



Building Toko's 1:72 Hansa-Brandenburg W.29

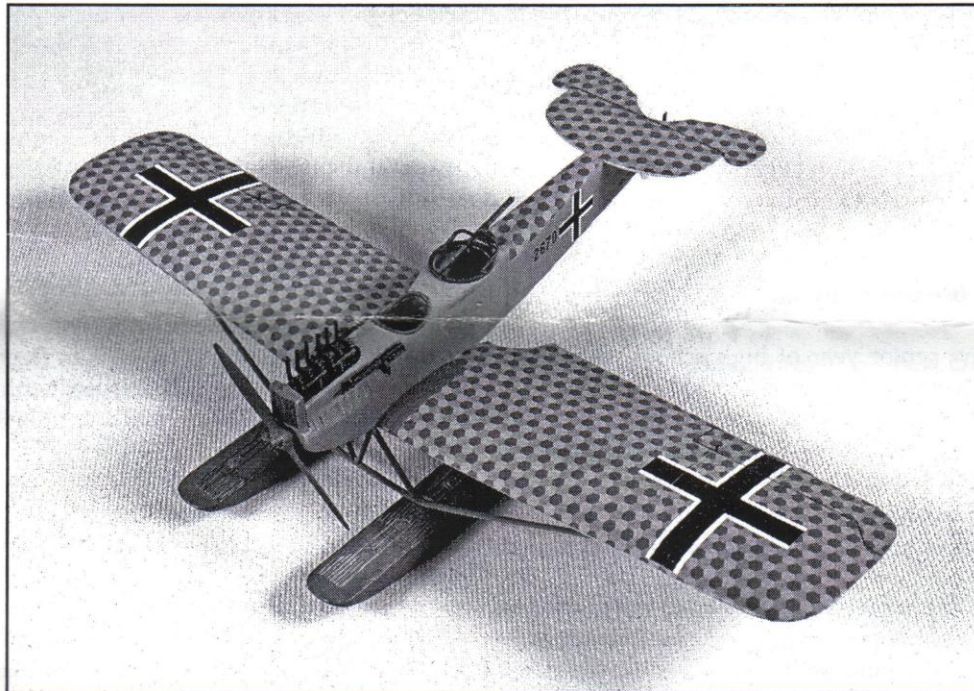
By Jim Priete

The Hansa-Brandenburg W.29 monoplane fighter was a development of the W.12 and W.19 biplane fighters, all designed by Ernst Heinkel. Designed in the last months of 1917, it entered service in the spring of 1918. Due to its good rate of speed, 110 mph, and excellent maneuverability it quickly became a dangerous opponent for the RNAS flying boats that it was primarily engaged against. The unusual under slung rudder and monoplane layout was intended to provide the rear gunner with the largest unobstructed field of fire possible. It served with several Imperial Navy air units along the North Sea coast of Belgium and Germany and at least 78 aircraft were built and used by the Germans. After the war several incomplete aircraft were smuggled across the border and served with the Danish air service, and Finland acquired a manufacturing license for the W.33, a later development with a more powerful engine.

Because this is a WWI monoplane that had a semi cantilevered wing it is a very simple kit. You don't have to deal with inter-plane struts or rigging wires. I started by painting the inside of the fuselage light tan, the steel tube structure dark grey and the cockpit floor reddish brown. I applied a few instrument decals from my spares box to make a basic instrument panel. The seat and pilots wheel were painted according to the instructions. Once the interior was assembled the rest of the kit went together very quickly. The only problem that I

experienced was with the engine which didn't fit quite right. After a bit of trimming, however, it went into place just fine. I chose to use an aftermarket resin engine (I can't remember where it came from) because the kits rocker arm cage, a separate piece, was short molded. The resin engine is also a little more detailed. Once you've painted it black, though, you really can't see the extra detail, even with dry brushing, so I'm sure that the kit engine would be adequate.

The floats presented the worst fit of the kit. There was a nasty seam along the forward top edge, the part of the float that you see the most. In order to fill and sand this seam it was necessary to lose some of the lengthwise raised ribbing detail that makes up the wood slats for the walkways. I had to file away about 1/16 inch of these in order to smooth the filled seam. Fortunately you don't even notice once it is finished. The rest of the assembly was straight forward, simply following the kit instruction sheet. Once every-



The Heinkel designed Hansa-Brandenburg W.29 was a monoplane that had a semi cantilevered wing and entered service in the spring of 1918.

thing was together I painted the outer fuselage medium grey and the underside of the flying surfaces a very pale tan to represent unpainted fabric.

Although one of the schemes on the instruction sheet calls for the floats to be painted grey like the rest of the fuselage, I thought that this would just look too bland. I decided to use the scheme that has them clear varnished mahogany. This meant that they would have to show some wood grain, always tricky with a plastic model. I suppose some modelers would just paint them some sort of basic wood color, or might

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EDITOR'S BRIEF

I want to thank the members of the club who have been picking up the slack for me during the last couple of months, particularly Chris Bucholtz for his heroic, last-minute writing to fill unexpected gaps in last month's issue. I would also like to thank Gina Woods-Norris for her help in getting last month's issue completed. As many major gaffs as that issue had, it would have been a lot worse without her help.

Well, this is the October Styrene Sheet. I know I did a special Halloween issue last year but I did not repeat the effort this month. Frankly it was a lot of work. Additionally, I think it has been done. Think about it—if I built this issue with a bunch of spooky fonts, created semi-funny names for all the folks in the Minutes, hid spooky images in the articles and wrote some lame ghost story in the Editor's Brief (I won't be making that mistake again), you'd think, "eh... he did that last year." Hopefully the Jack-O-Lantern on the cover is enough for you. Maybe I'll do something cool for Arbor Day.

In this issue we have two articles on the Lockheed Constellation. I wouldn't usually run two articles on the same subject, but I thought they were a good complement to each other since both models are strong enough that one would not overshadow the other. I am finally publishing Jim Lund's neglected article and I thought Bill Dye's more recent build of a different kit would be fun to have in the same issue. If you don't like "Connies," I apologize. Actually, I don't apologize—both are interesting articles.

It is ironic that I would almost accidentally end up with two articles on "Connies." While the plane has never had too much fascination for me, I used to really like that name. I don't any more, but I used to.

My girlfriend in my senior year of high school was named Constance Scott and went by Connie. Of course, to date me she would have to be a little strange and she was. She had some peculiar behaviors she attributed to a nasty wallop to the head that she got when she was run down by a llama at a petting zoo when she was a kid. At least that's what she told me. She said she hit her head pretty badly in the accident and was hospitalized for a couple of days.

I would sometimes catch her talking to herself when she was alone. This would never happen when she knew I was around her, but occasionally she would be a little too loud when you were not in the room. The difference between her and someone who escaped from Arkham Asylum was that she was not ranting uncontrollably. While she did seem a bit upset she was able to control herself. When she would become aware of my presence she would stop mid-sentence and tell me she was just thinking out loud. It always seemed strange to me; she was always very agitated and seemed either mad or afraid, I could not tell which. Also, Connie's verbalizations seemed to be almost like one side of a conversation. Although odd, I chalked it up to the trauma to the head she said had suffered as a kid.

If her one-sided conversations were due to her injury, the episodes could have also been compounded by her chronic lack of sleep. She complained frequently about not being able to sleep through the night and seemed to always want to stay up long past a reasonable hour. As exhausted as she often seemed, I found it strange that she could not sleep though the night.

Then there was her klutziness. I thought that her youthful run in with the rampaging camilid might have had an impact on

her motor skills. It could have also been the lack of sleep. In the short time that we were together, Connie seemed to have a lot of accidents. She would trip or fall for no apparent reason. Usually it would be merely embarrassing but on a few occasions it was more serious. One time in particular we were at a friend's house where several of us were swimming in the pool even though Connie was not a very good swimmer. While we were all out of the pool eating dinner Connie got up to get a T-shirt now that the sun was setting. As I was watching, Connie rather violently tripped into the deep end of the pool. If I didn't know better I'd say she was shoved. I paused for a second, and when she did not come to the surface I jumped in to get her. She had inhaled some water, but she was more mad than injured; very mad in fact. She said it was getting worse. I did not ask her what that meant. She spent the night in the hospital.

Tragically, Connie's predisposition for accidents caught up with her. We would usually hang out at the small shopping center with our friends after school. We stayed unusually late one evening and began walking home after dusk. After the streetlights began to flicker on Connie became a bit agitated. As her mood darkened I asked what was the matter. "I don't want to talk about it," she snapped.

Along the way Connie did not say much but did mumble a few unintelligible things to her self. I asked her what she said and she did not reply. As we were passing a house that had its front yard torn up for landscaping, Connie asserted under her breath something like "it's not funny any more," or "it's not fun any more." I could not quite make it out. As I began to ask her about her comment she turned her head to look behind her and shouted, "I said, stop it!" She then flew forward impaling her head on a pick axe foolishly planted with one end into the dirt.

Connie's parents never had any intention of suing the owner of the house with the pick. In fact the owner swears he did not own one. The police, of course, talked to me as a suspect since I was the only one around at the time of the accident, but after intervention from Connie's parents the police did not bother me again. Connie's family moved away shortly after. For me, things were never the same.

Have you ever been laying in bed and done a double take on a suspicious shape in the room? You look back to discover that it is a pair of pants hanging on your dresser or the idle pedestal fan in the corner of your room is throwing a funny shadow. I see things like that on an increasing basis but when I look back the shape is still there. There was a time when it could have been a pair of hanging pants or a shadow, but no longer. After 22 years two apartments and two houses later, the ambiguity of the shape is no longer a factor.

I don't get much sleep any more. Now I lie in bed and curl up a little tighter at any noise that seems out of place. I keep my eyes tightly shut to avoid catching a glimpse of her toothy leer. It takes all my concentration not to move when I hear that voice I used to know and feel her hot, sour breath on my ear. My wife goes about her life as normal and asks me what I just said when she catches me talking to someone she can not see. She is understanding but certainly concerned. I think she believes the story I told her about how I hit my head at the petting zoo when I was a kid.

DESERT CLASSIC IX MODEL CONTEST

Saturday November 5, 2005

Presented By
The
Antelope Valley Group



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

The Theme for this year's contest is : Desert Shield / Desert Storm 15 Years

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. 1/32 Aircraft Prop
11. 1/32 Aircraft Jet
12. Ships 1/351 and Smaller
13. Ships 1/350 and Larger
14. Armor 1/36 and Smaller (All Types)
15. Tanks Allied 1945 & Earlier (1/35 & Larger)
16. Tanks Axis 1945 & Earlier (1/35 & Larger)
17. Tanks 1946 & Later (1/35 & Larger)
18. AFV, Artillery, Softskins (1/35 & Larger)
19. Self Propelled Guns, Assault Tanks (1/35 & Larger)
20. Auto - Competition
21. Auto - Stock/Street Machine/Custom
22. Figures Historical
23. Figures Non-Historical
24. Busts
25. Dioramas
26. Miscellaneous
27. Junior (17 and under)
28. Science Fiction / Fantasy
29. Real Space / Rockets
30. Vintage Kits Pre 1970 Mold
All Categories. Bring Proof of
Pre 1970 Mold (Box, Instructions)

Special Awards

- Best of Show
- Theme Award
- Best Aircraft
- Best Automobile
- Best Armor
- Best Figure
- Best X-Plane
- Best F-16 (Viper Award)
- Best Out of the Box
Aircraft
- Armor
- Auto
- Instructions Required

Schedule

- 9:00 - Noon Registration
- Noon - 3:00 Judging
- 3:00 - 4:00 Awards
- 3:00 - 4:00 Awards

Fees

- Parking \$0.50 Charged by the College
- Adult \$10.00 for unlimited entries.
\$2.00 discount with IPMS Membership Card.
- Juniors FREE
- Spectators FREE
- Vendors: \$30.00 pre-registered \$35.00 at the door. Per Table.

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

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- Curtis Stidham at (661) 267-0089 cbstidham@sbcglobal.net
- Vendor Contact: Mike Valdez at (661) 256-0410 mikevaldez151@msn.com

For contest news and updates see our AVG Website: <http://www.avg-ipms.org>

Note: IPMS Rules are utilized in the judging. The "No Sweeps" rule is in use for this contest. All winning entries from past Desert Classic and IPMS Nationals are not eligible.

AVG reserves the right to change/alter class structures and entry 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.

Minicraft's 1/144 TWA Super G Constellation

By Bill 'C2C' Dye*

I was seven years old. It was 1956 near Pittsburgh, Pennsylvania. My Mom told me that my Aunt Toni (short for Anthea) was coming and that we were going to pick her up at the airport on Saturday. WOW! Aunt Toni's coming—and did someone say airport! A few days later we headed out to the Greater Pittsburgh Airport from our house in Aliquippa (Al-uh-quip-ah), just 17 miles down the Ohio River from Pittsburgh and only a few miles from the end of the Greater Pittsburgh Airport runway. In 15 minutes we were walking next to the huge airport fountain just outside the then small, terminal building; which, by the way, was a fountain where the water turned colors at night. Later, when I was in high school it was the place to go with a date. It was a really jumpin' town! But things were simpler then.

We went directly to the gate but on the way I noticed the candy store advertising cotton candy. I wasn't interested. I kept walking. A month earlier my sister and I just 'had to have' a ball of cotton

candy. The guy made it in this big stainless steel tub -- right there. It was a really cool machine! He fired up the tub and three huge cockroaches skittered into the tub from the hole on the top of the center spindle where he poured in the cotton candy goo. He swiped them out with his hand, built the cotton candy ball and handed it to us while our parents were across the way talking. We paid the 10 cents, left and then threw it away. I've never had cotton candy since!

We arrived at the gate waiting area. It was small, quiet and more formal than those of today. A scattering of ashtrays on pedestals, men wearing hats and sitting on metal framed chairs equipped with green cushions. I ran directly to the window and looked at the airfield. There was no activity. I looked back into the waiting area and I saw a poster of a TWA Connie that was white with three tails with lots of TWA red.

*C2C: *Crap To Cake, a la Roy Southerland at a Fremont Hornets meeting several years ago: "Leave it to Bill to turn crap [bad kit] to cake." (or something to that effect.)*

"Hey Mister, is the airplane from California a Connie?" I asked.

No answer. Oh yea, I forgot — adult rule: ignore kid. I went back to the window and I saw lights. The airplane was "on final." I saw four engines and lots of dihedral (I even knew that word then!). Then I saw the three tails.

"It's a Connie!" I said.

Nothing — no response from anyone. Some guy folded over the top corner of his newspaper and looked at me through the stream of smoke rising from the cigarette hanging from his lips. He looked at my Mom who wasn't noticing, looked back at me and resumed reading.

I saw the Connie getting closer and closer and finally it came in over the runway and touched down. I lost sight of it as it went out of my view from the window. A few minutes later it popped into view again very close to the gate. It was gleaming white and bright silver with TWA proudly displayed on the tail. It had no tip tanks though —bummer.

It stopped and rocked on the unmistakably tall nose

gear. Activity began; announcements, little carts moved around the plane and people pushed stairways to the airplane doors. The props stopped and the doors opened. The people came out looking like they had just come from church. I saw ladies wearing hats, furs and white gloves. All the men had hats and suits with handkerchiefs in their lapel pocket. Some fumbled for their cigarette packs as they came down the stairs getting ready to have a smoke once they got inside the gate area. Others waved to greeters in the gate area.

I spotted my aunt. She came down the stairs, entered the gate area and then all the hellos began. I was excited to see her. Now I got to see who sent me those wonderfully wrapped Christmas presents from California! Finally the hellos started to die down and I finally got the attention of my aunt (remember kid rule). She came toward me stooped down and I asked excitedly, "So how was it?"

"How was what?" she replied with a big smile.

"How was the Connie?"



Bill never got the chance to ride in a Lockheed Constellation so when he found the Minicraft kit of the TWA Super G, he had to have it. Bill built the model to represent the Connies he saw at the Pittsburgh airport.

"Why, who's she?"

"No, No, the airplane; what was it like to fly in it?" I asked.

"Well . . . it was just an airplane."

She exclaimed how much I looked like my Dad (I did).

I re-focused on the Connie. "How cool it would be to fly in that," I thought.

It never happened. My first airplane flight was in a DC-3 from Pittsburgh to Toledo. I don't remember the airline, Eastern, Allegheny, or Capital maybe. That was in 1957ish. My next flight was on an Allegheny 727 to Philly from Pittsburgh in a snowstorm in 1968; but that's another story.

So, when I saw the Connie in the Hobby Shop with TWA markings... "HTHI" (Had To Have It) set in big time.

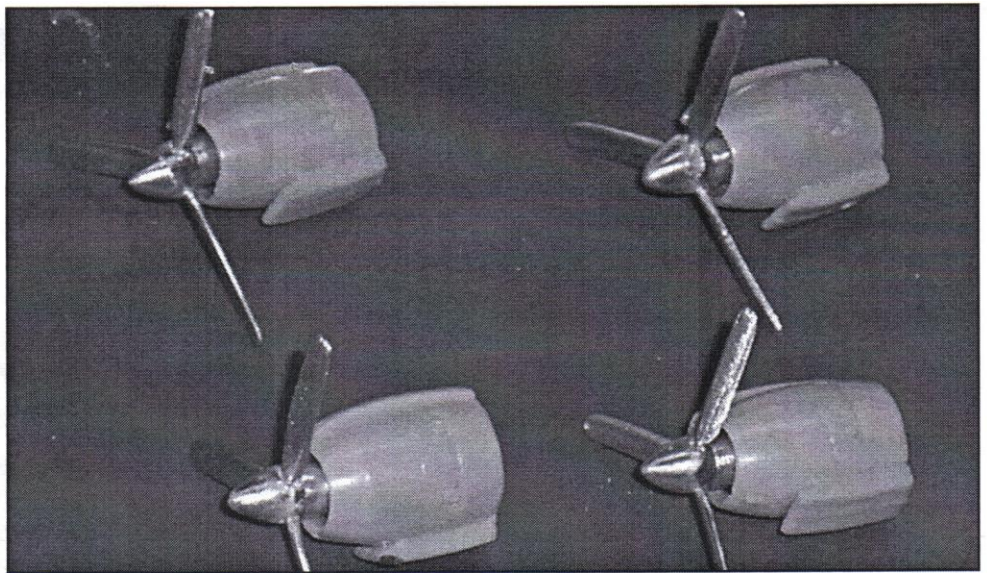
Well it's Minicraft. I've heard and/or read lots of complaints. Me, I'm easy. If it looks like a duck, or rather a Connie, it's fine. I've built far worse kits and far better.

I've only built a few 1/144 scale models and most have been Minicraft. This kit has very basic flight control surface details and that's it. It's a standard build up, but the three tails. Hmm...how to assemble and sand the outboard tail joint without breaking the horizontal stabilizer off of the fuselage every five minutes? I decided to attach the horizontal stabilizers to the outboard tails first to make right and left assemblies. I sanded and sanded and sanded (you know the drill). I then glued each tail/horizontal stabilizer assembly to the assembled fuselage. This seemed to work just fine.

I sanded the wing with 600, 1000, 1500, and 2000 and then all over again until it got to be quite smooth. I hosed on some Polly S white and then masked for the ModelMaster metalizer and polished with SnJ powder.

I added the gray walk areas in Polly S light gray and cut some very narrow walkway boundaries from solid black decal sheet stock. Time to decal! (I like the smell of Micro Set/Sol in the evening!). The decals were nice. The model really comes alive when you put on the main TWA cheat line and window decals.

The propellers — I didn't like the kit propellers. I bought some Aeroclub replacements but when I looked



Bill swapped the kit propellers with Aeroclub replacements.



After a lot of sanding, Bill painted the fuselage Polly S white. The wings are painted with ModelMaster metalizer.



Bill found this post card of a TWA Connie at the Greater Pittsburgh Airport in the early 1950s.

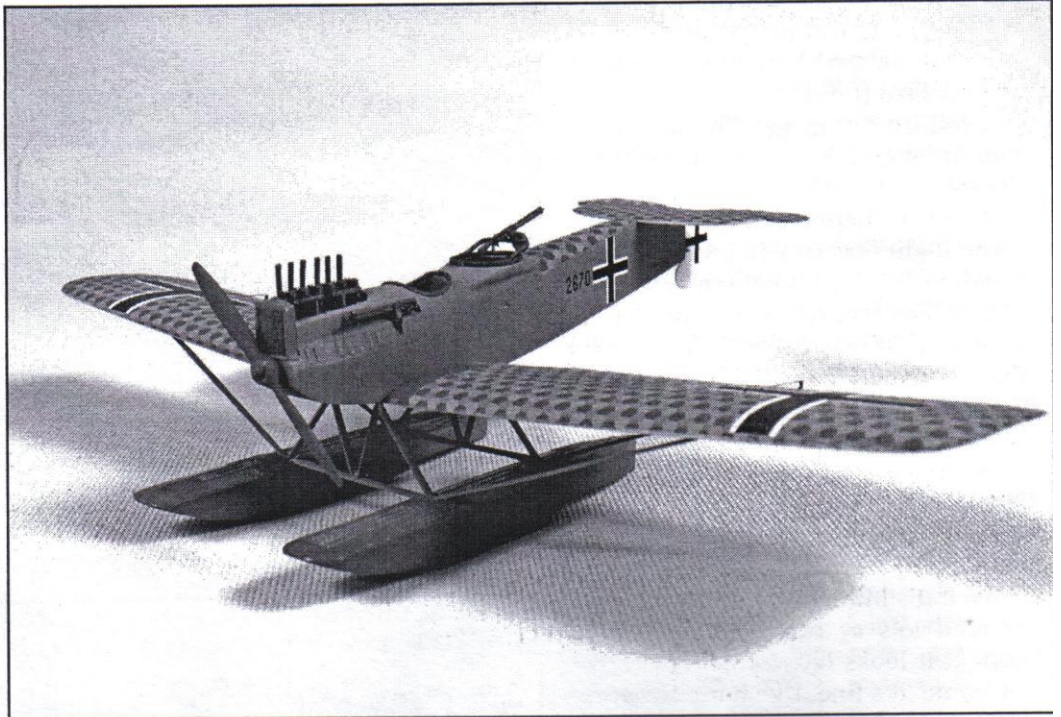
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Toko's World War I W.29 monoplane in 1:72

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even go to the trouble of carving them out of something like basswood. This wouldn't be too difficult since they are a very simple shape, but I thought I would try something completely different.

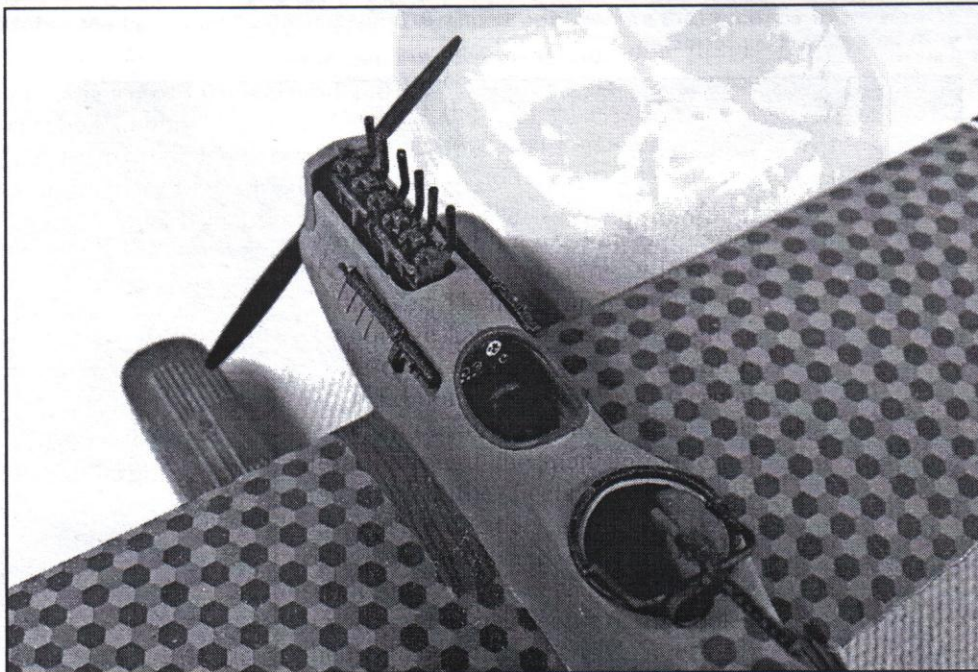
At an IPMS nationals a few years ago I saw a demonstration for imitating the varnished wood monocoque fuselages on Albatros fighters using both enamel paints and Gunze Sangyo acrylic paints. I believe it was done by the Eduard guys. Anyway, I was quite impressed by the results and I have always wanted to give the technique a try, so this model seemed to present the perfect opportunity. Apparently the secret to getting this to work is to airbrush a light tan enamel for the first coat to form an impervious base. Once this is dry you just brush over it with some Gunze paint of a suitable color, in this case a reddish brown. Gunze paints are known for their inability to be brush painted; they streak very badly and refuse to cover the base color. This would normally be unacceptable, but fortunately this is the exact effect that we want. The idea is to get a good amount onto your brush and in one continuous stroke apply it to your surface. Voila! You now have a brush streaked piece that allows the lighter base color to show through. This would normally look awful, but in this case is a fair representation of wood grain. Actu-



Since the kit parts were too short, Jim needed to replace the long outer strut braces for the floats.

ally it proved to be a little more tricky than expected since Gunze paint has a tendency to dry very quickly, like on the brush in the middle of your paint stroke. I had to start over several times until I got it just right, wiping the bad results off with Gunze thinner and trying it again. I eventually got what I think are acceptable results for a first endeavor. With the finish on the floats more or less where I wanted them it was then time to attach the float struts, making a sub assembly to be attached once I had completed the rest of the model.

I suppose what amounted to the fussiest part of the model came next: the lozenge decals. The kit lozenge decals are not quite right. The colors are too bright and the pattern is actually for 1/48 scale, not 1/72! Fortunately there is an excellent source for WWI decals. Americal/Gryphon in Texas carries a comprehensive line of well researched decals for most of the countries involved in the war. Their research on German camouflage fabric is as thorough as the research done by Jerry Crandall of Eagle Editions for late WWII German colors and schemes. They only sell their decals through the mail and internet and some of the sheets have been a bit off register, but they are otherwise excellent products and their mail order service has always been reliable for me. If you want to order some or just look at their catalog, check their website.

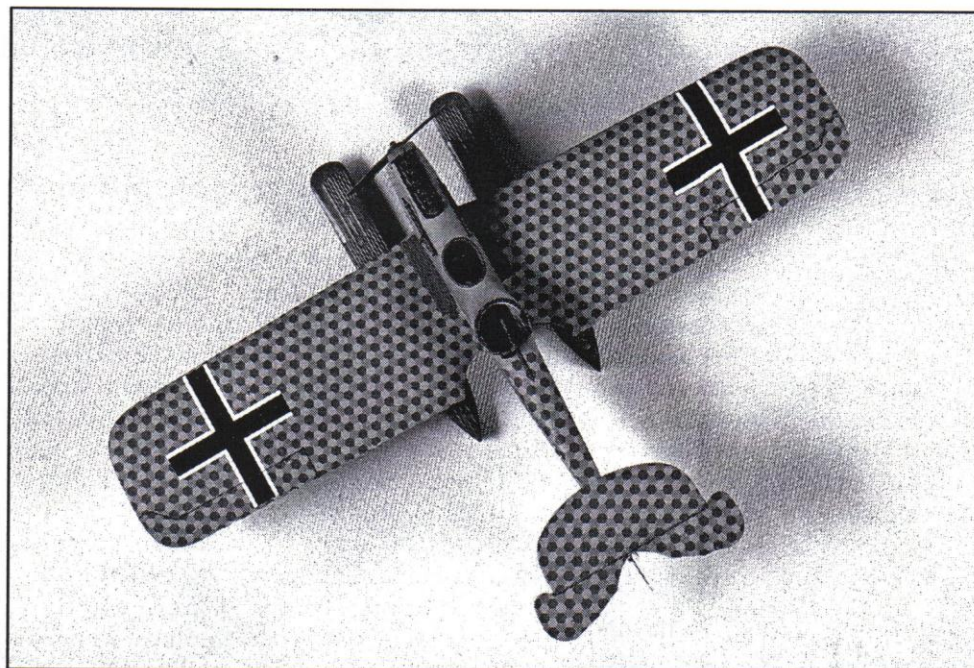


For a proper fit, the kit's engine required a bit of trimming. In spite of this, Jim decided on an after market engine for a more accurate rocker arm cage.

The decal sheet is printed in strip representing one meter wide length

of canvas, just like the real thing. I cut sections of the decal from the sheet, trimming as close to the lozenge pattern as possible in order to remove any clear carrier film. Lining up the section of decal with the wing leading edge, I traced the shape of the wing leading and trailing edge onto the back of the decal paper and cut this out to form one section of canvas. I repeated this for the length of each wing, starting at the root, until I had enough pieces of decal to cover both. I applied each piece of decal taking care once again to form a straight line on the wing leading edge. Any minor trimming would be done at the trailing edge once the decals were dry by carefully sanding the portion of decal that overlapped onto the wing underside. I used plenty of Solve-a-set on each piece of lozenge decal to make sure that there would be no problems with the decals not conforming. I took my time and only applied about three

sections per day, being sure to work out the bubbles as they dried. The worst bubbles would show up the next day when the decals were thoroughly dry. I just sliced these carefully with a fresh exacto blade and then gently swabbed more Solve-a-set into the slit to make sure it would penetrate under the decal. As for the rib tapes, Americal state in their instruction sheet that with naval lozenge fabric great care was usually taken to line up the rib tapes to the patterns of the wing fabric. This was done to achieve a consistent camouflage effect, and so the rib tapes are not visible. Once these decals

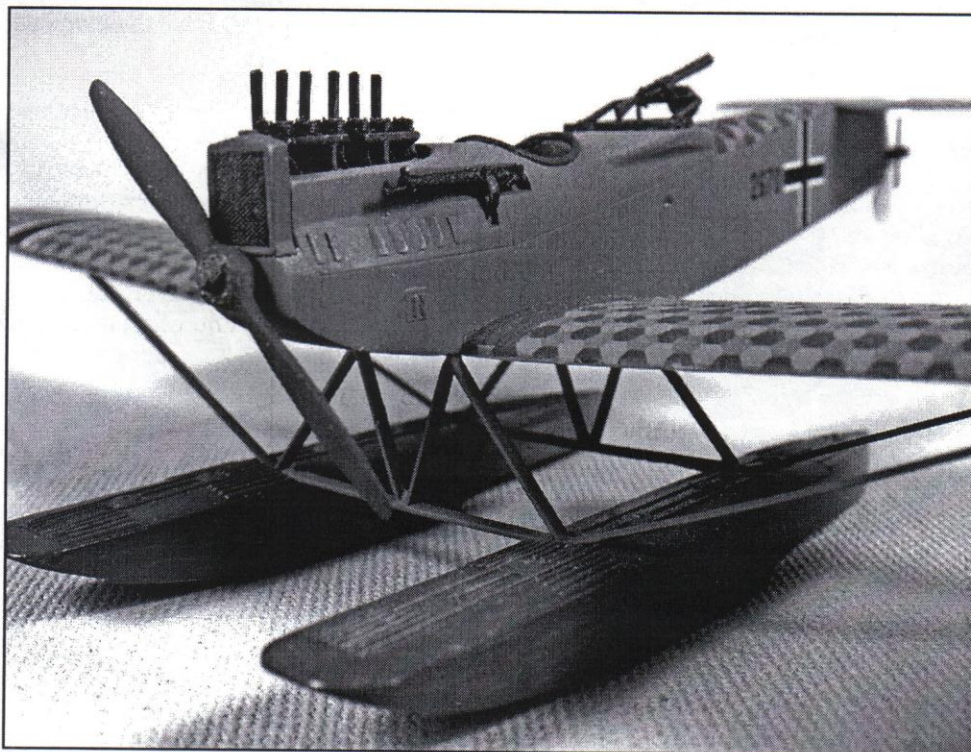


Jim used Americal/Gryphon decals for the lozenge pattern camouflage. Jim applied the decals in carefully cut strips with lots of Solve-a-set.

were applied and all the bubbles removed, I applied a coat of future to protect them. These decals are very delicate and I was afraid that handling the model during and after construction would cause the edges to flake away. The future helps to seal them by forming a tough protective coating. Over this clear coat I applied the national markings and serials from the kit decal sheet.

For the final assembly there were only a few things to do; attach the floats, the rudder, the prop and the guns. As I said, this is a very simple kit. The only tricky part was replacing the

long outer strut braces for the floats, the ones that go from each float to about mid span on the wing. The kit parts were actually too short, only just shy of their mounting points. I probably could have played around with them until they did fit, but I decided not to try since I just didn't like the way they looked. I simply measured what the correct length needed to be and cut them from strut shaped plastic rod. I finally gave the entire model, except the floats which needed to have a semi gloss finish, a shot of dullcoat and the model was done. I could have added control wires to the flying surfaces, but chose not to since I really needed to finish a model. Oh well, I promise to rig my next WWI aircraft. Maybe something simple like a Gotha G.V!



The floats had a nasty and very visible seam along the forward top edge. Jim painted them as if they were clear varnished mahogany.

Jim Priete has been building models since 1970 and has been a member of SVSM since 1987. Jim likes to build just about anything that flies, ships of WWI and WWII era, racing cars, military vehicle of all periods.

Building Howard Hughes

By Jim Lund

Howard Hughes was a fascinating character. A tall, dark, handsome athlete, born with a high I.Q. and was the sole heir to a Texas fortune (Hughes Tool & Die Co.). Yes, he had it all. That included Hollywood, with all the sex and glitter that was his for the taking. But while he was terrific at golf, where he could have been the Tiger Woods or Arnold Palmer of his day, he chose aviation.

In aviation he set records for time and distance, caught headlines for his achievements, and all the while he was making sex sizzling movies and bedding the most beautiful women in Hollywood. After three airplane crashes, his brain got scrambled and he went on to become the world's most mysterious hermit. There are bio-flicks on Hughes, such as "The Carpet Baggers," "The Amazing Howard Hughes," and "The Aviator."

I grew up hearing about the guy, so I've been motivated to model airplanes connected with him. Of course they had to be 1/72 scale. There is no kit available for his H-i Racer, so I scratchbuilt one. Luckily Execuform did the XF-11 (the one that almost killed him). I was able to convert an Airfix Hudson to his famous around-the-world record-breaking Hughes Special Lockheed 14. The HK-1 (Hughes Kiasser number one) Hercules, or as commonly referred to "Spruce Goose" has been a back burner project of mine for years. When completed, my HR-1 will span 4 feet 5 and 3/8 inches. Even in 1/72 scale it will be impressive.

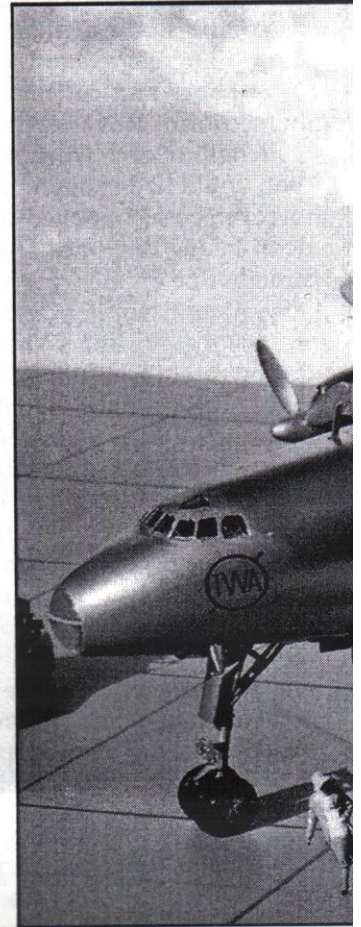
Another famous aircraft was his baby -- the immortal Lockheed Constellation. Howard was the only man in America with the money and guts to challenge Juan Trippe of Pan American. Trippe had the political influence and business savvy that

made him America's "Chosen Instrument" for the trans-ocean airline operations.

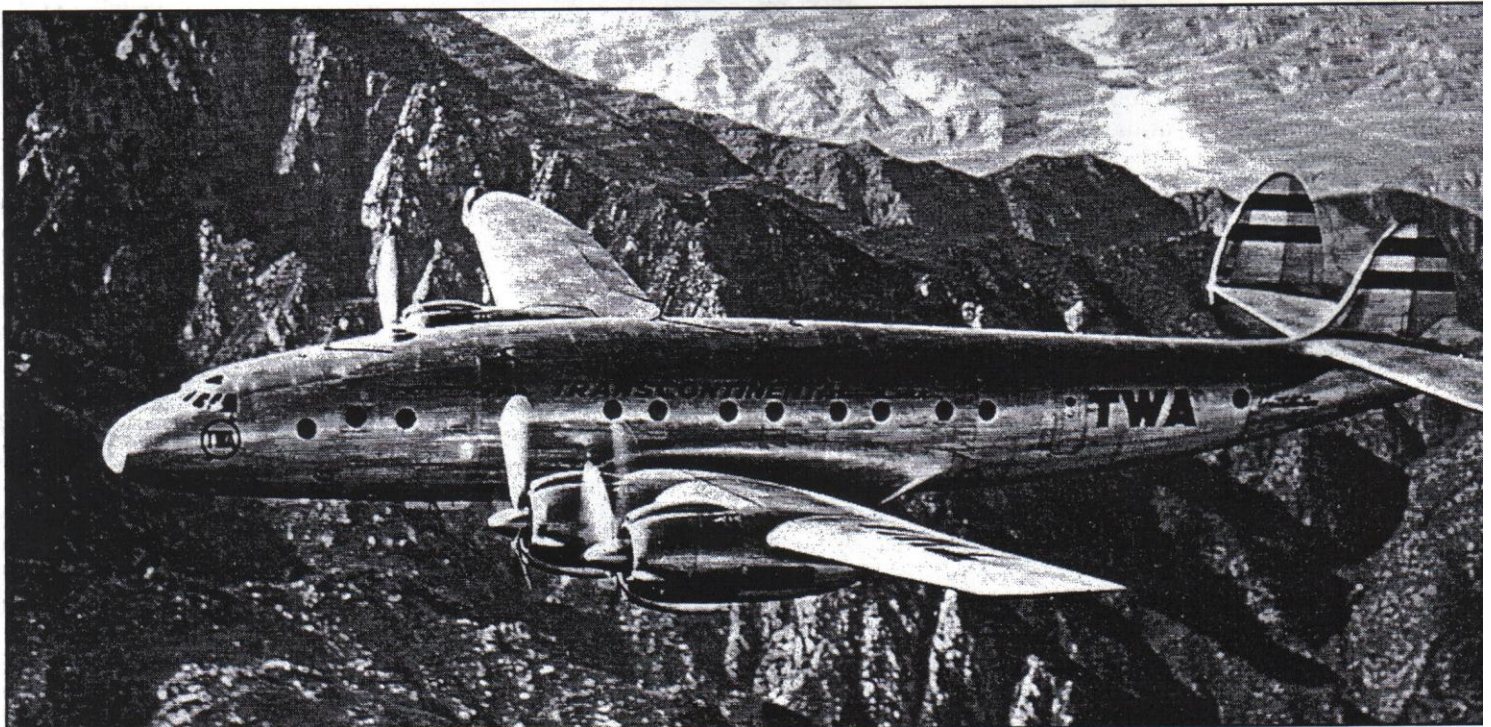
In 1937, the 32-year-old Howard purchased TWA (Transcontinental & Western Airlines). His plan was to make TWA stand for Trans World Airlines. He knew that the slow and expensive flying boats of Pan American were not in the future. He made a formula for a high speed four-engine airliner with a passenger load of 60-80.

Since his movie studios were in Burbank, and Lockheed Aircraft was also there, it made them a convenient choice. Kelly Johnson and the engineering staff came up with Howard's dream machine, the Lockheed model 049 Constellation (Lockheed named their transports after stellar objects).

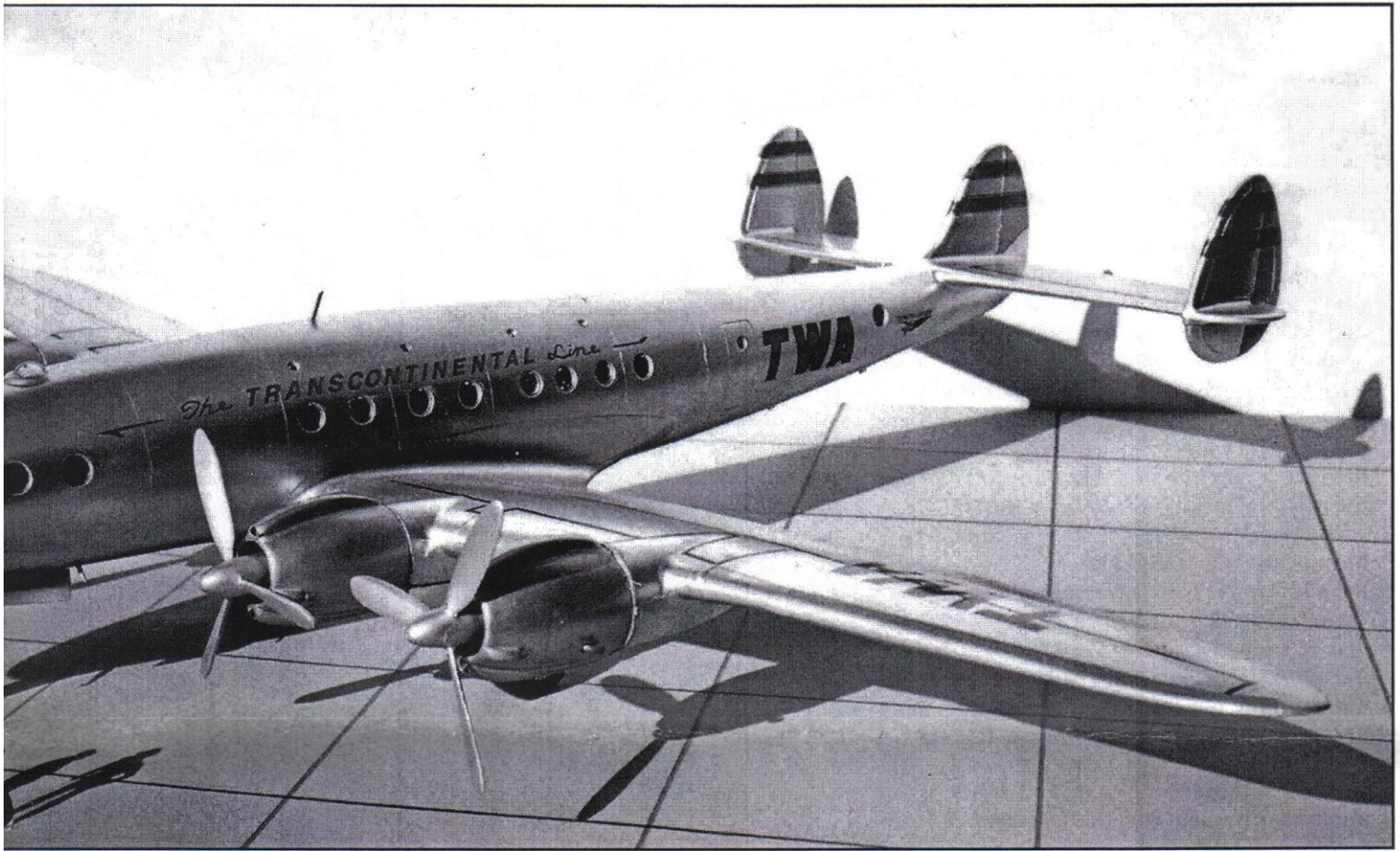
It wasn't until 1943 that the Connie came off the line. America was smack in the middle of World War II, so all production Connies were to be U.S. Army Air Corps C-69s. But Howard kept his eye on the future battle with Trippe and Pan American.



Jim modified the 1:72 scale F



s' "Illegal" Constellation



kit to match the second production C-69 that Howard Hughes borrowed to make his record breaking, transcontinental flight.

He pulled the second production C-69 off the line and had it painted up in TWA markings and on April 17, 1944, he flew from Burbank to Washington, D.C., setting a transcontinental record of 6 hours 58 minutes. It was a publicity coup that demonstrated his clout in the industry. He then returned the "loaned Connie" back to the Air Corps as a C-69. He got Juan Trippe's attention who then called Lockheed and made arrangements to purchase 20 Connies at the end of the war.

The only 1/72 scale Constellation on the market is a Heller 749. In order to back date it to a 049 I had to make the following modifications:

1. Make new carburetor intakes on top of the nacelles and new oil cooler intakes on the bottom. Also make front exhaust fairings, and drill out rear outlets. Since the 749s had a "jet thrust" exhaust system, they had to be filled and sanded out.
2. The passenger window arrangement was wrong for first C-69s off the line, which incidentally featured small sleeper windows above the cabin windows. That involved a lot of filling existing windows and creating new ones.
3. The windshield of the C-69 had eyebrow windows. The Heller kit's clear part was frosted over on top and had to be polished out for the eyebrows.
4. The lower half of the nose cone was clear and had a single landing light inside. The kit had a double landing light molded into it. I solved that one by rotating the cone 180 degrees and installing a single light behind it, just like the real one.
5. The right wing had an air conditioner intake and exit molded in that wasn't on the C-69. Filled it out of sight. The model was then primed and painted in two shades of aluminum paint. Do a little scribing here and there and slap on the decals. This was a little tricky, as these were pre-war TWA markings, and this was the only time a Connie was ever seen in this way. I was fortunate to find right markings in my huge collection of airline decorations. I sized them on a copy machine and made fresh decals on the same machine.

Then the fun. I got my 1/72 Howard Hughes and Katherine Hepburn figures and did a photo shoot. Is this fun or what?

Jim Lund retired from a career at Pacific Bell in 1982 and now presides over the Spirit of 72 Model Museum of Aviation, his 1400-plus model collection, all in 1:72 scale. When they aren't traveling around the world, Jim and his wife Chris live in San Jose.

Minicraft's 1/144 TWA Super G Constellation

Continued from page 5

at Connie photos, they missed the spinner assembly that went behind the props. So I cut some aluminum tubing and made up "aft spinners" behind the Aeroclub props. Lots of filing was required to get the pits out of the propeller blades and to get a better thickness, but they were actually nice to work with and I'd certainly do it again.

The nacelles were fairly shiny in the photos that I have, so I tried Bare Metal Foil for the first time and I really like it. It takes a little bit of practice and trial and error (mostly errors) but I think it looks great especially on airliners. I wish I had used it for the silver on the whole aircraft...next model. That's the good news. The bad news is that they were way too shiny for the rest of the model. Frankly, I did only a fair job with the natural metal finish; it could have been shinier. So, I knocked down the shine with a very weak mixture of "steel" plus clear flat.

I tried and tried to have patience masking to get the curved anti-icing boots on the tail leading edges. I gave up and did it freehand. It looks...freehand, but OK.

I added the landing gears and doors, antenna thingies and radio wires. I weathered with a dash of oil/black, brown and grey, and then used white pastel chalks around the nacelles. I did a black wash on the gears and tires and I was done.

This model holds memories for me and I enjoy it daily. I guess that's what it's all about — to enjoy the hobby and the fruits of your (and others) labors!

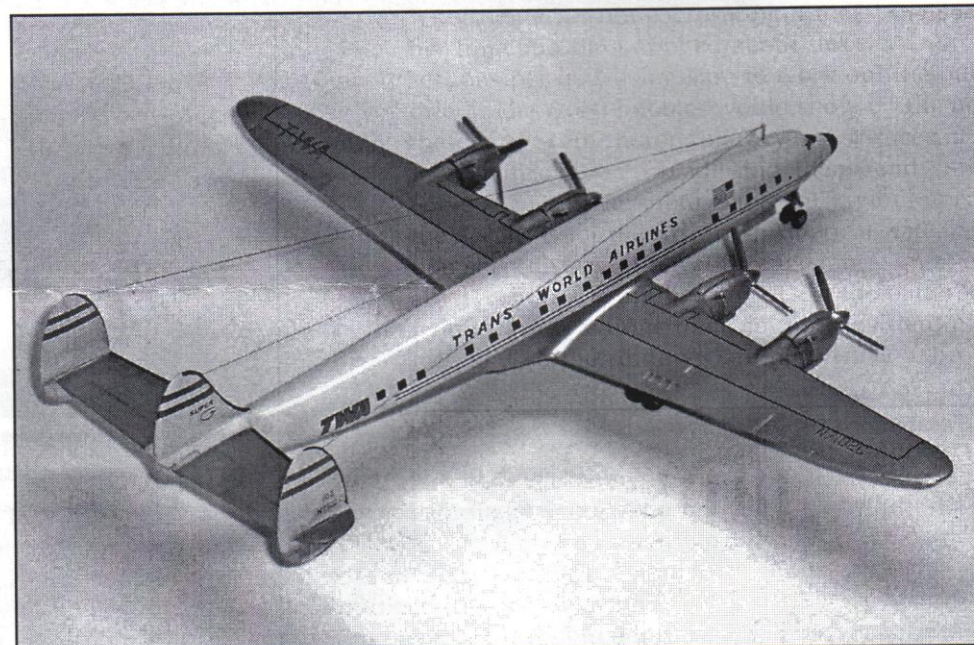
And get this! I found a post card of a TWA Connie at the Greater Pittsburgh Airport in the early '50s. It might have been my aunt's plane!

Did I tell you about when I saw a Boeing 707 for the first time and that it was TWA? That's also another story. I wonder what airliner model I might start next!

Bill Dye has been building models since 1955 and has been a member of SVSM since 1980. Bill likes to build 1:72 early jets, between wars yellow wing aircraft, prototypes, Russian and British weird stuff and 1:144 airliners.



Bill used Bare Metal foil to recreate the shine on the nacelles he had seen in photos. Bill painted the deicing boots on the front of the wing by hand. Weathering was done with a light application of black, brown and grey along with white pastels.



**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.

SVSM MODEL REVIEW

By Chris Bucholtz

Hasegawa's Avro Lancaster

1:72 scale

Kit No. HA00553

MSRP - \$59.95

Perhaps the most successful heavy bomber of World War II, the Lancaster was a successful design snatched from the ashes of the Avro Manchester. By replacing the Manchester's two balky Rolls-Royce Vultures with four reliable Merlins, and making some significant structural changes, Avro created a legendary aircraft. First taking to the air on May 13, 1941, 7,377 Lancasters were built before production ceased. The Lancaster fought a particularly dark, lonely and bloody war over the Third Reich; over 2500 were lost in combat, with 1000 more destroyed in accidents. Only 35 Lancasters completed 100 operations. Best known by casual

enthusiasts for the "Dam Busters" missions and the strikes against the Tirpitz, the Lancaster's true value came in keeping up constant 24-hour-a-day pressure on German defenses.

Hasegawa's new kit of the Lancaster is a welcome addition to the collection of Bomber Command subjects in 1:72. With the recent MPM Wellington, we're closing in on being able to build state-of-the-art kits of all the RAF's bombers; the Stirling and Halifax await a similar treatment, but at least you can push the Airfix and Matchbox Lancasters to the back of the closet now!

All is not perfect, however. Hasegawa has a disappointing if understandable tendency to provide beautiful outsides but sparse interiors on its multi-engine 1:72 subjects, and the Lancaster takes this to new lows. The cockpit is rudimentary, with the now-standard decal for the instrument panel (and notably oversized decals for the radio outfit). There's a floor, with what looks like a pair of tables for the pilot and radio operator/navigator's seats. The turrets are equally simplified, with gun barrels that extend from not much to speak of. Sharing the cockpit and forward fuselage with the crew is a host of ejection pin marks, making the inside of the fuselage reminiscent on an Italeri kit. The bomb bay is divided into four rows of bombs (three would have been more accurate) and the roof of the bay is pockmarked with mounting points, which makes

alternate loads difficult to accommodate. Clearly, some resin aftermarket parts company is going to have a field day with this kit; I plan on waiting to build mine until after that field day has arrived!

The exterior is just as good as the interior is poor. The fuselage is nicely scribed and includes all the many small windows as items that can be added after the fuselage is joined (or after painting, if that's your wish). A pair of spars carries through the fuselage to support the wings, and another goes through the tail to support the horizontal stabilizer. There are two rear fuselage sections that trap the tail turret in place, which could add some complexity to the build. Hasegawa includes

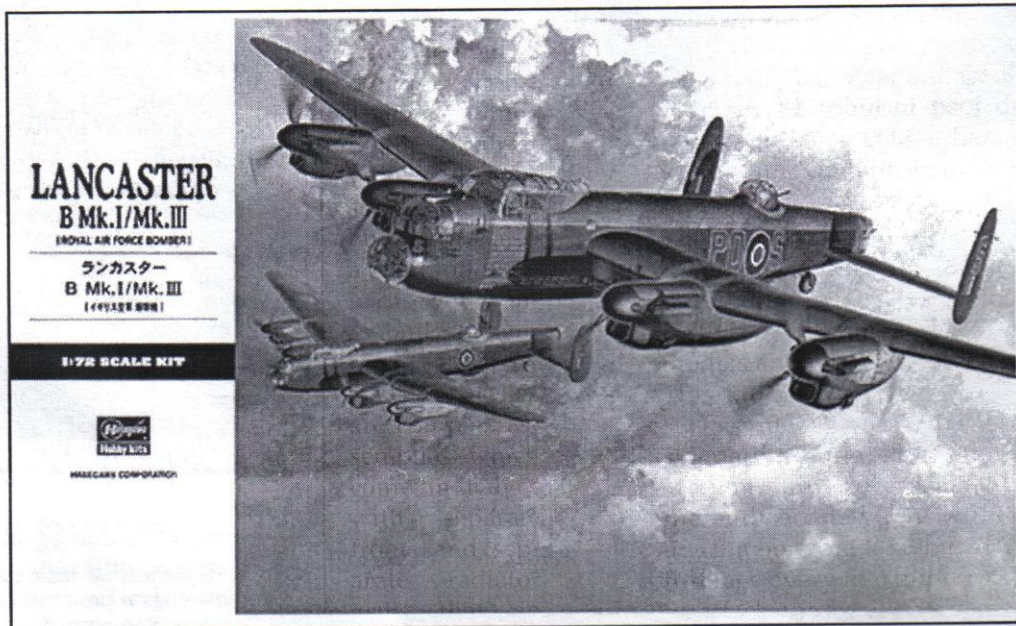
several options, including some not called out in the instructions. There's a mid-upper turret with its saddle-style fairing, but there's also a blank-off plate in case you want to build a later plane.

The nacelles are complex assemblies, which come in halves with separate fronts and separate radiator grills that go into those parts,

a nice touch. The inboard nacelles have bulkhead to blank off the wheel wells. Most of the wells are contained in the lower wing, a smart move that will reduce headaches. There are shrouds for the exhausts, although unshrouded exhausts are also provided. The lower wing has guides that will help in the positioning of the nacelles. Another option on the wings: the kit provides solid wingtips and clear light fairings, allowing the modeler to choose what's best for his model.

The landing gear is as complex as the nacelles. Each main gear includes a two-part main wheel, which is flattened (but not bulged) on one side, and a five-part strut assembly. These are enclosed by the massive gear doors, which feature petite rivet detail on their inner sides but also have two large ejector pin marks. Please, manufacturers: if you must give us ejector pin marks, put them on the outside of the part, where they can be addressed without destroying all that detail! The tail wheel and strut come in halves; a separate wheel and strut would have been a preferably option.

The horizontal tail parts have very noticeable sink marks that will require some filling and rescribing. These are the result of knockout pin marks on the inside of the parts that were so deep and displaced so much plastic that, when the parts cooled, the remaining plastic sank into the hole. This is truly shoddy on Hasegawa's part. The vertical stabilizers are done

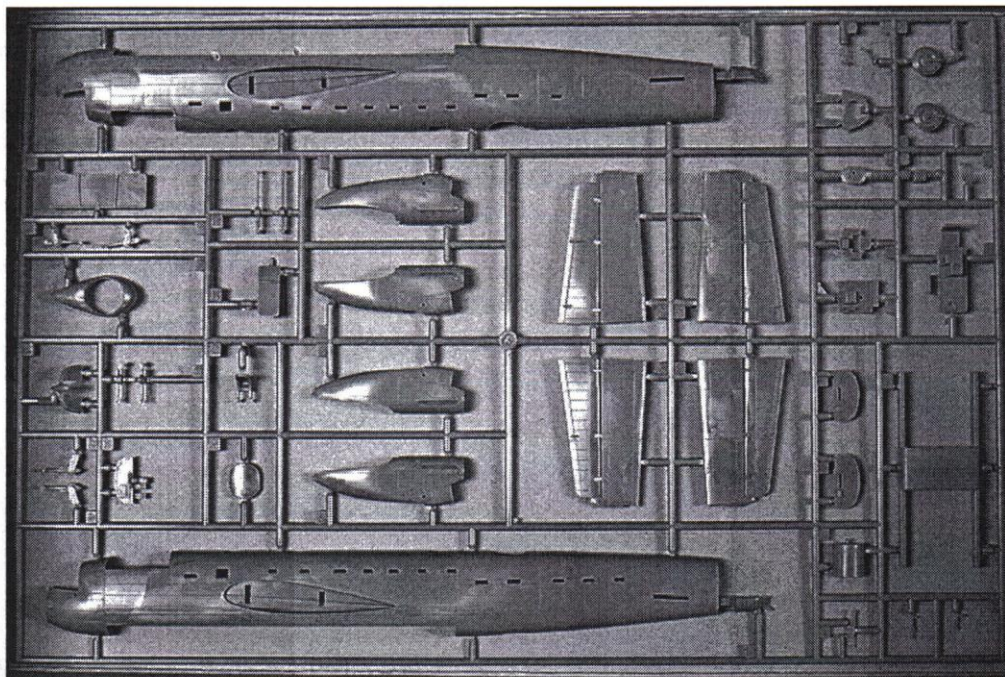


as single pieces and are quite nice, and Hasegawa even provides mass balances for them.

The clear parts are on a tree as big as any in the kit. There are two styles on bombardier's glazing, a main cockpit glazing with cutouts for optional side windows (with and without rear-visibility blisters), and the turret glazing, which are exceptionally well molded. These parts are all crystal clear, and will do a good job of showing off whatever aftermarket cockpit you install.

The kit provides four deHavilland D.H. 5/40 props and four Hamilton Standard A5/138 propellers, another thoughtful touch. Another option is the H2S radar blister for later Lancasters. The bomb load includes 18 200-pound bombs and a 4000-pound H.C. Mk II, of which there are two in the kit. As stated before, the layout of these weapons in the bomb bay is somewhat questionable. The bomb bay door can be cut to display the bay open.

Once the not inconsiderable task of building this beast is complete, you have three schemes to contemplate, all of which sport the dark green and dark earth-over-night scheme, and all from No. 467 Squadron. In reality, there are only two aircraft on the sheet. First up, chronologically, is ED539, PO*V from the summer of 1943, with large red codes and a scoreboard with nose art of a V decorated by a nesting bird. Next is R5868, PO*S, dating from May 1944, which has narrow red codes and a nifty scoreboard on the nose, plus the quote from Herman Goering, "No Enemy Plane Will Fly Over the Reich Territory" added as a bit of a zinger. Unfortunately, on the decal the R is missing from "Reich." The third scheme is this same plane in the summer of 1944, with larger codes with yellow surrounds and a bigger scoreboard. The wingwalk out-



Hasegawa's new 1:72 Lancaster is a dichotomy. It has some nice engineering with fantastic details but also sink marks, a poor interior and misprinted decals.

lines are supplied, as are some fuel tankage data markings.

This is certainly the best Lancaster in the scale, but it could have been so much better. For the price, one would hope not to find problems like sinkmarks and a vacant interior and misprinted decals. These problems are mixed with lots of smart details, like the many options and the well-handled wheel wells. This is a frustrating combination; clearly, Hasegawa knows how to make a state-of-the-art kit, but for some reason failed to do so here. Instead of a shake-and-bake kit, modelers will have to wrestle with this one to get a true show-stopper. Recommended with reservations.

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 he really enjoys leaving hazardous garden tools in dangerous places.

CONTEST CALENDAR

November 5, 2005: **IPMS/Antelope Valley** hold their **Desert Classic IX** at the Antelope Valley College. For more details contact Mike Valdez at (661) 256-0410, or email him at mikevaldez151@msn.com

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 website at www.ipmssd.org.

February 26, 2006: **Silicon Valley Scale Modelers** presents their **14th Annual Kickoff Classic** at Naredak 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 website at www.svsm.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 website at <http://kcscalemodelers.com> or call Richard Horton at (559) 924-8067 or e-mail him at rainbowwarrior24@hotmail.com.

SEPTEMBER MINUTES

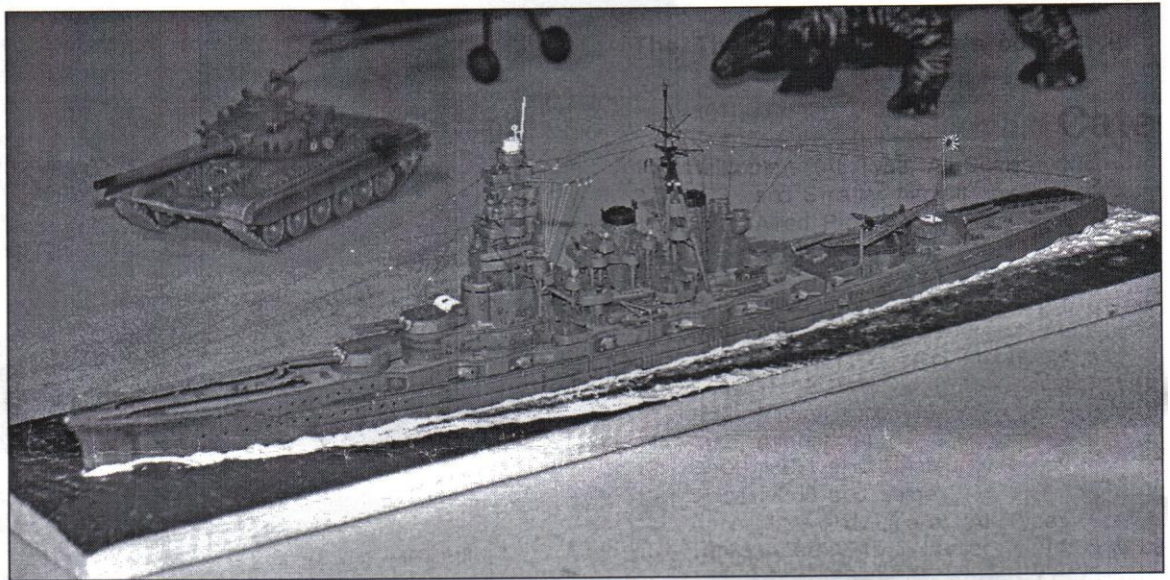
A total of 46 people crowded into the Milpitas Public Library meeting room for September's meeting, even with some members absent for the Reno Air Races. Mike Burton gave us a run-down on the Reno contest from the previous weekend, which was poorly attended but fun just the same. Mike encouraged the club to attend en masse next year—the High Rollers already plan for an event at the same time in 2006.

In model talk... Bert McDowell showed a test shot of the forthcoming Trumpeter Baltimore-class cruiser in 1:700. The kit will have two different stern sections to portray early and late versions, and it scales out to precisely 673 feet. Remarkably, it also fits well, Bert says. Mike Burton has two DML T-34/85 tanks in advanced stages of construction, including one North Vietnamese tank he's working on to get the jungle weathering just right. Mike is also building a BT-5 from the Zvesda kit as part of his effort to illustrate the impact of the Christie tank on the evolution of armor.

Speaking of evolving armor, Mike is also upgrading a Tamiya M41 Walker Bulldog, filling in the motorization holes and making other improvements. John Knopp has been busy finishing some of his previously-started projects, a guaranteed method for boosting your output of finished models and cleaning up your workbench at the same time! John had the two BD-5 versions from the LS kit, the jet and pusher-propowered models, finished

in the colorful white/red/blue scheme in the kit. John also finished off a Revell PZL.11 that he'd purchased at an SVSM meeting years ago, a Heller Etendard in 1:72, and 1:144 renditions of the F-102 and Rafale. Bill Dye sweated bullets over his 1:144 Minicraft Lockheed Constellation, finished as a plane he may have seen as a kid at the viewing area at the Pittsburgh Airport. Bill used Polly S White and SnJ to put a finish on his TWA Connie. Jack Clark's Lindberg T-55 looks much better than that kit had any right to! The model boasts a very nice wash and really well-done tracks. Chris Hughes' fist 1:72 model in many moons is a Hasegawa SdKfz. 234 Puma. Chris likes the detail and hopes to have his 8-rad finished soon. Jim Lund was kind enough to provide the meetings notetaker with a note card detailing his models this month: a Contrail Armstrong-Whitworth Albemarle done up as a Market-Garden glider tug and a Heller C-160 Super Transall representing on he saw while visiting Goose Bay, Labrador in September 1993. The Super Transall was a German aircraft belonging to the training squadron based there. Chris Bucholtz used the incredibly simple JAG Resins 1:700 Skipjack kit to build its sister ship, the Mare Island-built U.S.S. Scamp. The kit has four resin parts; Chris added periscopes from telescoping rod and plans to put it on a water base using Bert McDowell's method described in the May 2004 Styrene Sheet. Chris is also making slow progress on two Tamiya P-47Ds and has assembled the chassis of Academy's new GMC CCKW 2

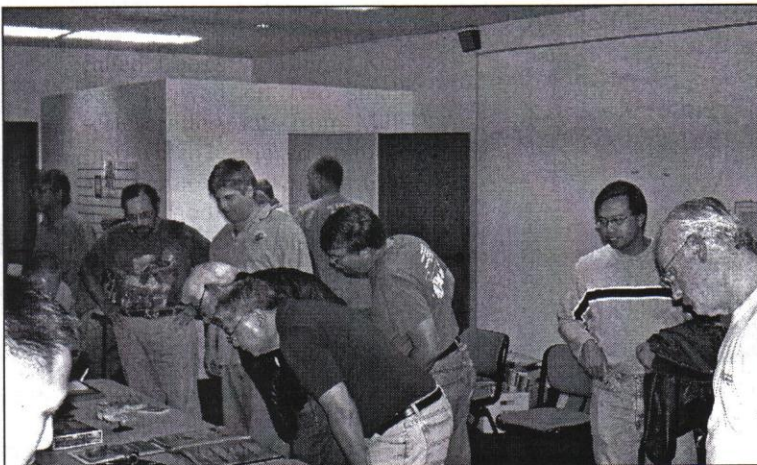
1/2-ton truck. Steve Travis' experiment in expanding his horizons now includes an ICM Yak-9, finished in a pretty gray scheme; Steve says building the model was tantamount to "hurting himself." Buddy Joyce brought in Braulio Escoto's Esci 1:48 Fury finished in the overall glossy sea blue scheme. Although it looks good, Buddy says the model has some accuracy issues. Hanchang Kuo built Ace's 1:72 T-72, which he said posed a challenge because nothing fit! Lou Orselli did so much work to finish his Formaplane vacuformed I-15 that he caused an injection molded kit to come out! Lou's also re-positioning the old Tamiya Stegosaurus to more accurately depict the way the beast carried its tail. Paul Bishop's wooden man of war Rattlesnake was purchased in 1975, and he worked on it during his lunch hours for nine years! Models like this require much discipline, and Paul says there were many times



September's Model of the Month award went to Hanchang Kuo's for his Hasegawa's 1:700 Hiei. Hanchang built the model as it looked at the First Naval Battle of Guadalcanal.

he had to force himself to work on it. The model is a solid-hill kit, but Model Expo has since put it out as a plank-on-frame kit. Jared Bishop is also building a big ship, but his subject is Tamiya's 1:350 Enterprise. Jared says the model's fit is very poor, but he's outfitted the model with a hangar deck and has solved many of the major seams. Jared had an entirely different experience with Tamiya's M1A1 Abrams; this model fit very well. The sand paint became a bit annoying, so Jared gave it a European camouflage scheme. Ron Wergin built the newly-issued Airfix 1:72 Spitfire Mk Vc, which sports a new wing and a Vokes filter that Ron says fits very poorly. Ron used AeroMaster paint for the foliage green RAAF paint scheme. Ron also brought in an Airfix Spitfire I, finished in Gunze paints. Mark Schynert is building his Revell 1:72 BV 222 from the ground up. Well, actually, he's built Eduard's resin and brass BV 222 beaching dolly, which he finished with Polly Scale paints. He said the resin and brass structure assembles reasonably easily with the exception of the walkway rails, which tend to get bent during handling. Mike Woolson took Italeri's 1:72 F6F-5 Hellcat and turned it into a bright orange Operation Crossroads drone, used to collect air samples during the Bikini Atoll bomb tests. Mike used the appropriately-named Boyd's Sunburst Orange to give the plane its semi-day-glo look. Bill Abbott's parade of 1:144 planes included the Boeing 377 from last month's Styrene Sheet, an F-117 with the early three-tone camouflage applied to the second full-scale

prototype modified with smaller rudders, a Revell F-16 outfitted with scratchbuilt pylons and weapons taken from the LS aftermarket set, and an LS F-4EJ Phantom II, which he says is a really great kit. Bill also had a Revell 1:72 Hurricane IIB in the temperate scheme on the table; he used Polly Scale paints and brush-painted the camouflage scheme. Bill also showed the 1:72 Hobbycraft Twin Otter he won second place with at the Airliners International show; Bill built it at the show after seeing a category with one entry! Even though he rushed through the build, he couldn't resist the urge to scratchbuild a full interior cabin! Andy Kellock took Don Savage's badly-damaged TRD minivan and converted it into a support van. Andy swiped the logos from the Internet to make the deals for his little Toyota. Andy's Folgers Monte Carlo, depicted as it was when driven by Tim Richmond, had to have its decals doubled because the kit items were too translucent. Andy's also making progress on his 1971 Dodge Superbee conversion, which he's making from an AMT Charger. Andy's added the trim and script to the model using aftermarket items. Ken Miller is still at work on the bright yellow Heller Canadair CL-215 firebomber he started many moons ago. He's also at work on Minicraft's new DC-6 firebomber, although his work may be considerably more significant after gluing the nacelles onto the wrong locations. Bill Ferrante refuse to follow the instructions on Hasegawa's 1:72 F-104, instead gluing the front and rear of each half together and then joining the fuselage sides instead of gluing the front half and rear half together and joining the two at the center. The model is for the display of Sidevinder-firing aircraft at the NWC China Lake Museum. Greg Plummer has put his military modeling experiences to good use on his Aoshima Honda Prelude, painting the outside with Tamiya pearl green and the interior with British Desert Storm (Operation Granby) tan! Greg has also completed what he calls a Japanese Hummer, better known as a Toyota Beebee or Scion. Greg lowered the wheels by gluing them to the tops of the wheel wells, and he finished the model with a coat of Testors orange pearl over silver. The interior is "Sky Type S" and RLM 70! Laramie Wright has heard minor complaints about Rev-



September's SVSMers genuflect to last month's offerings.

ell's 1:72 Hawker Hunter, but he's having none of that. The model fits well has a good cockpit, well-defined panel lines and a very clear canopy. Laramie's also elbow-deep into Sword's 1:48 Eastern Aircraft FM-2, but he says it has some soft small details and only a so-so cockpit. Gabriel Lee's 1:144 DC-10-30 from the Airfix kit has required a lot of filler, but he hopes to have it finished sometime soon. Gabriel also has a Verlinden P-90 machine gun which asks a lot of the builder; namely, it instructs you to paint the resin magazine to resemble clear Perspex! Kent McClure's small crowd of figures included two Aliens, four turn-of-the-century polar explorers and some 1:72 ancient Egyptians from a new company called Caesar of China. Kent also showed off two small-scale artillery kits from Millicast, which he picked up for \$2 at a gaming convention. Dennis Ybe modified the barrel and the travel lock on his Trumpeter 1:35 AS-90 self-propelled gun, and he also added MV lenses in place of the kit's lights. Dennis also found time to bash together a Monogram fuselage and a set of Fujimi wings, resulting in a nice 1:48 Bf 109G-10 that is almost finished. Cliff Kranz built his

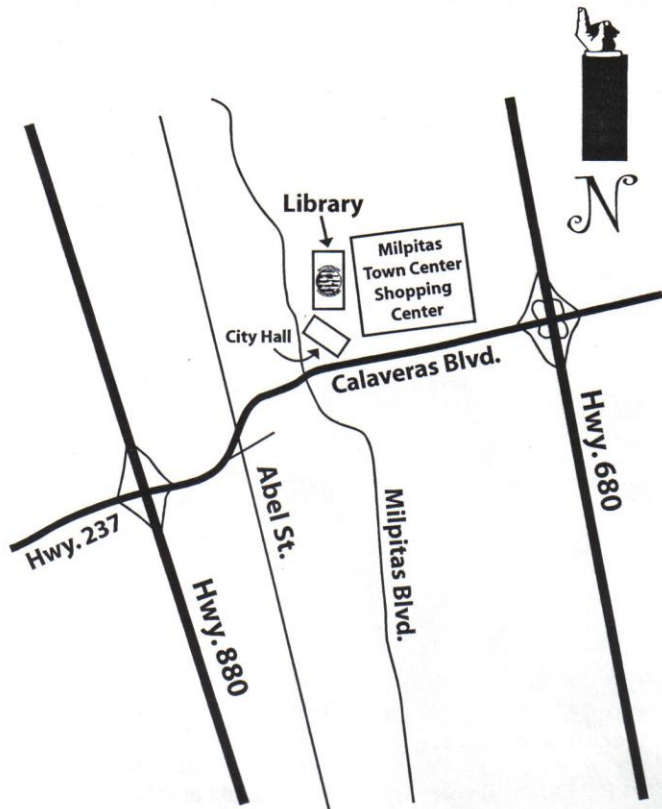
1:144 P-3 Orion 40 years ago, and he's made another one which is considerably better built and finished (not to mention less dusty!). Cliff also finished a 1:72 YF-12 off as if it had entered service as a fighter, with Air Defense Command Gray paint and a checkerboarded set of vertical fins. Brian Soderstrom's garage diorama features three Monogram car kits and a lot of aftermarket and scratchbuilt stuff. He hunted down the old product signs on the Internet, then printed them out and stuck 'em to the wall. The whole structure is based on the rather simple mechanic's building where he had his oil changed. It clearly takes a lot of work to replicate a simple building! Terry Newbern really likes Dragon's new 1:72 Kubelwagen; it comes complete down to the alternate set of wheels for different terrain conditions. And the model of the month goes to... Hanchang Kuo's Hasegawa's 1:700 Hiei, which he modified to depict as she was outfitted at the time of her loss at the First Naval Battle of Guadalcanal. He topped off these modifications with a truly impressive set of rigging and put the model in a realistic "ocean."

MISSILES OF OCTOBER

and AIR RACERS

October's SVSM in house contest

Entries can be any real or hypothetical air racer, any real manned or unmanned space subject, plus any unmanned areospace product (i.e. the V1/V2, target drones, ballistic, tactical, and test missiles, etc.)



Next meeting:
**7:00 p.m.,
Friday,
October 21**

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