



Iquitos Express - C-130 Hercules FAV2716

By Gabriel Lee

BASE AEREA EL LIBERTADOR (El Libertador Air Base) - State of ARAGUA- Palo Negro, outskirts of the city of Maracay November 27, 1992

Brigadier General (FAV) Francisco E. Visconti knew that his cause was lost. His coup attempt (the second one that year), sympathetic to the ideals of imprisoned and cashiered Lieutenant Colonel Hugo Chavez (due to his own failed coup attempt of February 4th, 1992), had failed to achieve many of its military objectives. Many Venezuelans had died during this short lived (approximately 24 hours) insurrection. History shows 300 dead, both civilian and military. Dispatches told of the Armored Battalions from nearby Valencia rapidly advancing on EL LIBERTADOR Air Base, intent on retaking Venezuela's most powerful Air Base from the grasp of the rebels. There was no way General Visconti could hold the Air Base against the onslaught of AMX-30Vs, AMX-13C90s, AMX-13M51s, and the FV101 Scorpion 90s wielded by the armored battalions.

Discretion is the better part of valor. General Visconti felt that enough blood had been shed on this day, and that nothing further would be gained by allowing his rebel troops to be cut down by loyalist soldiers. He gave orders for his troops to escape by any means at their disposal. Those that

had aircraft were to fly away and, if possible, declare themselves political exiles. Ground troops that couldn't find a ride were to give up and lay down their weapons as soon as the armored battalion arrived. The General himself along with 92 other rebels (41 officers, 37 enlisted and 15 military academy cadets) climbed on board a C-130H Hercules (FAV 2716).

The props on the Hercules started to spin, and the plane soon became airborne. The pilots queried the General as to their destination. General Visconti replied that they were to head south. As the C-130H approached the border with Colombia, the pilots again queried the General as to their final destination. He quietly replied "Peru". The pilots protested that they had not filed a flight plan, and for that matter they did not have charts to navigate to that destination. General Visconti knew a lot of the Venezuelan territory by sight. He then personally took over command of the Hercules and used dead reckon-

ing to point FAV2716 toward Peru. With General Visconti at the controls, FAV2716 skillfully skirted and avoided Colombian Air Defense Radar on the way to Peru.

Peru was one of the best destinations for the rebels. Venezuela and Peru had severed diplomatic relations that year. Peru had become a dictatorship when President Alberto Fujimori performed a self-coup and suspended constitutional

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Gabriel chose the Italeri 1/72 scale kit to portray FAV2716. He used Aztecmodels' multi-scale decal sheet with all the stenciling necessary for any Venezuelan Armed Forces aircraft in 1/72 or 1/48 scale.

EDITOR'S BRIEF

Welcome to the September *Styrene Sheet*. For those of you who like history as much as model building, you will enjoy Gabriel Lee's article on "Iquito's Express" in this month's issue. As usual, Gabriel has done a great job of creating the back-story to his model. If you're a fan of F2G Corsairs, and who isn't, really, Rodney Williams explains how he pounded the Aviation Usk kit into submission to make five different racing Corsairs in 1/72 scale. For you fans of obscure Luftwaffe aircraft, Mark Schynert takes a peek at the new Revell-Germany Ju 290A-5.

I have a few model show announcements to share with you. First, I want to say as I do later in this issue that the IPMS/USA National Convention in Phoenix was a lot of fun. The next Nationals is next July in Atlanta. I'm guessing they were desperate to find some place even more uncomfortable than Phoenix. Information about the Atlanta Nationals can be found at: <http://www.ipmsusa2005.org/>. You can even book your hotel room through this site and that way you won't have to think about it again.

Next I want to make you aware that there has been a last minute (if you consider 100800 minutes to be last minute) change of venue for OrangeCon 2004. They have moved the contest to the Anaheim Park Hotel. Please see page three of this *Styrene Sheet* for the proper location.

Regrettably, I have to report that the IPMS Silver Wings

show scheduled for October second has been cancelled. The email I got sited lack of club member support. In my opinion that makes the cancellation doubly unfortunate.

The SVSM web site will be moving to a new server and during the move the site will be getting the once over. Randy Ray has generously donated a slot on his web server for 6 years and in the process saved the club a large pile of money. Unfortunately, because of restrictions at Randy's I.P., the svsm.org needs to be moved to a new host. Don't worry, the SVSM site has it's eye on a charming little place down the street. A little bit of a fixer upper but it has lots of curb appeal and the rent is low. There should be no interruption in service.

While we're messin' with the thing we want to hear what you would like to see in our web site. All suggestions are welcome. We may not be able to accommodate them all but we will do our best. If you have ideas for something to add or something you would like to see different, let us know. Email ideas to me at john@twoX.com.

Lastly, I need to make a correction for Brenda Patino's current address. As you have heard, her husband Ralph passed away last month. Any correspondence to Brenda should be sent to 6 Bardin Cr., Salinas, CA 93905.

- The Editor

CONTEST CALENDAR

September 25, 2004: **IPMS Antelope Valley** declare their **Desert Class VIII**. This year's theme is the 60th Anniversary of D-Day. For more information contact Mike Valdez at (661) 258-9830 or e-mail at mikevaldez151@sbcglobal.net or on the web at www.avg-ipms.org.

October 2, 2004: **IPMS Silver Wings** host "A Scale Plastic Model Contest" at the Joseph Ke Middle School, 8865 Elm Grove Blvd., Ukiah, CA. For more information, call Scott Bell at (916) 428-4217 or email smjmodprod@aol.com or visit their website at www.ipmssilverwings.org.

October 11 - 17, 2004: **IPMS Philippines BAC** is proud to announce the **IPMS Philippines Bert Anido National Scale Model Competition** at the UP College of Architecture, Quezon City, Phillipines. For more information email: nationals@ipmsphilippines.com, or call at Noel Carpio at (632) 431-2836.

October 16, 2004: The **IPMS/Redding North Valley Dambusters** host their model contest. At

the Win River Casino, 2100 Redding Rancheria Rd., Redding CA 96001. For more information contact Richard Carlson (530) 357-4488.

October 17, 2004: **IPMS Orange County** present **OrangeCon 2004** Anaheim Park Hotel, 222 West Houston Ave., Fullerton, CA 92832. For more information, email them at oc_ipms@aol.com.

February 13, 2005: **Silicon Valley Scale Models** host the **Kickoff Classic** at Napredak Hall, 770 Montague Expwy., San Jose, CA 95131. For more information, contact Chris Bucholtz at BucholtzC@aol.com.

April 28 - May 1st, 2005: The 20th annual **GSL International Scale Vehicle Championship and Convention** at the Wyndham Hotel, 215 W. South Temple, Salt Lake City, UT 84094. For more information contact Mark S. Gustavson at msg@GSLChampionship.org or visit their web site at www.gslchampionship.org.

THE ORANGE COUNTY CHAPTER OF THE INTERNATIONAL PLASTIC MODELER'S SOCIETY
presents

ORANGECON 2004

SOUTHERN CALIFORNIA'S PREMIER MODEL CONTEST

NEW LOCATION!



NEW LOCATION!

DATE & TIMES

Sunday, October 17th

**Open to the Public
9:00 AM to 5:00 PM**

**Vendor Setup
8:00 AM to 9:00 AM**

**Model Contest Registration
9:00 AM to 11:30 AM**

**Contest Room Closed
12:00 PM to 1:30 PM**

**Awards Presentation
3:30 PM to 5:00 PM**

Current IPMS National Members can receive a \$ 2.00 discount on the General Admission by showing their current IPMS USA Membership Card at the door.

LOCATION

**Anaheim Park Hotel
222 West Houston Ave
Fullerton, California**

Located at Harbor Blvd and 91 Freeways. This hotel use to be called the Raddison and Wyndham.

Due to the unexpected closure of the Sequoia Conference Center we have had to relocate our event on only 70 days notice. As you will appreciate, this is very disruptive to our program, but we are pleased to announce that we have located a suitable venue and OrangeCon 2004 will move forward!

Make your plans to join us at OrangeCon 2004. Bring your models and be a part of the largest contest in Southern California.

ADMISSION

**General Admission \$ 7.00
Young Adult, Age 13-17 2.00
Junior, Age 12 & Under Free***

*When accompanied by a paying adult.

**Model entries,
Adults \$ 1.00 each
Young Adults Free
Juniors Free**

INFORMATION

**IPMS Orange County
P. O. Box 913
Garden Grove, CA 92642
(949) 631-7142**

**web: www.ipmsoc.org
e-mail: ocipms@aol.com**

Vendor Table Registration Form

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Tel: _____ Fax: _____

Vendor Tables: 30 x 96 in
Undraped

Price per table: \$ 50.00

Please reserve _____ tables.

Total Enclosed: \$ _____

Return this completed coupon along with a check or money order made payable to IPMS Orange County, c/o Nat Richards, P. O. Box 5263, Irvine, CA 92616.

Vendor tables must be reserved in advance, none will be available at the door.

California law requires that all vendors possess a valid California Resale Permit, and a copy be on file with our event. Please enclose a copy of your permit with your payment. Temporary, "One Day" permits are available upon request.

Aviation Usk's F2G Super Corsair in 1/72 Scale

By Rodney Williams

In early 1998, Tom d.b.a. Aviation Usk, of Usk, Washington called me on the phone and related that they were almost ready to market a 1/72 scale F2G Super Corsair kit. After a "question and answer" session, Tom agreed to send me a free kit so I could critique it. They requested a photo of my 1/32 F2G #57 racer, including some real F2G photos for their box art, which I gladly sent!

There were several things wrong with the kit, including a ton of flashing, the likes of which you have never seen before!

The fuselage outline was great, and it included the auxiliary rudder.

First and foremost I noted that they made a one piece canopy, which incorporated the fuselage's canopy tip. If you carefully remove the windscreen, it can be used since it is the correct shape. I got some automotive bondo from Mike Meek and made the correct canopy mold. I then vac-u-formed several canopies.

Next, I noticed that there is no rear recessed canopy deck. It starts on the backside of the armor plate/headrest combo. I cut out this marked off section of the fuselage, and built in a deck. There's a "u" track down the centerline of the recessed rear deck. The canopy has a cross bar on it like the P-51's. There's a roller attached to the canopies cross bar, which rolls down the "u" track and keeps the canopy straight when it is opened and closed. The canopy tip is 23" long, which was hand crafted from styrene, and attached to the top of the fuselage spine, aft of the deck.

The cockpit tub was fair. Aviation Usk made a nice photo-etched instrument panel, and photo reduction dials. The side consoles are for the birds and the seat is wrong!! The F2G's had the same seat which was in the F4U-4 Corsair.

Oh my goodness! In the wing there were no wheel wells, so I scratch built them. I made master templates of my wheel

wells, as I knew I was going to build several more F2G's. Aviation Usk also used the standard air inlets and these had to be changed to be correct for the F2G's.

The F2G had the newly designed R-4360-2, 28-cylinder engine. There were seven cylinders in each bank. There were seven magnetos in front of the first bank of cylinders. There were two spark plugs in each cylinder. Aviation Usk delivered a standard nine-cylinder engine with their F2G kit. They did include a darn good fourteen-foot diameter four bladed prop with lots of flashing attached.

Just aft of the cowling on the bottom of the fuselage the F2G had six exhaust stacks. On the model, I had to revise this area so I could attach them. Aviation Usk made the proper openings for the four exhaust stacks on each side of the fuselage, however, you must open up the exhaust stack openings so you can fit in your home made stacks, which are 2.5" in diameter. There are fourteen exhaust stacks on all F2G's.

Included in the kit were well fitted "top of the fuselage" extension air inlets. Both air inlets were extended out to meet the speed ring, however one was raised in the center. The latter was on B.U. 88458, which became racer number 57, and both air inlets were on racer number 74.

While building the first model, number 57, I sent 35mm prints to Tom at Aviation Usk. He related that they would not change the molds, as they would have to start from scratch. All I can say is, there was not very much done in the

"R & D" department when they had the kit manufactured. If they and others had done a bit more "R" (research) they could have "D" (developed) an accurate F2G.

Since the kit had some good decals for Cook Cleveland's 1949 #57 red and white racer, I finished it per se. Their "SOHIO" decal logo had black letters in it, however in reality the letters were red. I used a SuperScale decal instead.

In 1999 I built another Aviation Usk 1/72 F2G. It too was owned by Cook Cleveland and was painted blue and white



Rodney remanufactured the canopy, wheel wells and many other details to make the Aviation Usk F2G kit accurate. Number 94 was owned by Cook Cleveland and flew in the 1947 Thompson Trophy Race.



After three different owners were killed in plane crashes, Number 57 flew again after being restored by Bob Odegaard. The flight took place 50 years after Number 57 won the Thompson Trophy.

with a race number of number 74 on it. In 2003, I started working on the rest of my F2G racing Corsair collection. Cook owned number 84, which was all black with white letters and numbers. I saw number 84 crash at the Cleveland Air Races in 1947, which killed the pilot Tony Janazzo. The F2G was a total loss. What could one expect when you hit the ground at over 400 m.p.h?

Cook owned one other F2G, number 94. I painted in it's first original color of red and white. My last F2G was number 18, which was owned by Ron Puckett. I painted it in it's latest paint scheme of light grey and medium blue.

I supplied Dave Newman with some art work, and measurements, so he could make the decals for numbers 18, 74, 84 and 94. Dave's decals turned out super. They are very thin and I could put them on with just plain water!

The F2G's were converted from the F4U-4 airframe. Except for the wing air inlets, the "gull wing" did not change it's primary shape. Some F2G's had a 55-gallon gas tank in the outer wing panel, thus they had to remove one machine gun. Other F2G's had the standard three .050" caliber guns in each wing. Some F2G's had metal skin on the outer wing panels, while others were fabric covered. The stabilizers and elevators were not changed on the F2G. The eleven-inch auxiliary rudder moved 12 degrees to the right, only when the flaps were lowered. All F2G's had a floor in the cockpit. Some F2G's had the standard tail wheel with the landing hook, while others were minus the hook. Some had a six inch tail wheel shank. Some F2G's had what I call a tail wheel flaring aft of the opening, and some did not.

If you care to read and see the photos of how I built these F2G's, then go to the Aircraft Resource Center web site at:

http://s96920072.onlinehome.us/Gal-Fca%20Archives/Prop/F2G_Racing_Corsair/F2G.htm.

Here, I have four stories and I also have my 1/32 scale Crashed F2G titled "Building a 1/32 scale F4U-1A conversion to a F2G-1D Super Corsair" Part 4."

Next go to:

<http://www.skywriters.net/Gallery/f2g%20super%20corsair.htm>

You can access our organization called: "Society of Air Racing Historians," at:

<http://www.airrace.com>.

There's quite a bit of written history, including several photos of all the F2G racing Corsairs. I have helped the organization since I joined in 1984. They are located in the Cleveland, Ohio area. We have a newsletter which is called Golden Pylons that comes out four times a year at a membership fee of only twenty bucks.

For those of you who were not at our club's meeting in May, here's my little collection of F2G's. If anyone wants to see my "art work," which was made for racer number 18, "Miss Port Columbus," please email me at rjw07@mindspring.com. I may do a little story for the newsletter, however my photos would not be in color. [They will be in color in the PDF file, which can be downloaded from the SVSM web site. Ed.]



N91092 was purchased by pilot Ron Puckett and flew in the 1947 and 1949 National Air Races. Rodney finished it as it appeared in 1949.



N5577N flew in the 1947 Thompson Trophy Race and in the 1948 and 1949 Natational Air Races but failed to finish. Rodney finished N5577N in it's 1947 conguration.



In 1949, Ben McKillen flew No. 57 to first place in the Tinnerman race and third place in the Thompson.



N5588N was stricken from Navy records in 1947 and was flown by pilot Tony Janazzo in the 1947 Thompson Race. The aircraft crashed on the seventh lap, killing the pilot.

Venezuelan Hercules: Italeri's 1/72 C-130H

Continued from page 1

guarantees. FAV2716 crossed into Peruvian Airspace and was instantly detected by their Air Defense Radar. Peruvian Air Force queried FAV2716 as to its intentions and then ordered it to depart Peruvian airspace.

General Visconti thought quickly and replied that they were a flight of Political Refugees whose lives would be in danger if returned to their native country and requested asylum. The request was tersely denied by Peruvian air traffic control. The General then repeated his request and added that he was declaring an in-flight emergency due to mechanical failure of the landing gear. Actually the C-130H was not suffering any difficulties of any kind. General Visconti knew that according to international law he had to be allowed to land after such a declaration. Peruvian Air Traffic controllers then vectored the Hercules to land at Francisco Secada de Iquitos airport. FAV2716 landed at Iquitos airport without incident.

General Visconti was greeted by General Tomas Castillo Meza, a former Peruvian Defense Minister and the area's military chief. Visconti again requested political asylum. After much consideration it was granted. A secret fund was set up by the Peruvian Government for the exiles' living expenses.

Venezuela then demanded through diplomatic channels that C-130H FAV2716 as well as any small arms the rebels were carrying, be returned to Venezuela- since they were Venezuelan Government property. Some of the rebels did not find that exile suited them and returned with the plane to Venezuela where they were promptly imprisoned upon landing. The Venezuelan Air Force then nicknamed FAV2716-IQUITOS EXPRESS- unofficially of course. This is an example of Venezuelan Humor.

Aftermath: On March 26, 1994 President Rafael Caldera irresponsibly gave cashiered Lieutenant Colonel Hugo Chavez (who had led the February 4th, 1992 failed coup attempt and inspired the November 27th, 1992 Coup attempt) amnesty and let him out of prison. Hugo Chavez then ran for the Venezuelan Presidency as a protest candidate against the two larger and established political parties and won, becoming Presi-



C-130H FAV2716 as it appears today. Note the yellow propeller tips. As luck would have it, these photos were not available until after Gabriel completed his model.

dent in 1996. Chavez then pardoned all rebels involved in the 1992 coup attempts and allowed them to join their old units if they so wished. General Visconti returned from exile on June 1st, 1994 and was promptly imprisoned. He was released on June 21st, 1994 under President

Rafael Caldera's amnesty program. General Visconti also went into politics, representing Hugo Chavez's home state of Barinas as a Constituent during the approval process of the Bolivarian Constitution in late 1999. With the approval of the Bolivarian Constitution, the Fourth Republic ended and the Fifth Republic began. It is interesting to note that while Hugo Chavez was celebrating the birth of the Fifth republic, torrential rains were causing massive mud slides in the coastal state of Vargas, which in turn led to a massive human tragedy. The US sent help in the form of a battalion of SEABEES and their equipment on board a ship outbound from Norfolk, but it was turned away by Chavez's government in favor of less able Cuban aid, almost within sight of the Venezuelan coastline. The reality of the situation later forced President Chavez to accept US help in the form of helicopters for ferrying the victims away from the disaster area and water purification units- things the Cubans did not have. With a massive loss of 40,000 lives and nearly 100,000 left homeless, it was an almost biblical warning of things to come. Venezuela has since gone into a steep decline, the people deeply polarized- many Venezuelans can't even discuss opposing political views without getting into fist fights, regardless if they are related to each other or not. Meanwhile Venezuela grows poorer with rising crime rates and more chaotic by the day. The democratically elected government of Hugo Chavez becomes more and more authoritarian as time goes by, considered by many a democracy in name only- a dictatorship waiting for the right moment to let its mask of democracy fall to the ground. Each day brings Venezuela closer to Hugo Chavez's ideal state, that one headed by his mentor/hero/role model- Fidel Castro of Cuba. Venezuela is the 5th largest supplier of crude oil to the US.

To date Venezuela has owned eight C-130Hs. They were to replace the aging fleet of C-47As owned by the FAV. While in theory that was the plan, many of the flyable C-47s were maintained in service for as long as possible and flying to some of the smaller airports in the nation. This was done as late as 2000. The first Government of Rafael Caldera [note: before 2000 the Venezuelan constitution spelled out that



The unit patch for the C-130H FAV 6th Air Transport Group.



Gabriel chose the Italeri kit over the Airfix kit which he had built once before. He used standard Venezuelan camouflage colors of Dark Green, Medium Green, Dark Tan, and Camouflage Gray.

the Venezuelan President would be in office for five years, after that they could not run for re-election for 15 years after holding office. Venezuela got a new constitution in the year 2000 and the start of the Fifth republic was declared] purchased the original C-130Hs which were delivered between 1971-1978. They were

- FAV3134: C-130H-2, Officially Nicknamed Salto Angel (Angel Falls- the World's tallest waterfall)
- FAV3556: C-130H-2, Crashed 1980 due to engine failure [11 Dead]
- FAV4224: C-130H-2
- FAV4951: C-130H-2, Currently being upgraded to C-130H-3, Officially Nicknamed 24 de Julio (Birth day of Simon Bolivar- Venezuelan Liberator)
- FAV5320: C-130H-2, Upgraded to C-130H-3, Officially Nicknamed Rio Orinoco (Orinoco River)
- FAV7772: C-130H-2, Crashed 1976 due (officially) to Hurricane Emmy [68 Dead]
- FAV9508: C-130H-2, Currently being upgraded to C-130H-3
- FAV2716: C-130H-3, Purchased as replacement for FAV7772, Unofficially Nicknamed Iquitos Express.

The first loss of an FAV C-130H was in 1976 with the tragic crash of FAV7772 in the Azores Islands. In 1980 FAV3556 crashed, deeply cutting into

the Venezuelan Military's logistical capabilities. Because of this attrition, FAV2716 was purchased and delivered in 1988 as a replacement.

The C-130Hs are operated by Escuadron de Transporte No. 1 (First Transport Squadron) and are attached to Grupo Aereo de Transporte No. 6 (Sixth Air Transport Group). Usually they are based at EL LIBERTADOR Air Base in Palo Negro. However they are flown just about every day while performing some mission or another. Lately the opposition has charged that C-130Hs are being flown secretly to Cuba and back in order to return with indoctrinated/Cuban trained pro-regime guerilla fighters.

The kit used to portray FAV2716 was Italeri's C-130H

(kit No. 015) in 1/72 scale. The box contains 156 parts on gray sprue. The kit has decals for C-130s from Canada, France, Great Britain, Italy and United States. Obviously these decals were not used, and instead Aztecmodels' 48-022, which is a multi-scale decal sheet with just about every type of stenciling necessary for any Venezuelan Armed Forces aircraft in 1/72 or 1/48 scale. The Italeri Hercules was found superior to the Airfix C-130, which the author had attempted some time ago, and now sits proudly as an airbrush target. This by itself is a feat, since in the author's opinion buying Italeri can be a gamble as some kits are very good and others are atro-



Even though it is not visible after final assembly, Gabriel went to great effort to paint the interior of his C-130 as accurately as possible.

scious. In this case the gamble paid off.

The kit itself was not intimidating, except, maybe in size. The cockpit panels were very nicely detailed. The author took the pains to paint them correctly and neatly and accurately until he realized much later that no one would be able to see the work involved. Part of the joys (masochism?) of model building, the author supposes. The same treatment went for the scale crewmen who would sit in the cockpit as did for the cockpit panels. Again the author realized much later that no one would be able to see the work involved. At first the author was going to display the Hercules with its bay open and the main ramp lowered. Then when the fuselage halves were test fitted prior to cementing, one of the pegs that functions as part of the hinge for the main ramp broke, and was hopelessly lost to the rug monster. Fine, the author didn't want to display the aircraft with a lowered ramp anyway! The main ramp was then cemented in the closed position. The wings were then cemented to the fuselage, revealing gaps resembling the Grand Canyon. This was resolved with applications of putty and Zap-a-Gap. Seams would be a clear problem on this project. Some seams showed up after painting and weathering and would not disappear even after filling, sanding and spot repainting and weathering. Consulting with modelers more experienced in large fuselages, the author was informed that the reason for the seams could be stress from the wings and possibly not enough bulkhead-type support under the longitudinal fuselage seam.

Painting time at last! A standard painting scheme sheet for the FAV Hercules was available, and the author used this as a painting guide. After all, it is a military subject which usually means standardized for all aircraft in service, even in Venezuela- right? Stay tuned.

The standard colors were used: Dark Green, Medium Green, Dark Tan, and Camouflage Gray. Due to its size, the author decided to paint the model free hand after a previous coat was stripped off, there had been a masking problem of unknown nature.

The C-130 had always been an option for the author. Venezuela, along with many other nations of the world, operated

the aircraft. The question really was "which one out of the eight?"

FAV7772 was a candidate. On September 2nd, 1976 it had been on its way to the International Festival of Choral Song in Barcelona, Spain. FAV7772 had first taken off from Maiquetia International Airport (near Caracas) then proceeded to El Libertador Air Base (near Maracay) before going towards the Azores. The story had started a few months before, with the invite and inquiry from Barcelona, as to how the Central University of Venezuela's chorus was to make its way there. This by itself is considered by many Venezuelans

as an X-files type mystery. Why was a civilian choir traveling on a military plane when it would have been cheaper, easier and, not to mention, more comfortable to use a chartered civilian airliner, especially the state owned airline? This was at a period of time that many Venezuelans jokingly refer to as Saudi Venezuela, where Venezuela was literally swimming in money from oil sales. On September 3rd, 1976 FAV7772 crashed into a hill just short of the Lajes Air Base in the Azores Island of Terceira while flying in Hurricane Emmy, killing the flight crew of 10 and the 58 members of the Central University Choir who were all between the ages of 17 and 21. Among them a young married couple of university students who had recently found out that they were expecting. The Hercules had attempted to land twice before crashing in the nearly zero visibility rain (called Hurricane Emmy) and into the nearby volcanic rocks that formed a hill (approximately 1 mile short from the runway). The



FAV5320 in flight. This C-130H-2 was upgraded to a C-130H-3 and officially nicknamed Rio Orinoco (Orinoco River).



C-130H-2 numbered FAV3134 was officially nicknamed Salto Angel (Angel Falls- the World's tallest waterfall).

first sign that something tragic had happened that night was when an insomniac priest heard the sounds of a crash near his home and proceeded to investigate in the driving rain. He stumbled across a landscape littered with sheet music with the title GLORIA AL BRAVO PUEBLO (Glory to the Brave people), Venezuela's National Anthem, the first verses of the national anthem translating to "Glory to the Brave peoples that overthrew the yoke of tyranny." He found the plane wreckage and inevitably the remains of the crash victims. There are still a number of unanswered questions about that flight.

Why was the radar site on the island of Lajes, a NATO Air

Base and the radar installation itself operated by the USAF, working erratically and not getting fixed?

Why was no disciplinary action for negligence brought up against the USAF officer in charge of the radar that night? Subsequent investigations found that the USAF Officer was not at his duty station and was instead playing pool, leaving an untrained Portuguese soldier who spoke no English in charge. English is the international language of Aviation communication. It was found in these investigations that FAV7772 had communicated a need to land to get out of Hurricane Emmy and into safety, not to mention that they were also getting low on fuel. The Portuguese soldier couldn't give FAV7772 landing instructions.

A tragic story to be sure, but not as interesting as other Hercules' stories in the FAV.

Then there was FAV5320. Stories had circulated that the upgrading of this aircraft had nearly wiped out all the funds set aside for the upgrade program. As the story itself is told, the upgrades, which were performed in France, cost nearly 2/3 of the money set aside for the entire Hercules upgrade program. The opposition charges that officialists are lining their pockets, are corrupt, and are covering up the story so that the extent of corruption is not discovered. The officialists or Chavistas claim that the story is nothing more than propaganda spread by fascist and coup mongering elements of the oligarchy that composes the opposition and therefore are against the revolution-

ary struggle of the peoples [note: the author sides with the opposition]. This particular story is much more recent and because of the current political situation in Venezuela, it is difficult to unearth whether it is political propaganda or not.

FAV2716 had by far the most interesting story: used to transport Venezuelan Peacekeepers to various points across the world, used in the final stages of Search And Rescue (in this case having the sad duty of bringing the 3 bodies of the occupants of Piper PA-34 Seneca II YV-2030P from the crash site to the main morgue located in Caracas), and used as a getaway vehicle for a bunch of military rebels.

On April 10th, 1990 Venezuela's 42nd Airborne Battalion (which Lt. Col. Hugo Chavez would command two years later and use in his own coup attempt on February 4th, 1992) shipped out for UN Peacekeeping duty in Nicaragua on board several C-130Hs, one of them being FAV2716. This was an honorable mission. FAV2716 served as a workhorse from then until the incident described at the beginning of the article. Even though depicting the airplane that was

used in that incident by people that the author personally finds beyond despicable, and could be construed as glorifying the Chavistas, such was not the case. FAV2716 leads an interesting life, and is the most interesting among the eight C-130s that the Venezuelans have to date owned. After it was returned by the Peruvian Government FAV2716 continued performing its yeoman service to the FAV. Therefore "Iquitos Express" was a viable choice. More recently it participated in the International Flood Relief Operations in Haiti and the Dominican Republic, where it delivered humanitarian aid to the flood stricken nations. This was done in spite of the tens of thousands of people starving in Venezuela. So much for the "efficiency" of Marxist inspired governments.

It was after painting, decaling and weathering that the maxim on Latin American subjects reared its head: In Latin America, the exception is the rule. The author had used the painting guide and images of other FAV C-130Hs as a template for the model.



Gabriel chose FAV2716 as the subject mater for this kit because he felt it had the most interesting career of the eight Venezuelans C-130s.

Images of FAV2716 were not available at that time. Good images of FAV2716 became available after the author had finished building, painting, decaling, and weathering the model. Surprise! Not only was FAV2716 the only Hercules in Venezuelan Air Force service with a scalloped demarcation line between the belly camouflage gray and the rest of the camouflage, but FAV2716 also had the only set of yellow tips on the propellers. All other propellers are

white and black. This by itself was a recent development and not on the particular aircraft as of 1992.

FAV2716 was the exception to the standard painting scheme. Eventually the real FAV2716 will likely be repainted in the standard scheme when it gets overhauled in the near future. Until then my model will be considered slightly inaccurate. Again, in Latin America, the exception is the rule!

What will FAV2716 do next? Only time will tell. Until then it will serve proudly, and yet unacknowledged in its continuing service, since it is not as glamorous as its F-16A brethren. Hopefully it will again serve a real democracy and not a Cuban-wannabe regime. GLORIA AL BRAVO PUEBLO QUE EL YUGO LANZO (Glory to the Brave peoples that overthrew the yoke of tyranny)!

Gabriel Lee has been building plastic models since 1997. His interests include 1/72 scale Latin American & Venezuelan Air Forces, ships, sci-fi, hypotheticals and occasionally 1/35 Tanks. He has been a member of SVSM since 2001.

IPMS/USA National Convention in Phoenix AZ

By John Heck

I had never really been to a IPMS/USA National Convention. I did poke my head in to look around at the 1998 Nationals in Santa Clara, but I did not enter a model or really spend much time in the hall so I only give myself partial credit for that one.

For the 2004 Phoenix Nationals held last August, I flew in on Wednesday to attend for Thursday, Friday and Saturday. I wanted to get in as much time as I could and figured that since my wife was traveling with me, we might as well make a mini vacation out of it. Additionally, Phoenix could be as close as Nats gets to us for a long time. Remember, IPMS considered the Chicago Nationals to be a Western show.

In my opinion, the Phoenix Nationals was a total success. The show was very well run by a courteous staff and was free of any glitches that I could see. I felt the number of vendors was a little light but with approximately 2100 models entered, the 2004 Nationals was the third largest Nationals in US history, and that means a lot for a Western show.

I find shows like this very inspiring. Seeing so many high quality models makes me want to get home and start slapping together all the kits in my "to do" pile. I was able to find many subjects that I thought I would never see built (i.e. the Collect-Aire A-12 Avenger II). This provides not only inspiration but also a valuable reference for projects that I want to do but have never seen completed before. When I could track down the builders, I found them to be more than willing to share their experiences with their models.

I entered a model, but I was robbed of any award simply because all of the other models were better. I must say the reason for flying all the way to Phoenix was not the prospect of winning an award or to paw at boxes of models that I could get most anywhere. The big draw for me was social. I went to Nationals to be trapped in a nice hotel with a dozen or so fellow SVSMers. Sure, that sounds a little scary now that I've said it out loud, but it was really a lot of fun. If we were not in the convention hall looking at or purchasing models, we were in restaurants and bars, and that's always fun.

Speaking of bars, here is an example of what not to do. Do not drink a lot the night before registering your models unless you are well heeled in drinking a lot and registering models. In the event that you have to do any repair work to your potential best of show entry, say, a Tamiya 1/48 F-117 with a US flag in the underside, you will want to have full control of your extremities, particularly your fingers. Touch up painting and blurry vision is not a great combination. Additionally, you will want people to actually be able to read your registration from.

In addition to being able to say the Nationals attendees from SVSM had a great time, I am happy to report that some of us from SVSM brought home a trophy, or two, or seven. I want to offer a family-sized congratulations to the following people:

Joe Fleming

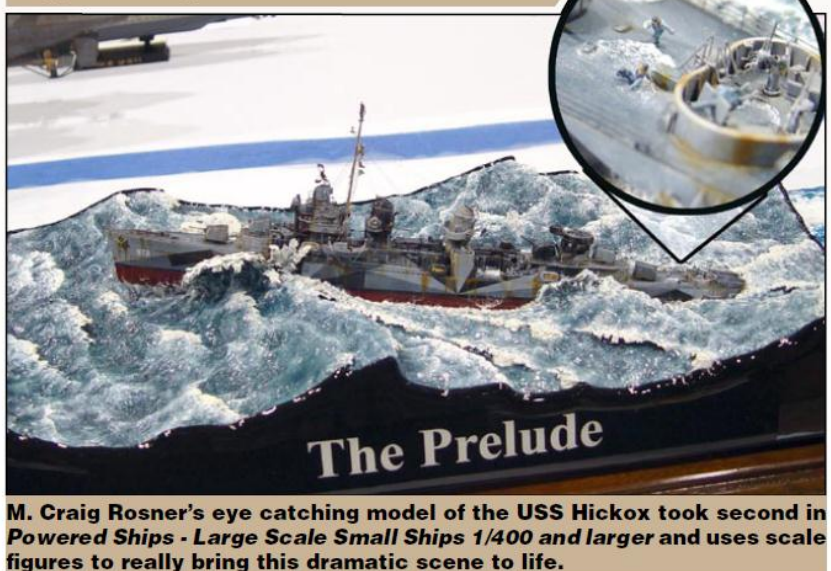
- *Figures: Dismounted Split: Post 1860 54mm to 70mm*
- 1st - Sioux Warrior "Rain in the Face"



Chris Bucholtz bravely mans the Obscureco Aircraft table. Chris reports that sales were brisk.



This PB4Y-2 Privateer by Dennis Mermilliod used the Koster conversion and won first in Aircraft: Large Prop, Turbo Prop, Glider 1/48.



M. Craig Rosner's eye catching model of the USS Hickox took second in Powered Ships - Large Scale Small Ships 1/400 and larger and uses scale figures to really bring this dramatic scene to life.

- *Figures: Busts: Post 1900 all scales* - 2nd - Captain, Austrian Army 1916
- *Figures: Dismounted: Pre 1900 71mm and larger* - 2nd - Mongol Warrior
- *Military Vehicles: Soft Skinned: Other than German 1/48 & larger* - 2nd - SAS Willys Jeep
- *Figure Dioramas: Dioramas (more than 5 figures)* - 1st - "Behind the Split Rail Fence"
- *Military Vehicles: Closed Top AFV's - Through 1945: All Others 1/48 and larger* - 3rd - Centaur Royal Marines
- *Military Vehicles: Open Top AFV's and AFV's with Interiors: Other Than U.S. 1/48 & larger* - 2nd - SIG33 "Grille"

Vladimir Yakubov

- *Powered Ships - All Others* - 1st - Russian Armored Cruiser "Rurik"
- *Military Vehicles: Conversions 1/49 & smaller* - 2nd - Zis 5
- *Submarines 1/401 and smaller* - 2nd - Soviet WWII Sub L-3

Masa Narita

- *Aircraft: Jet powered 1/32 & Larger* - 2nd - F-15E Strike Eagle
- *Aircraft Dioramas: Large Composition All scales* - 2nd - F-14D Tomcat "Go! Turkey! Go!"
- *Miscellaneous: Miscellaneous All scales* - Out of the Box - Kinkaku Temple

Mike Meek

- *Aircraft: Civil, Sport, Racing, and Airships 1/48 & 1/32* - 2nd - Red Baron P-51

Bill Ferrante

- *Aircraft: Vacuum Formed 1/144 & 1/72* - 2nd - Blohm und Voss Bv-40

Laramie Wright

- *Military Vehicles: Closed Top AFV's - Through 1945: U.S. Manufactured 1/48 & larger* - 3rd - M4A3 Sherman 9th Armored Div.

For more photos from the IPMS/USA Nationals Convention, go to: <http://www.twox.com/gallery/modelcontests>.



Talal Chouman scratch built this excellent large scale Iraqi T-55A(M) with a full interior and won first place in *Military Vehicles: Scratch Built 1/48 and larger*.



Wayne Holmes did such a nice job on his Dynavector de Havilland Sea Vixen FAW.2 that it won *Best Aircraft*. That is the best aircraft for all aircraft categories.



Roy Sutherland of 21st Century Toys torments Nationals attendees with a radio controlled M5 Stuart.



This jaw dropping 1/72 scale M1A1 Abrams by **Derek Brown** won *Best Military Vehicle*, and **George Lee** Judges *Grand Award - Best of Show*.



Vladimir Yakubov has yet to grow tired of winning trophies with his Russian Rurik Cruiser which won first in *Powered Ships - All Others*



Mike, Postoria, Ray, Frank and Jim at the hospitality suite hosted in part by the fine folks at Obscureco Aircraft.



Four foot Godzilla. What else needs to be said?



Nothing to do? Time to hit the bar! Fortunately there was never much to do.



Alex, Jim, Vlad, Mike, Mike, Randy, Roy, Laramie, John, Stephanie and Chris picking up models after the awards banquet.



Mike Meek won second place in Aircraft: *Civil, Sport, Racing, and Airships 1/48 & 1/32* with his Red Baron RB-51.

Revell-Germany Junkers Ju 290A-5 kit review

By Mark Schynert

Revell-Germany has released another big ol' Luftwaffe machine in 1/72, the four-engined Ju 290A-4/A-5, which was used as a maritime recon and transport aircraft from 1942 to the end of the war. Three Ju 290 were captured intact by the British, another by the Americans, one was interned in Spain and another was finished after the war in Czechoslovakia, the sole survivors of a production run of about forty-seven. The Spanish one lasted until about 1956, by which time all the others had been scrapped.

Under the best of circumstances, this would have to be considered an obscure and unlikely subject for a high-quality injection kit, but Revell-Germany didn't let that stop them when they issued their very nice BV 222, and they continue to follow the trend by producing this kit. One wonders what's next? A BV 238? A Ju 390? An Fi 333? (Quick, get the oxygen for that man.) Most likely a new-tool Fw 200C Condor, I suspect, but that we'll have to leave for another time.

Back to business: this is a sweet kit, if you're into an aircraft with a span of twenty-three inches and a length of close to sixteen inches, and which happens to be German. The length and the span are right on for 1/72 scale. Even better, the kit can correctly represent either the A-4 or A-5 variants (the kit caters to the very minor differences), and also, with a little creativity, can be built as an A-2, A-3, A-6, or A-9 variant (the A-6, incidentally, was one-off and was the one that ended up in Spain). Those variants collectively represent about two thirds of the total Ju 290 production run. There's even fodder for the Luft '46

crowd here, assuming you're willing to buy two kits, as there was a proposed Ju 290Z project, which would have involved a common three-engine center wing section mating two Ju 290, generating a seven-engined monstrosity only

someone with a very large workbench (and display space) could love.

Getting back to aircraft that actually flew, the kit offers markings for one A-4 and three A-5. The clear parts are nice and thin for injected-molded glazing, and the small detail parts on the main sprues are well executed in light gray plastic, right down to the Hohentweil aerials. One very much

appreciated feature is that the dorsal fuselage panel is separate from the two fuselage halves, meaning that seams can be faired in without having to worry about the turrets, which mount right into the dorsal panel afterwards. The cockpit is decently detailed, as are the engines. The rest of the interior is Spartan, for anyone who wants to add cargo or long-range fuel tanks, especially if you leave one set of doors in their optional open position, or open the

Trapoklappe, a drive-up ramp at the back of the airplane.

Is there a downside to this kit? There are a few things to complain about if a reviewer really wants to, like the absence of bomb racks, or the fact that the kit is not designed to have an open Trapoklappe, but if these things are issues of concern for you, it won't be that hard to resolve them, given the fine starting point you have. Maybe there will be build issues, but on its face, this is a great buy if you want a 1/72 Ju 290.



Under new management. Ju 290 A-4 (V7) in preparation for flight to the USA. It arrived at Wright Patterson AFB on the July 31, 1945. The aircraft was scrapped after testing."

Mark Schynert has been building models on and off since 1959 and has been a member of SVSM since 1998. His interests include 1/72 scale aircraft between the years 1936 and 1948 with an emphasis on fighter prototypes and flying boats.

AUGUST MINUTES

August's meeting was highlighted by Tom Sator's talk on his experiences as a Sherman tank crewman during fighting on the Western Front in 1944 and 1945. Tom talked about his time in the Third Armored Division, his experiences with Creighton Abrams, and his one encounter with a Tiger tank. Thanks to Mike McMackin for bringing such an interesting guest to our attention!

In model talk...Pete Long got his hands on Tamiya's latest giant tank kit, a 1:16 Challenger II that retails for \$1500 with all the remote-control gear thrown in. Pete says that if you have a connection in Hong Kong you can get it for less than half that price. Pete's also doing a superior job on a 1:35 Leopard 2A5, and he's painted it with a Tamiya airbrush, even! Talk about brand loyalty! Charles Smith found a rare wartime color photo of an Fw 190D-9, and he built his model using the Italeri and DML kits as part sources. Hun Chun Koo likes the Revell P-47M so much he wonders how the new Tamiya kit could be better. He built his model straight from the box, as opposed to his Skywaves Geary-class destroyer, which got the full photoetched treatment with sets from Gold Medal Models, Tom's Modelworks and White Ensign Models. It also received a really nice "water" base to sail on. Andy Kellock's first plane in many years is an Fw 190, and it's also the first plane he's painted with an airbrush. Andy also has started working on two cars at a time, a Chevelle and a Roadrunner. Andy painted these car bodies out with detailers' polish, a real-car item that works well on models, too. Greg Plummer's response to a challenge to use the Chevy SSR resulted in a rather radical-looking big rig, with the rear clip making up the cab, the front clip becoming the cab's front, and a 1:32 Monogram Kenworth truck providing a basis for everything to hang on. Greg also built an SSR out of the box; he says it's a great kit of a subject he finds kind of aesthetically challenged. Ken Miller's Aloha Airlines 737 project is now yielding some completed models! Ken had a -200, a -300 and a -400 on the table in their Aloha liveries, using different engines for the -200 and adding fuselage segments for the -300 and -400. In another vein entirely, Ken built the Polar Lights re-issue of the Aurora Ghidra kit, and painted it using Tamiya spray paints. Ken said he was motivated by seeing the 1964 Nick Adams-Akira Takarada epic. Thom Ivansco has Polar Light's starship Enterprise assembled and on the verge of being painted; the kit comes with box stickers for the kids and waterslide decals for the older kids. To demonstrate some of the Revell "Easybuilder" kits, Steve Travis built a Bf 109, Spitfire 22, and A6M5 Zero. All have their roots in the Hawk kits, and they have

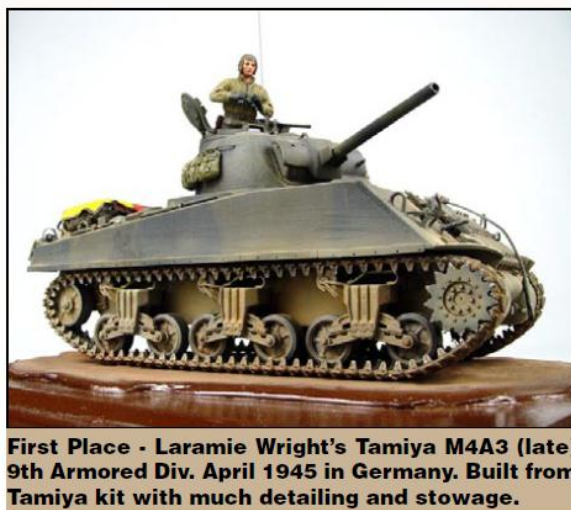
very few parts. Steve even used one of these kits to make a pink fantasy air racing Spitfire! Kent McClure has two 1:144 projects underway: a dainty Hasegawa Ki-48 Lily bomber, and the rather large Revell YF-22. Kent also had a cadre of 25mm English "bobbies" for a Gothic vampire game. Chris Bucholtz has his Academy P-38 almost ready for paint; he wired the radio sets in the back of the cockpit and scratchbuilt the gunsight mount from styrene and brass bits. Mike Fletcher's 1:72 A6M2 is just about finished, covered in a coat of ame-iro paint based on recent research and in the markings of a man Mike knows who flew that aircraft. Mike has also done a great job on Fujimi's sometimes-vexing A5M "Claude." Bob Morgan has the cowl of his Esci AD-4 finished and painted; now he has to get the rest of the model together! Bob's been working on this kit for a long time, but he seems to be closing in on finishing it. Cliff Kranz' speculative F-15N is done, and it bristles with eight Sidewinders and eight Phoenix missiles. Cliff likes how the model has come out, but he thinks the fuselage should have been extended. Barry Bauer's PRU pink Spitfire PR. X, which received many questioning glances, was built from the Special Hobby kit. Barry used the kit



At the August meeting, Tom Sator related his experiences as a Sherman tank crewman.

decals, but he pilfered the propeller from a Heller Mk. 16 kit. Roy Sutherland showed off his new Classic Airframes Hawker Sea Hawk and Special Hobbies Beaufort kits, and exhibited the next 1:32 Hasegawa Bf 109G destined for use as a paint master for 21st Century Toys. The cockpit of John Heck's Tamiya 1:48 N1K1 "Rex" broke loose and is rattling around inside what John says is an otherwise nice model kit. Renzi Pesigan is experimenting with a variety of washes and inks to bring out the best in his Warhammer 40,000 figures. Jim Lund was on the verge of building the obscure Dewoitine 338, a pre-war tri-motor transport, but luckily Broplan brought out its kit before Jim began cutting plastic sheet! Jim built his "ultimate trimotor" in a Vichy French scheme dating to 1941. Mike Meek's extensive conversion of the "Red Baron" racer won a

second place at the nationals, not in conversions but in the more fiercely-competed civil, sport and racing category. Shervin Shambayati says his Iranian F-14 taught him a lot about painting camouflage with his airbrush; he applied these skills first on a Heller 1:72 Mirage, the used his improved technique on a Ka-50 helicopter. Shervin then turned his airbrush loose on an F-4 Phantom and a Bf 109 from Hasegawa; for comparison, he brought in an Airfix Bf 109 in the same scheme he built five years ago to show how far his skills have advanced. Jim Priete is building a 1:48 Spitfire PR. XIII, a



First Place - Laramie Wright's Tamiya M4A3 (late) 9th Armored Div. April 1945 in Germany. Built from Tamiya kit with much detailing and stowage.

low-altitude variant; in doing so, he has launched a search for the obscure and somewhat obnoxious color PRU mauve. Jim had no similar color questions about his Polar Lights Talladega Torino: it's Petty blue all the way! Jim painted the model with a spray can of metallic blue; he has four other stock cars in various stages of completion, including a '93 Pontiac and a '64 Dodge. Lou Orselli used the kit decals to finish Minicraft's 1:144 B-24J, including some black decals for small windows.

After finishing the little Liberator, Lou turned his attention to a 1:72 KP Avia 534, which he actually had references for, resulting in some scratchbuilding inside the cockpit of the neat little biplane. Chuck Betz finished his 1:700 1-58 submarine with copious amounts of brass details from Gold Medal Models and added a White Ensign 25mm anti-aircraft gun for good measure. Chuck also tricked out a 1:72 Revell Panzer IV with lots of brass accoutrements from Part, including metal zimmerit (an oxymoron if ever there was one!), and he built Eduard's Albatros D.Va almost out of the box, save for the Cooper Details wheels. All three of Chuck's models won awards at the nationals. And the model of the month goes to... Ben Pada, who not only had time to build a rather spectacular Hasegawa N1K2-J Shidenkai with a Gunze Sangyo/Alclad paint scheme, but he also helped his son build a model! Nice going, Ben!

Our club contest, in honor of our guest Tom Sator, was all about Shermans. Laramie Wright started things out with a fairly nice but toylike Sherman he received as a gift. He even drove the motorized die-cast toy across the table (but didn't crush anything with it, luckily). Laramie built the DML M4A1 as a 3rd Armored Division during the breakout from Normandy, and he built a second Sherman using an Italeri M4A1 turret and a Tamiya M4A3 chassis along with plenty of extra stowage. His M4 Firefly was built using an MP Models M4A4 hull with a Tamiya M4A3 turret and a scratchbuilt 17-pounder gun. Laramie used

decals intended for a 1:48 Fw 190 to put the red radio call numbers on his Firefly. Barry Bauer's 1st Armored Division M4A1 borrows hull components from Tamiya and Nichimo kits, a Verlinden turret with early mantlet and Italeri tracks. Barry's M4A3E8 with the late suspension came straight from the DML kit, with scratchbuilt brushguards. Aiden McMackin built his 1:72 Sherman Firefly as an early vehicle, has a 1:35 Sherman well along the road to completion, and he brought



Second Place - Laramie Wright's USMC M4A2 5th Rank BN, Iwo Jima February 1945. Extensively reworked Italeri US Marines Sherman. Scratch built plank armor, sandbags and spikes.



Third Place - Laramie Wright's Tamiya/Italeri M4A3 M4A3 76mm (wet) 12th Armored Div. France late 1944. Italeri turret on Tamiya Hull.

in a Willys Jeep and an M3 halftrack for good measure. Jim Priete built Tamiya's early Sherman out of the box. Eric McClure added the Tank Workshop rhino modification to DML's kit and finished it as a member of the 712th Independent tank Regiment. Eric also built a composite hull Sherman with a lower hull from Italeri, a Tamiya turret and a Verlinden composite hull; Eric may convert this into a flamethrower Sherman. He also brought in a diorama he built 12 years ago showing a Sherman rushing into Germany with its load of riders. Mark MacDonald has his Firefly IC about 85 percent done; it's a Tamiya M4A1 late hull kit with a modified turret. Mark painted the model khaki drab to hunt for seams. Cliff Kranz brought a 36-year-old Airfix Panther to oppose his Sherman, which was outfitted with supplemental appliqué armor. And the winners were... In third place, the M4A3 by Laramie Wright, which wears a black disruptive camouflage scheme and the number 711 on its steel hide! In second, with his well-documented M4A2 Marine Sherman, is Laramie Wright. Laramie made real wooden sandbag racks and added "nails" to the hatches in the form of HO

railroad spikes. And in first place, with his 9th Armored Division M4A3, was Laramie Wright! The model scored a third at the nationals, and survived a nasty drop in the parking lot following a meeting several years ago! Nice going, Laramie!



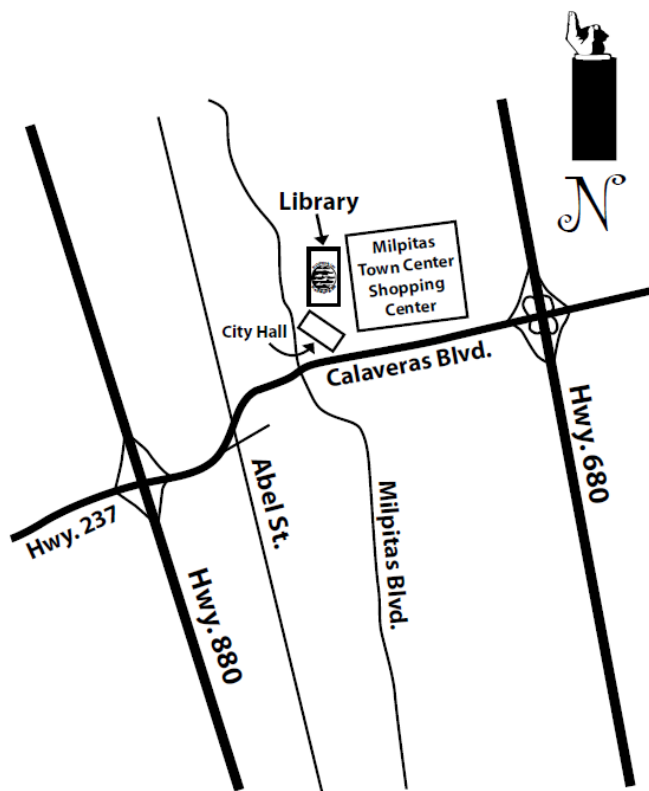
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