECT
- TED KAUFFMAN MEMORIAL AWARD—JUDGES' BEST OF SHOW (SENIOR) • BEST FLESH & BONES SUBJECT
- BILL MAGNIE MEMORIAL AWARD—JUDGES' BEST OF SHOW (JUNIOR/YOUTH) • BEST 60TH ANNIVERSARY MIDWAY SUBJECT
- BEST BRITISH SUBJECT • BEST AIRCRAFT IN FOREIGN SERVICE • BEST VACUFORM • BEST AFV (INCLUDING SOFTSKINS)
- BEST U.S. ARMOR SUBJECT, ETO, 1942-45 • BEST WW2 NORTH AFRICA THEATRE ARMOR SUBJECT • BEST AIR RACER
- BEST NEED FOR SPEED THEME SUBJECT • BEST NON-TURRETED ARMOR SUBJECT (ANY ERA)
- TIM CURTIS AWARD—GIVEN TO HONOR SERVICE TO THE SILICON VALLEY SCALE MODELERS IPMS CHAPTER

***A new, larger site! Free to all non-competitors! Door Prizes! Vendors!
And the work of Northern California's Finest Modelers in one room!***



For more information,
call Chris Bucholtz at (408) 723-3995

Vendor Contact:
Contact Jim Priete, weekdays between 9
a.m. and 3:30 p.m. at
(925) 323-1845

VENDOR TABLES ARE LIMITED IN NUMBER AND AVAILABLE ON
A FIRST PAID FIRST SERVED BASIS.

CALIFORNIA RESALE/TAX PERMIT REQUIRED BY FEB. 17.
TABLES ARE \$50 EACH IF PAID BEFORE DECEMBER 20, 2001;
\$55 EACH IF PAID BETWEEN DEC. 20 AND FEB. 10, 2001; \$60
DAY OF EVENT (IF AVAILABLE)

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 Flesh & Bone Subject
- SA7. Best British Subject
- SA8. Best Aircraft in Foreign Service
- SA9. Best California Subject
- SA10. Best AFV (including softskins)
- SA11. Best WWII North Africa Theatre Armor Subject
- SA12. Best U.S. Armor Subject, ETO, 1942-45
- SA13. Best Air Racer
- SA14. Best Vacuum
- SA15. Best Non-Turreted Armor Subject (any era)
- SA16. Best Midway Subject Celebrating 60th Anniversary
- SA17. Best Weekend Warrior Subject (National Guard and Reservists)
- SA18. Best Small Air Forces Subject
- SA19. Best NEED FOR SPEED Theme Subject
- SA20. Tim Curtis Award—Given to honor service to the Silicon Valley Scale Modelers IPMS chapter

SCHEDULE OF EVENTS

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

FEES

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

GENERAL RULES:

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

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

Shipboard twin: Dynavector's DH Hornet

By Robin Powell

The de Havilland 103 *Hornet* was conceived as a single seat fighter-bomber for use in the island-hopping campaign against Japan, but the success of the *Mosquito* and development delays meant that the *Hornet* did not reach squadron service until 1946. The plane could reach 485 mph in level speed, and over 260 were eventually built.

The benefits of the *Hornet* were not lost on the Royal Navy, which ordered more than 150 as a ship-board night-fighter. Provision for a second crewman was made, and ASH radar was installed in the nose. The *Sea Hornet* served from 1949 to 1954, when more advanced all-weather interceptor types with jet power began to emerge.

Dynavector's Sea Hornet kit closely follows the original *Hornet* release in the layout of the parts and the construction. While the first kit was tooled as an F.3 conversion, parts are included to make an F.1. This kit is tooled as the two seat *Sea Hornet* FAW.22 while including conversion parts to build the single seat versions. Instead of the alternative tail group provided in the first kit for the F.1, alternative parts are included to make the single seat *Sea Hornet* F20, these being the short nose and the un-faired exhaust stacks.

I elected to build this kit as the two-seater.

Two stout sheets of plastic carry the main parts. These display the fine and delicate surface detail for which *Dynavector* has rightfully become well known. The scribed detail on the engine nacelle mouldings is particularly noteworthy. Initial parts preparation is, as usual with this manufacturer, straightforward and rapid. All the cutting points are clearly marked and can be trusted to result in a seamless fit. A couple of hours is all this task requires. I know of some who question the accuracy of the internal fittings included and for those I offer some scrap styrene. I used the metal and plastic cockpit and observer station parts and found both offices nicely filled. Only seat belt harnesses required addition from the spares box. I used sections of cushions from a *Cooper Details Spitfire*

seat along with the associated etched belts to dress mine up.

I painted the interior in a dark grey and then gave the details a black wash to pop out some depth before highlighting the various knobs and switches with white and pale grey. I used the kit white metal instrument panel, painting the dials black and then using a needle, scribing faces onto each instrument; filling them afterwards with Humbrol Clearfix. I find this to be quite effective in bringing metal instrument panels to life.

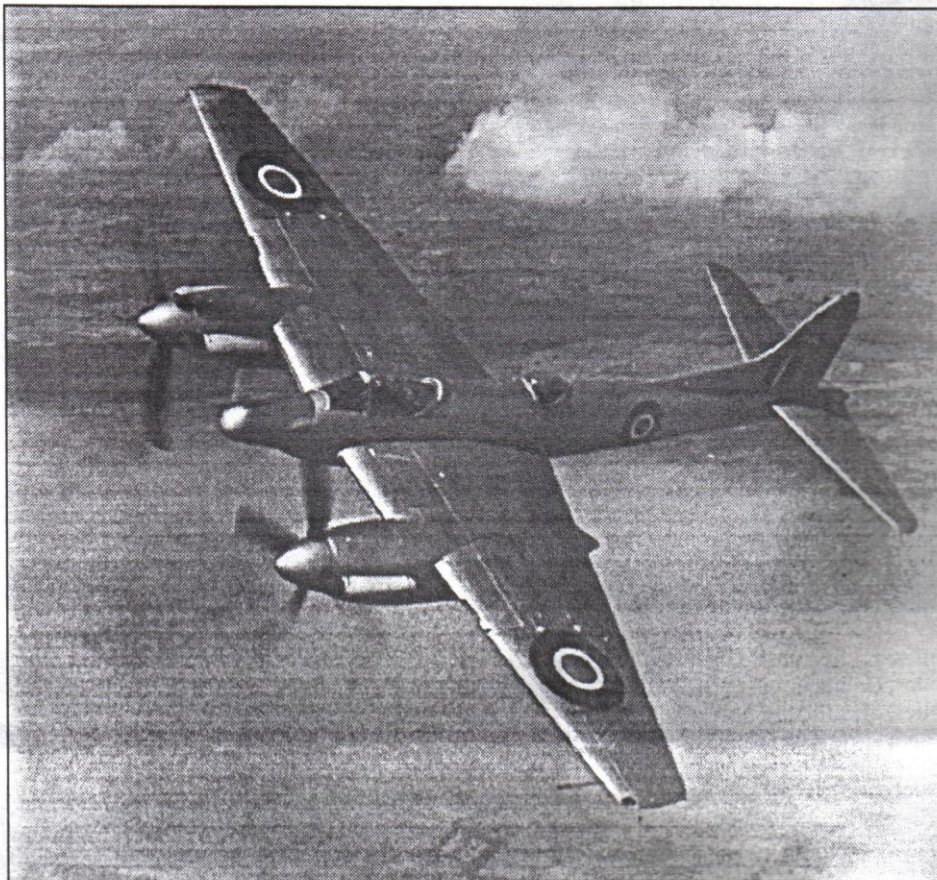
The kit instructions include some useful tips such as suggesting stiffening spars dropped into the fuselage and extra straps laid spanwise inside the wing halves. These are great for beefing up the basic structure and are practices

which I have since implemented on other vacuforms with equal success.

Closing up the fuselage found no misalignment of panel lines across the join and after bonding them with a bead of Tenax, I cleaned the panel lines across the join by pushing a P-Cutter along them.

Preparation of the engine nacelles is simpler than on the single-seaters as no holes need be cut for the exhaust stacks, the baffled night-fighter stacks mounting on the outside of each nacelle. The exhausts are made by fitting a gill-like metal casting in position and then trimming out a vacuformed shroud to fit over the top. This does allow for the open intake at the front of the shroud and convincing openings at the lower rear, though the original spent gas did exit through slots in the shroud. This effect can be represented by blending the crests of each metal gill into the shroud where it touches by using a drop of thick superglue and filing flush once set.

I followed the recommendations in fitting the engine nacelles to the lower wing before joining the upper and lower wings together. As on the *Hornet* kit, this results in a joint requiring no filling and ensures the correct curve to the lower wing surface. It does, however, make the fitting of a forward wall to the wheel well trickier, turning this into a cut, fit and



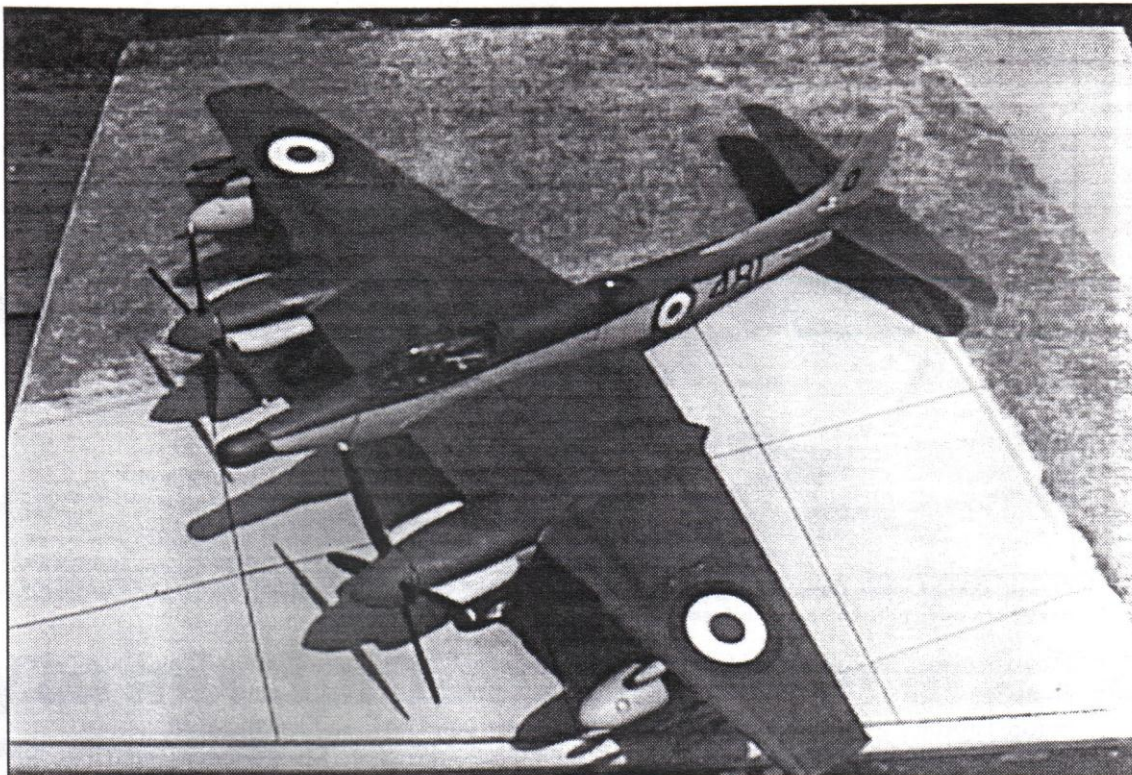
The first production de Havilland Hornet NF. 21, VV430, shows off for the camera. The all-silver scheme soon gave way to the EDSG/Sky combination that most modelers are familiar with.

cut exercise. The kit includes no moulded parts for this so if you are one who enjoys staring into wheel wells, this job is up to you.

The only difficulty I found on the *Hornet* kit was the fit of the metal radiators and the wing leading edge root at the fuselage. The new kit has received some retooling in this area and now the kit radiators fit just fine.

After test fitting everything, I glued the tops onto the wings before cutting open the radiator intakes. Cutting them out to the moulded lines gave the characteristic eyebrow dihedral look to the openings, and I then fitted the radiator fronts through the inboard ends taking care not to spread the upper and lower halves apart. The wing thickness now matched the moulded ledge on the fuselage sides. I used a simple jig to hold the wingtips at the right height off the bench and ran Tenax into the joint. A little *Gunze Sangyo* Mr. Surfacer was all I needed to remove signs of this joint.

The tailplanes: cut, sand, glue, align and add a little filler to blend. Three points on the model need sharpening up, these being the sharp upper corners on the nacelle rears where they blend into the upper wing trailing edge surface and where the rear fuselage does a similar act with the tailplane. The instructions recommend gluing solid plastic to the corners and then blending, but I preferred to lay a bead of thick superglue along the corners and dress this to shape. I find that the job is

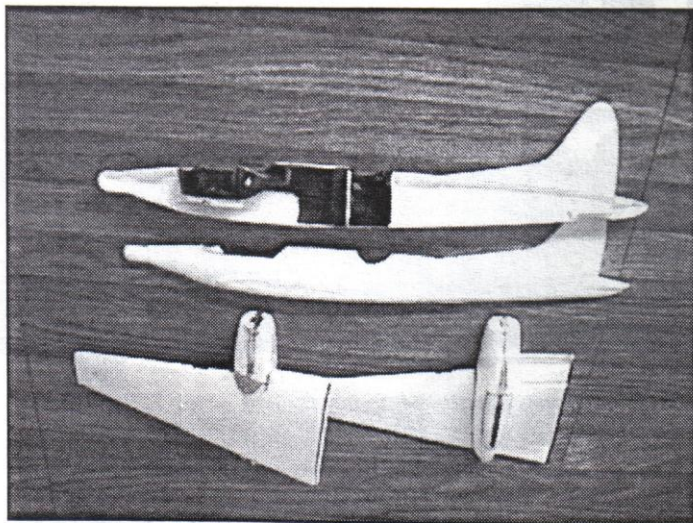


Robin's finished model. Looking at it would never suggest it had come from a vacuform kit, a great testimony to Dynavector's skills in engineering.

made easier by the hardness of the cured superglue and it is easy to add more if the first application proves insufficient. It also allows any required filling of the rest of these joints to be carried out at the same time.

Having trimmed the clear parts out (a spare set is included), I fixed them in place with 5-minute epoxy. Allowing a bead of this to "squidge" slightly allows the glue to fill any imperfection in the join and the excess is easily trimmed flush once dry using a curved scalpel. This is particularly important on the rear observers' blister where there is little in the way of framing to hide the seam later.

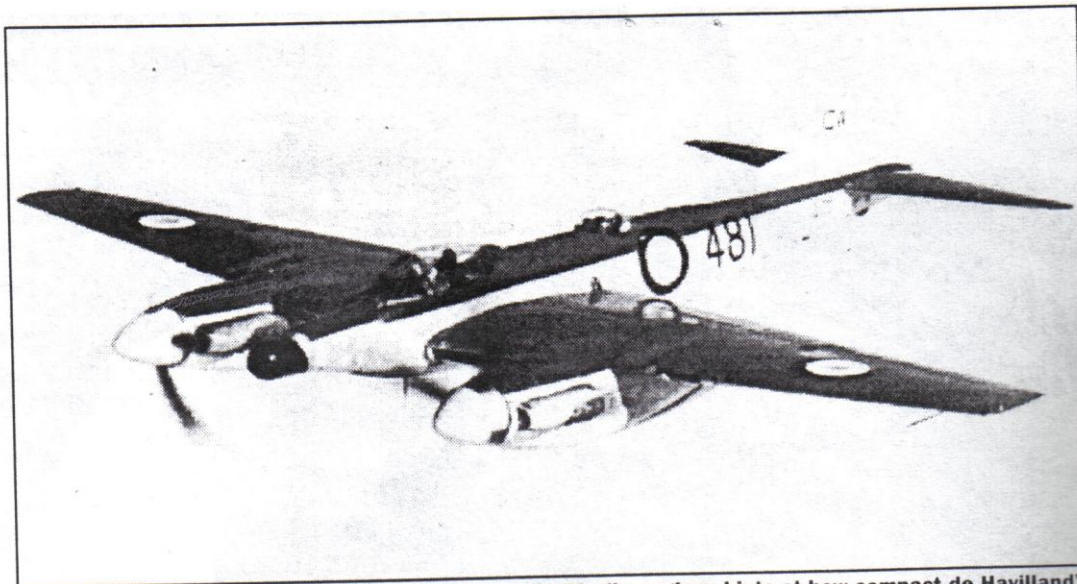
I was ready for some paint. Not many days had passed since I started cutting plastic. This kit is just like the *Hornet* kit in that building it is almost ridiculously easy and I was again surprised how soon I was reaching for the airbrush. I masked off



The fuselage with cockpit, almost ready for buttoning up



Awaiting paint. This shot hints at the visibility the cockpit afforded.



Classic shot of a Sea Hornet in flight. The size of the Merlin engines hints at how compact de Havilland's designers were able to keep the fuselage.

the canopies with *Bare-Metal* foil and gave the model a light coat of *Halfords* primer. A few points needed a quick touch up before I applied a coat of *Sky*. I decided to try *Tamiya* paint on this model. The *Tamiya* colours are way off, their *Sky* being no exception, but it sprays beautifully and it allows washes with enamels later without much fear of damaging the main colour coat. I mixed and mixed until I had some paint that seemed to match my *Xtracolor* stocks, and gave the model two good coats. I then did the same with the Extra Dark Sea Grey, using automotive plastic masking tape to mark the razor sharp demarcation lines.

After removing the masking, I found some areas over the engine exhaust where the masking was not quite straight and I had suffered a little bleed-under. More masking, more *Sky*...Now it looked good. This kind of touch up is easily done with *Tamiya* paint because of the speed of drying and the thinness and opacity of each coat.

After a day to dry good and hard, I washed the panel lines with charcoal enamel. As the panel lines are so cleanly executed on this kit, a light wash is all that is required for the model to develop real shape. The exercise of rubbing off the excess actually burnished the *Tamiya* paint to a satin like finish so that only a light coat of *Future* was needed to give a good decal-ready surface.

The kit decals are great. Printed by *Fantasy Printshop* they once again proved that very thin decals can give you an opaque white. The big D type roundels positively glowed on the dark grey mainplanes. The serials and squadron markings were all pin-sharp and everything was in good register. The kit provides one option for the FAW.22 and two for F.20s. Having removed the canopy masking, I added windscreen framing from pre-painted decal strip.

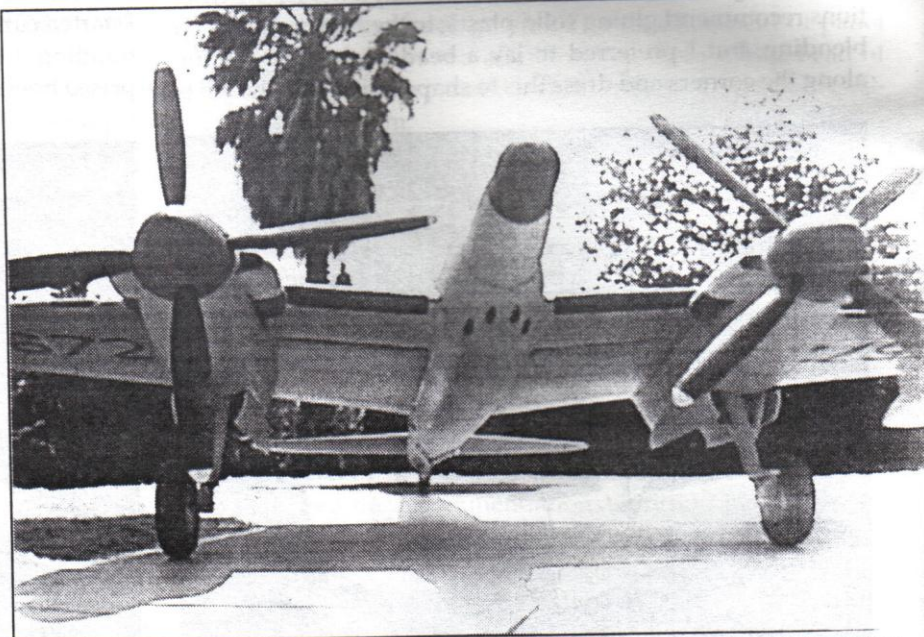
The undercarriage parts are identical to those in the *Hornet* kit and look just as

good in this one. The assembled mainplane is more of a forward fuselage adding plastic struts and rear uprights to meet and match the stance of the thing. The tail is a bit off but does take a little shimmy tyre strap and frame arrestor bar. The metal casting was done externally on the fuselage. I added a detail from brass which I drilled hole through the blades. The backplates are the same as the *Hornet* kit. I only handed the detail to the parts of the model.

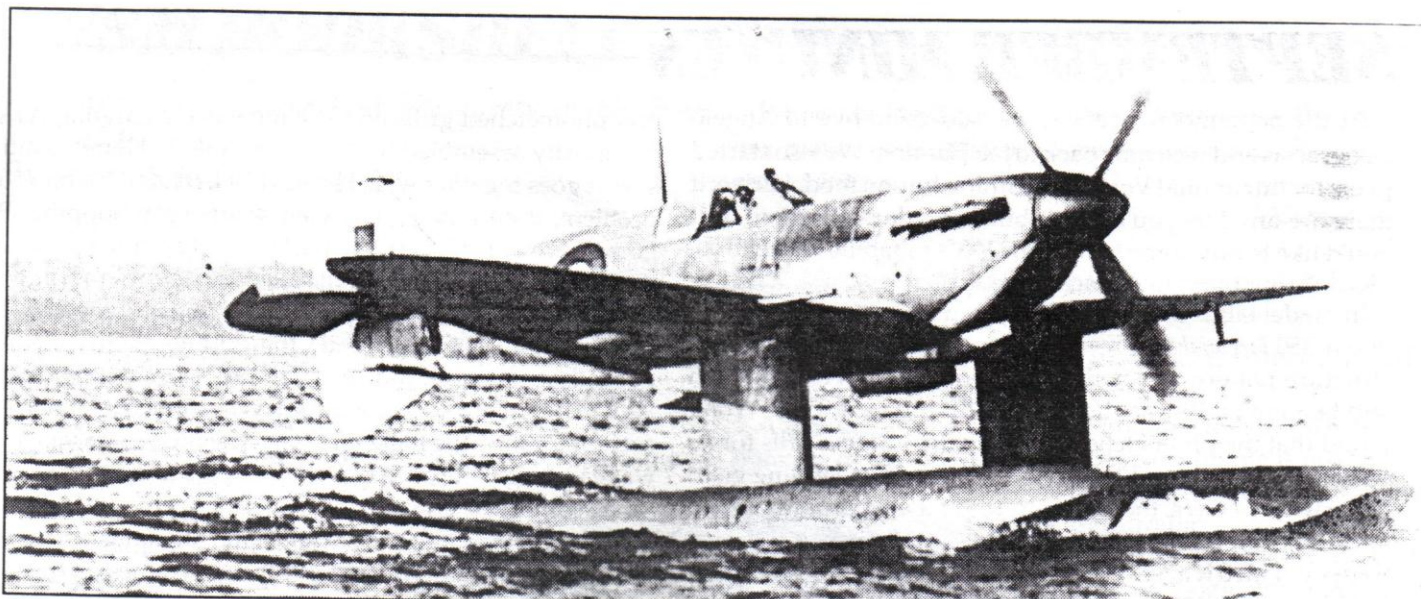
tating assemblies. The kit decal sheet provides some blades, but I saw no sign of them in my pictures of the so I left these off.

My references seem to show *Sea Hornet* in a very so after re-masking the clear parts I gave the model *Humbrol* Matt Kote, after which I sprayed fine line Kote over the panel lines on the wing and wing. This gives an extra depth effect without actually adding colour. A little weathering and the model was ready.

This really is an easy build. There is nothing to make a fine replica of this wonderful aeroplane spend all your time adding detail rather than fixing joints. A series of these models can be made as easily as a series of *Hasegawa Phantoms*. I intend to add a prototype *Sea Hornet* F.20 to the two I now have. The kits really are vacuforms that build themselves with or drama resulting in delicate, detailed and accurate. My thanks go to *Dynacvector* for supplying this wonderful



The business end of Robin's model, posed in his backyard. Note the shrouded exhaust



W7630 was the first float-equipped Spitfire to fly. In preparation for its Mediterranean missions, it had a Vokes filter and an enlarged fin.

One way to mix Spitfire and water in 1:72

By Mark Schynert

For most of us, the airplane most associated with the Supermarine concern is the *Spitfire*, but in some ways the *Spitfire* was a design aberration for Supermarine, as almost all its successful designs before 1946 were aircraft that landed on water. *Stranraers*, *Walrus*s and *Seagull*s, *Southampton*s, *Sea Lions* and of course the S.4-S.5-S.6 series of Schneider trophy racers made Supermarine what it was on through the 1930s. So perhaps it is to be expected that Supermarine would eventually try the *Spitfire* on water, too.

Five *Spitfires* became floatplanes during WWII. Or, almost. A Mk.I, the so-called "Narvik Nightmare," R6722, was partially converted, then de-converted because of the perilous situation the British found themselves in after Dunkirk, where it appeared that every fighter would count.

Thus it fell to W3760, a Mk.V, to be the first *Spitfire* floatplane to fly, in 1942, and it was reasonably successful, attaining a top speed of 324 mph, the fastest speed of any water-borne fighter of WWII, with one exception. The exception was the *Spitfire* IX converted to a floatplane in 1944, MJ892, which managed 377 mph.

What is especially interesting is that two more Mk. V airframes were converted to floatplanes in 1943, EP751 and EP754. These, along with W3760, were shipped to Egypt and assembled, with the intention of operating them covertly out of small Greek island bases to interdict German transport aircraft.

The operation was cancelled at the last minute, when the Germans occupied the islands contemplated as bases, but in the meantime, the aircraft had acquired MTO camouflage, thus offering an interesting color scheme beyond that usual for prototypes.

I built WK3760 to this scheme ten years ago, using a vacuform conversion kit from *Airframe-ID*, and based on the 1:72 *Airfix* *Spitfire* Mk.V. This was the first time I had worked with vacuform components, and long before I got serious about seam reduction, proper decalling techniques, and so on.

I had been thinking about rebuilding the model, but now something better has come along.

One of the myriad Eastern European companies that has been inundating us all with new and interesting kit releases is *Eastern Express*. Based on the Cyrillic on the box, this company is either Russian or Ukrainian, and its kits seem for the most part to be re-re-re-releases of ancient *Frog* molds. Some kits, like the *Maryland*, are the only game in town, but a tired 30-year-old early *Spitfire* molding isn't going to have too many takers. However, somebody clever in *Eastern Express*' management decided to bundle some new-tool conversion components with the tired old *Frog* *Spitfire* and market it as the "Floatfire."

For \$9, you get the tired old *Spitfire* kit, what looks to be a very nice decal sheet modelling EP751, and a separate injection sprue with four float halves, pylon and rudder halves included, two modified fin-and-rudder halves, and two plates to cover the landing gear bays. Although a bit flashy, the conversion parts look well-molded and correct in shape and size.

Regrettably, almost nothing of the tired old *Spitfire* is usable, but *Airfix* *Spitfire* Mk. V kits are still easy to get, and even today they haven't really been superseded, especially when you intend to cut the kit up.

Alas, all is not perfect. These were perhaps the only Mk. Vs to use four-bladed propellers, and they also had Vokes tropical filters. Neither is included with the kit. Last time, I took the prop from a Heller Mk.XVI, which I had converted to a Mk. XIV; I may just take it off the old model for this new conversion. I ended up scratchbuilding the filter ten years ago; at least one aftermarket company, *Airparts*, offers Vokes filters. Also, you'll have to detail the cockpit yourself, as neither *Airfix* nor *Eastern Express* is going to do much for you in this department.

Maybe one of you will choose to be more adventurous. This conversion could lead to a pretty cool air racer. Schneider '46, anyone?

SEPTEMBER MINUTES

At the September meeting, we said good-bye to Angelo Deogracias and welcome back to Joe Fleming. We also started plans for our annual Veterans Administration model drive; if there are any kits you'll never build in your collection, or if you'd like to buy some to help the VA's rehabilitative efforts, please bring them to the next meeting!

In model talk... Bert McDowell has most of the master for a new 1:350 *Jeremiah O'Brien* kit completed. Bert has the super-structure pattern finished; the kit will come in both hi-tech and beginners' styles when it's finally released. Peter Wong found that the photoetched bracing wires *Tamiya* sells for its *Swordfish* droop when he sets his model on its landing gear! Otherwise, he says, the kit is very good. Peter gave his model an aluminum lacquer finish with the aid of a can of Orchard Supply Hardware Aluminum spray paint! Vladimir Yakubov's building some ships from the Russo-Japanese war using resin kits from *Cambri* as a starting place. He's using photoetched brass from *White Ensign*, but the quantities involved may make this an expensive project. Vladimir is also working on a *Unicraft* Russian S-bomber, a fast twin-engine bomber from World War II. Since the kit bears little resemblance to the real thing, Vladimir anticipates it taking a while to get done. Tom Trankle dropped the flaps and added details from the *Eduard* brass set to enhance the already-nice *Hasegawa Hurricane Mk. I*. Braulio Escoto used decals made by IPMS/Northern Virginia to model the F-102 that was used for research at Moffett Field in 1958. Ron Wergin got his first taste of using photoetched parts on his 1:700 *Haruna* from *Tamiya*, and although there was no metal on his 1:700 *Gneisenau* from the *Tamiya* kit, he still says it was a fun build. Cliff Kranz is building a model of a model that Kelly Johnson had during the beginnings of the SR-71 program; to do this, he's taking all the detail off a *Revell SR-71* and will eventually paint the model in overall Air Defense Command gray. Brad Chun has his *Revell* of Germany 1:48 F-86D *Sabre Dog* under construction, and he has yet to find an area that needs putty. Vince Hutson's Italeri H-19 looks a little like an olive drab pollywog without its landing gear! Vince is finishing the model as an army chopper; he advises care in aligning the tail boom with the fuselage. Chris Bucholtz has the wings on his *Academy Tempest Mk. V*, although he says the horizontal tail is completely wrong and plans on substituting the tail from a *Heller Tempest*. Chris has also buttoned up the fuselage of his *Academy F6F-3 Hellcat*. Roy Sutherland is building an armored vehicle for the first time in years—in this case, a *Tamiya Jagdpanther*. He's using *Fruimodellismo* tracks, a turned barrel

and photoetched grills on the engine deck. Laramie Wright has mostly assembled his *Hasegawa A6M3 "Hamp"*, and he says it goes together well. His *ICM Yak-9* has it's a bit of a fit problem; the leading edge wing seams keep popping! But, Laramie says, for \$12, the kit is a keeper. Laramie's also made good progress on his *Tamiya Spitfire Mk. V*, despite the acquisition of a *Cooper Details* interior set, and the new 1:72 *Italeri Macchi MC.202*. While the outline of this model is good, the fit is rough and you "have to be a modeler," he says. As if to prove that he is, Laramie has fashioned a scratchbuilt cockpit for the little Italian fighter. Angelo Deogracias says it was easy to get the parts of *Dynavector's Wyvern S.4* out of the carrier sheet; he's going to use the *Comapss Rose* external detail set to help with the propeller and other details. Rodney Strong used pastels to bring out the panel lines on his F-104 *Starfighter*, and he used *Blue-Tac* as a mask to apply camouflage. Rodney also finished a *Hasegawa 1:72 MiG-29*. Greg Plummer's PT Cruiser tow truck, which appeared in the last Styrene Sheet, is almost ready for photography. Greg is hoping to enter it in the *Scale Auto Enthusiast* photo contest. Mike Braun injured his hand in a drill press accident, but when he's mended he has three resin race cars to look forward to: two *Watson Specials* from *Eitzel Speed Classics* and a *Lance Sellars* car that Mike says is of a lower quality but which is still nice. Ben Pada used a *True Details* cockpit on his *Tamiya P-51D*, but he built *Hasegawa's A6M3 "Hamp"* out-of-the-box. He used *Gunze Sangyo* paints and a silver pencil for weathering. Mark Schynert has his Bv 138 all but finished; he still has to finalize the radio aerials. Mark says that, even with all the tribulations he went through on the *Supermodel* kit, that this is the most fun he's had building a model. Brian Sakai has assembled one of the two fabric-winged *Hurricane Mk. I*s included in the *Sweet 1:144* kit, which he says was issued by a Japanese confectioner in his spare time! Bill Ferrante has his *Monogram 1:72 F11C Goshawk* painted, and he's now looking forward to attaching the upper wing to the cabane and wing struts. Kent McClure's wargaming has led him to create a fleet of fantasy flying pirate ships, sharks that serve as part of the pirate army, penguins in British World War II uniforms, killer squids and a big squid that he plans to spring on someone during a *Dungeons and Dragons* game. He also had a set of riot squad figures from *Ground Zero Figures*. And the model of the month goes to? Joe Fleming, for his military figures! Joe left early, so perhaps he can bring his figures back next time and tell us about them.

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

STYRENE SHEET

Write to:

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

SVSM BOOKSHELF

American Eagles: American Volunteers in the RAF 1937-1943

By Tony Holmes

Copyright 2001 Classic Publications

Most modelers know about the Eagle Squadrons, RAF units crewed by American pilots in much the same way as the Polish or Czech squadrons of the RAF. But Americans flew in the RAF as early as 1936, and some served with the British later into the war even after the Eagle squadrons became the Fourth Fighter Group. The RAF took pilots who failed American physical and even flight proficiency standards, but those who remained in the RAF accepted less pay than their USAAF counterparts and received no pension after their retirement.

Tony Holmes' book provides a useful description of these pilots' experiences and offers up a wealth of photos. The large format book lends itself to a visual history of the *Hurricanes* and *Spitfires* used by these men. If there's any fault to the book, it's the devotion of 47 pages to the dozen or so Americans who flew in the "Phony War" and the Battle of Britain in various functions. These pilots—especially Billy Fiske, Carl Davies and Andy Mamedoff—have their exploits documented in great detail.

The post-Battle Eagles get a less detailed treatment, but there's plenty of anecdotal information on the various Roadsteads, Rhubarbs and Rodeo operations over the continent. The idiocy of military formality is illustrated wonderfully in a photo of the transfer ceremony of the Eagle Squadron to the USAAF, with the entire unit in formation and its officers at attention in the middle of a driving rain storm. A chapter deviates from the book's theme by documenting the 4th, 31st and 52nd Fighter Groups' use of *Spitfires*, up to and including the ill-starred *Operation Jubilee*. The last chapter deals with Americans who served with the RAF even after the entry of the U.S. into the war, including Don Blakeslee and Francis Gabreski.

While the text is good, the photos are the reason to get this book. The large format allows big prints, and most the prints are very clear. The Battle of Britain is very poorly documented in photos, but the book has lots of images of the planes and the pilots, often taken from personal collections.

While not the definitive book on the subject, this volume has plenty of usefulness to anyone building *Hurricanes* or early *Spitfires*.

—Chris Bucholtz

U.S. Navy Dive and Torpedo Bombers of WWII

By Barrett Tillman and Robert L. Lawson

Copyright 2001 by MBI Publishing International

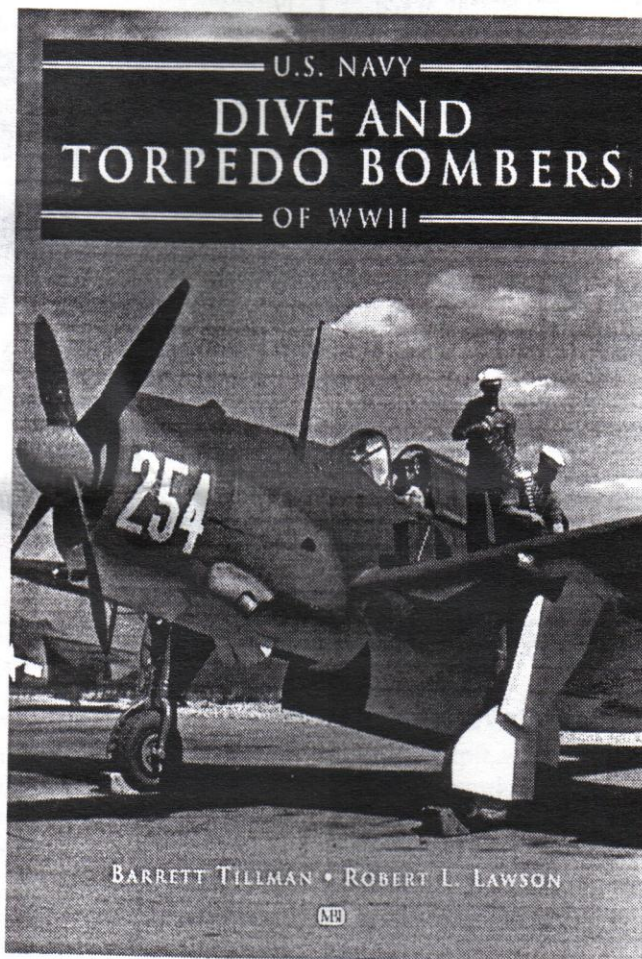
A product of the two men who have literally written the book on naval aviation, this 128-page volume is not terribly deep but would serve as a useful introduction to the attack side of carrier operations in World War II. Logically assembled, with individual chapters on the SBD *Dauntless*, the TBD *Devastator*, the TBF *Avenger* and the SB2C *Helldiver*, the book also has a chapter on the obsolete and the also-rans, a long section entitled "The Attack War" that provides an examination of the actions these planes fought, and a final chapter, an out-of-place chapter on patrol bombers that could have just as well been left out.

The text of these chapters is short owing to the volume of photos included in the book. These include the common, like the shot of two *Helldivers* banking over the U.S.S. *Hornet*, and the rare, including some images from John Ford's film "Torpedo Squadron 8" (only one of which is reproduced in color, unfortunately) and one of an SB2C that has crumpled on hitting the barrier, pitching the observer and his seat onto the deck.

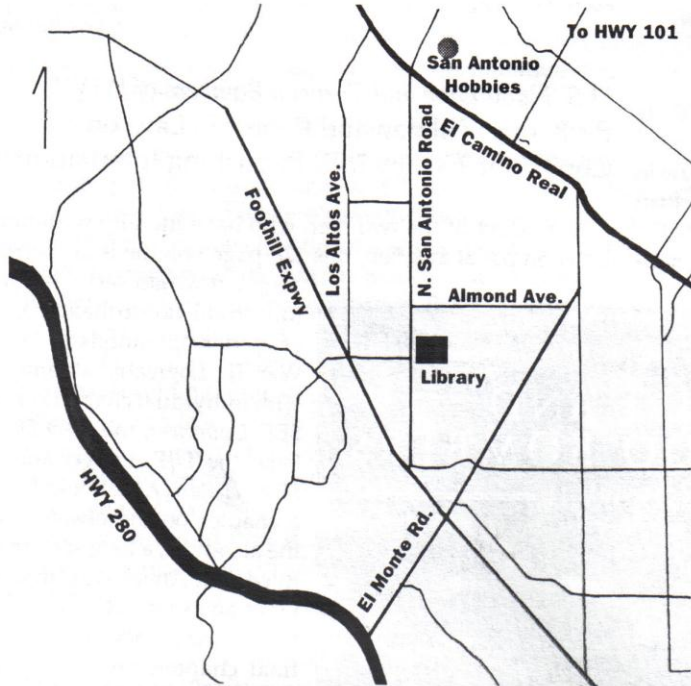
While the photos are good, the text is like Chinese food—an hour after you're finished, you want more. There are a couple of mistakes that are somewhat alarming; the passage on the Battle of the Philippine Sea says that "repeated strikes whittled down the Imperial Navy's remaining flight decks, including *Zuikaku*, which had fought every carrier battle except Coral Sea." In fact, *Zuikaku's* air wing was decimated at Coral Sea, which kept her out of service for the most important battle of the war, Midway. For this error to escape authors of this stature is somewhat alarming.

This is not the best work from either author, but for a summary of this aspect of WWII, it'll do well as a starter.

—Chris Bucholtz



We're back in Los Altos again...



**Next meeting:
7:30 p.m.,
Friday,
October 19
at the Los Altos
Public Library
13 S. San Antonio Rd.
For more information, call the
editor at (408) 723-3995
E-mail: bucholtzc@aol.com**



**Chris Bucholtz, Editor
Silicon Valley Scale Modelers
P.O. Box 361644
Milpitas, CA 95036**



**DAN BUNTON
910 NIDO DRIVE
CAMPBELL CA 12345**

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