



THE STYRENE SHEET

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A Publication of the Silicon Valley Scale Modelers, A chartered Chapter of International Plastic Modeler's Society, USA branch.

First Eyes on Handley Page's Suitcase



Building Airfix's Handley-Page Hampden (part 1)

By Mark Schynert

I first encountered Airfix kits in 1964, when I picked up a kit of the Anson at the original San Antonio Hobby, when it was in a cubbyhole of a place way off by a Purity Market on the back side of the San Antonio Shopping Center. After starting with 1/48 Monogram, Aurora kits, plus the various box-scale stuff from Revell, the idea of constant scale was pretty intriguing to me, even at the age of 12. There were many kits of subjects I'd never heard of, offered by both Airfix and Airways (nee Frog). I've lost count of course, but I must have bought something like 50 kits and built most of them by the time I graduated from high school, all 1/72 and most of them Airfix. The Hampden wasn't one of them. I was mostly into fighters, and the Hampden kit was probably too expensive for my wallet—not when I could buy two fighter kits for same price. But times, *(continued page 3)*

Editor's Ravings – this month's editor, Mick Burton

THANKSGIVING. Whilst when I started this issue the theme had such promise and rich historical breadth for an editorial. Now, my fervent reminder notes notwithstanding, the passionate fires are but mocking memories with no muse to masseuse so you're all spared but Vlad. I am still thankful for knowing him. For I can now agree, when within sight of target, I suck. On a clearly surface plane though, I am thankful for having two new large article submissions, from Mark Schynert and R J Williams, which have made the upcoming production of this month, next and launch of new year's Styrene Sheet far less work. To everyone who puts forth the effort to write an article, a ramble, an uncomfortable opinion on a topic or heartfelt memory of a member of our community who's left us, on behalf of ALL Editors, THANKS IS GIVEN for all this gifting !

To all who thoughtfully or selfishly or what ever the raison d'etre, bring their works, their art, their crafts, their passion for this thing of ours to the meetings, get together, events, coffee corners, contests and what have you. Know that THANKS IS GIVEN for this valuable sharing. While model activity is by its very construct a singular, solitary, one on one, "act", the gain from the communal aspect is just as rich, enriching, nourishing, as from any more familiar "team sport/activity" maybe more so than even our community can appreciate. I know from many years in it, how utterly incomprehensible "social modelers/organization" are to folks outside of it, even fellow souls who share the interest in models but remain aloof to us.

Lastly, thanks given for Arlie Charter, to his friend who brought him to us in memory who's since joined him in same. Great is the generation who leaves the next far more than they took from the last, and did it as "part of living my life". – see y'all

EDITOR' s CONTEST THEME FEBRUARY 2012 " SM all Hot Rod Fords "

My birthday month, my traditional twisted thematics. Eligible subjects: FINISHED, any scale, F4D Skyray (aka "Ford"), A-4 Skyhawk (Heinemann's Hot Rod), or Ford Hot Rods. SM? Ref to Santa Monica, home of Douglas.

SVSM EDITOR' s CONTEST THEME MAY 2012 " MAY DRONE ON & ON "

Which is one way to say entrants are open to submit any manner of unmanned aerial vehicles of any scale, FINISHED, as long as they are air breathing and guided however rudimentarily. Kettering's "Bug", B-24s of Project Aphrodite, Crossroads Hellcats, along with Snarks, BQM Firebees and QF-80s all suffice alongside the expected RQ-1 Predators for entry. Don't forget, one can wreak Vengeance in this competitive category...

SVSM EDITOR' s CONTEST THEME NOVEMBER 2011 " SPORTS NIGHT "

Theme came about as *a team effort* brainstorming for SVSM's last meeting of 2011 where we'll plan to have models finished on table for display/competition. A Super Bowl! Thanks again Chris for throwing fuel on fire. Also for the majority effort in making this compiled list of possible entrant examples. Others will conspire...

NFL category:

SH-60/Armstrong-Whitworth SEAHAWK , A-1 SkyRAIDER, Dodge CHARGER, Tu-95 BEAR, OV-10 BRONCO Hawker-Siddeley BUCCANEER, F-105 ThunderCHIEF, AN-2 COLT, HH-65 DOLPHIN, F-15 EAGLE, F-16 FALCON SEPECAT/XF10F JAGUAR, F9F PANTHER, PATRIOT missile, EF-111 RAVEN, AT-6 TEXAN, TITAN missile S-3 VIKING, (figure or diorama subject) COWBOY

MLB category:

PBM MARINER, An-12 CUB, Yak-28R BREWER , F-82 TWIN Mustang , F6U PIRATE, CV 440 METROPOLITAN XPBB-1 RANGER, F4D-1 SkyRAY, F11F TIGER, P5M MARLIN, Jolly Green GIANT (HH-3 or H-53)

NBA Category:

A-3 SkyWARRIOR , A-4 SkyHAWK, F-84 THUNDERJet (or, really, any Republic fighter) , F-22 RAPTOR Boeing/Martin CLIPPER, Tu-4 BULL, Piper PACER, Douglas D-558 SkyROCKET, F/A-18 HORNET, BAe HAWK, T-50 BOBCAT

NHL Category:

A2D SkySHARK, P-38 LIGHTNING, UH-60 BLACKHAWK, F9F PANTHER, CF-100 CANUCK Britten-Norman ISLANDER, XPBB-1 RANGER, Wright FLYER, RQ-1 PREDATOR, F-86 SABRE Hawker HURRICANE, Grumman J2F DUCK

GRAY WINGED EYE COVERAGE (continued from page 1)

finances and tastes change over time. I picked up the Bilek repop of the Airfix Hampden kit, ironically at San Antonio Hobby just before it went out of business.

After thirty years, the molds were pretty worn; the small parts like the DF loop had plenty of flash. The decals were rudimentary, there were a variety of clunky-looking bits as well. The interior was mostly bare. The base kit did however strongly resemble a Hampden.

Over time, I collected aftermarket - Air Waves photo etch to give the inside some detail, Falcon transparencies to replace kit glassware. Then, a couple of years ago, Valom issued a Hampden kit. It's a fairly expensive kit, it has some fit issues, and evidently the clear parts don't fit at all. But it did make me eager to build a Hampden, so I did some research. Turns out the propellers, cowlings, flame dampers and wingtips of the Airfix kit all have shape problems, but more aftermarket could solve most of that - this time, engine/prop/cowling sets from Aeroclub. And all these outlays ran to less than the Valom kit would have cost. Sounds great, right? Of course, by planning to plug all this aftermarket into a tired molding of a thirty-year-old kit, I was creating a monster. No, I never learn.

Most of the fit of the base kit was fairly decent, but the devil was in features very typical of the Airfix kits of this era: lots of rivets, assemblies with lots of pieces, creating many seams, and some operating features that resulted in less-than-tight fits.

I started by assembling the wings and tail assembly. The latter had eleven kit-supplied pieces, thus lots of seams. How to fill all of that without destroying the rivets? Well, I've found a way. Mr. Dissolved Putty is a very viscous lacquer-based putty that can go into seams very nicely, then can be smoothed flat and the excess removed with a cotton bud dipped in Mr. Color Thinner lacquer thinner. The lacquer thinner (which is also the solvent in the putty) is not very hot, so it doesn't damage the plastic. A couple of applications to each seam



resolved them nicely. The single piece elevator showed too-wide gaps at the edges, so I shimmed with some small pieces of Evergreen plastic to narrow the gaps, blending those into the elevator itself.

The wings fit well, except for the fronts of the nacelles, where there was a major overbite. Brute force was the order of the day, as I used the drum sander attachment to my Dremel thus flattened both sides in about five minutes. Test fitting of the white metal cowling gills from Aeroclub also showed an issue, with



the diameter of the inset face of both nacelles to be too great. I worked on that with coarse sanding sticks, but it needed more work near the end of construction. Leading edge seam responded well to a filler of CA (**CA= CyanoAcrylate aka Super Glue, adhesive and filler** -editor) cement accelerated with microballoons; I didn't worry about trying to save whatever rivets were on leading edge. The trailing edge was again treated with Mr. Dissolved Putty, though those seams weren't bad. Two technical issues presented on the wings - main landing gear legs were mounted now, trapped by retaining pins but otherwise unglued, and shoved up inside the wheel wells until needed later. The ailerons were movable, with unsightly gaps along the span as a consequence. More Evergreen plastic went there to reduce the gaps.

I turned now to the fuselage, and placement of large amounts of PE (**PE= Photo Etch or Photo Etched, usually ref to parts or a process** - editor) therein. The Airwaves set is two sheets of PE; the starting points are two large pieces that cover the interior walls of the area beside and behind the cockpit. In order to fit these, it is necessary to insert the wings and mark the part of the tabs that insert well into the interior. These then have to be lopped off



so the PE sides can mount flush to the fuselage. The two pieces also have to be rolled to shape; I used the roller fittings of my Hold and Fold tool. However, the fun doesn't stop there. Affixing these monsters with white glue, I discovered that they were each about two millimeters too tall for the fuselage, and there was no way the fuselage



would close. So out came the tin snips, as I trimmed the offending excess away, then dressed to cut with the Dremel and a sanding wheel. But wait, there's more! These pieces also completely blocked the overhead window mid-fuselage. The Dremel rode to the rescuer again. I used the cutting wheel attachment to make fit a horizontal cut, and then two vertical cuts to both pieces, after careful marking of the needed cuts. This

was measure thrice cut once territory, and the single most nerve-wracking operation of the build, but it came off like a charm.

The various PE bits that mounted to both sides were no particular challenge, though there were a lot of them. The deck with the pilot's seat and controls was a little trickier. The PE seat provided was lovely, and after complex folding, it would have looked great in the model—if it had fit. The fuselage would not close with it in place. So, out it came, and the kit seat went in. Then there were little control boxes to mount, but they had to go on the kit plastic instead of the PE deck, because that didn't fit either. Eventually, by playing mix and match, I got something that looked decent enough, but which did in fact fit.

The instrument panel was a treat. I took the plastic component, painted it white, painted the PE plate black, put Future floor polish on the plastic piece, then slid the PE into place while the Future was still wet. Flat black face, shiny white dials, mounted it in place, and done.



At this stage, I took a page from Handley-Page's own book. They built the bomber in two halves, then joined the halves together at the end of construction, since it was so hard to do work in the confined spaces of the interior. Following this notion, I attached the wings to the respective fuselage halves, again using the Mr. Dissolved Putty, and losing not a single one of those wonderful rivets. I also attached the closed bomb bay door piece to the left half of the fuselage at this point, so as to get a good fit on at least one side



THIS WILL CONCLUDE PART ONE OF MASTERING THE HAMPDEN. Conclusion next month -mick.

October 2011 SVSM MEETING *Minutes not available at publication. This merely a summary from the Editor...*

Our dear El Presidente was unable to make the meeting, due to an unscheduled auto accident which left him apparently not too worse for the wear but took out his car, damn it! Hard enough getting anyone to take this post as it is. Our great hopes for “Sarge” Frank Beltran being recovered from this shock in time to make our November meeting.

VP Mick Burton was volunteered to chair the meeting as it went, and away we did went. A quick summation of Fremont Hornets Tri City Seven contest, quite a success in their new locale as it worked out. Next event reviewed with the satisfied smile of a well done turn: “Racing Porsche Scale Model Contest” at Rennsport Reunion IV. Held at Laguna Seca Raceway which also featured oddly enough, a MONSTER turnout of real vintage Porsches. Many many thanks to Mr Bill Bauer for getting this project launched, staged and delivered with some very nice returns for some SVSM members. Reminder of near upcoming events (Antelope Valley Group Desert Classic 15, Silvercon by IPMS Silverwings, “Sports Night” SVSM for last 2011 meeting with models on table) and our Kickoff 2012 coming in March with theme of “Viva La Revolucion”. Lastly, an update by Chris Hughes on how things are shaping up at the MVTF (Littlefield) Museum collection. Some very exciting possibilities on that horizon in the late Spring 2012, we’ll stay tuned thanks to Chris!

Model Talk: Variety of items on display besides turnout of “Orange and Black Hoodoo” contestants. Alas, only notes...



Laramie Wright had triple threat WIP 1/35 set of armor, including a Tamiya BT-7. All very nice. Randy Ray’s SU-100 is proceeding very well, nearby was Rich Linder’s excellent 1/72 Turkish F11 Curtiss by Monogram, decals from a recent new kit. Mike Burton had only a set of Tri City 7 awards due to a sweep in Real Space/Missiles for show this time out. Not true for Jim Priete, who had his Porsche 356 racer with its Rennsport IV award on display. 4 other fine examples from Laguna event were on table, sorry I don’t have details here...



Gabriel Lee’s Space Titanic moves further to completion, his “Sports Night” SSBN with a legit Chicago Bulls nose art was previewed here. Two SF craft of his also WIP ahead. Nearby, Steve Travis with “Lucille”, his ’51 Custom Bel Air vert seated for four comfortably. Saab Draken 1/72 by Frank Babbitt complete, behind was an E-2 in 1/72 looking good from him too.



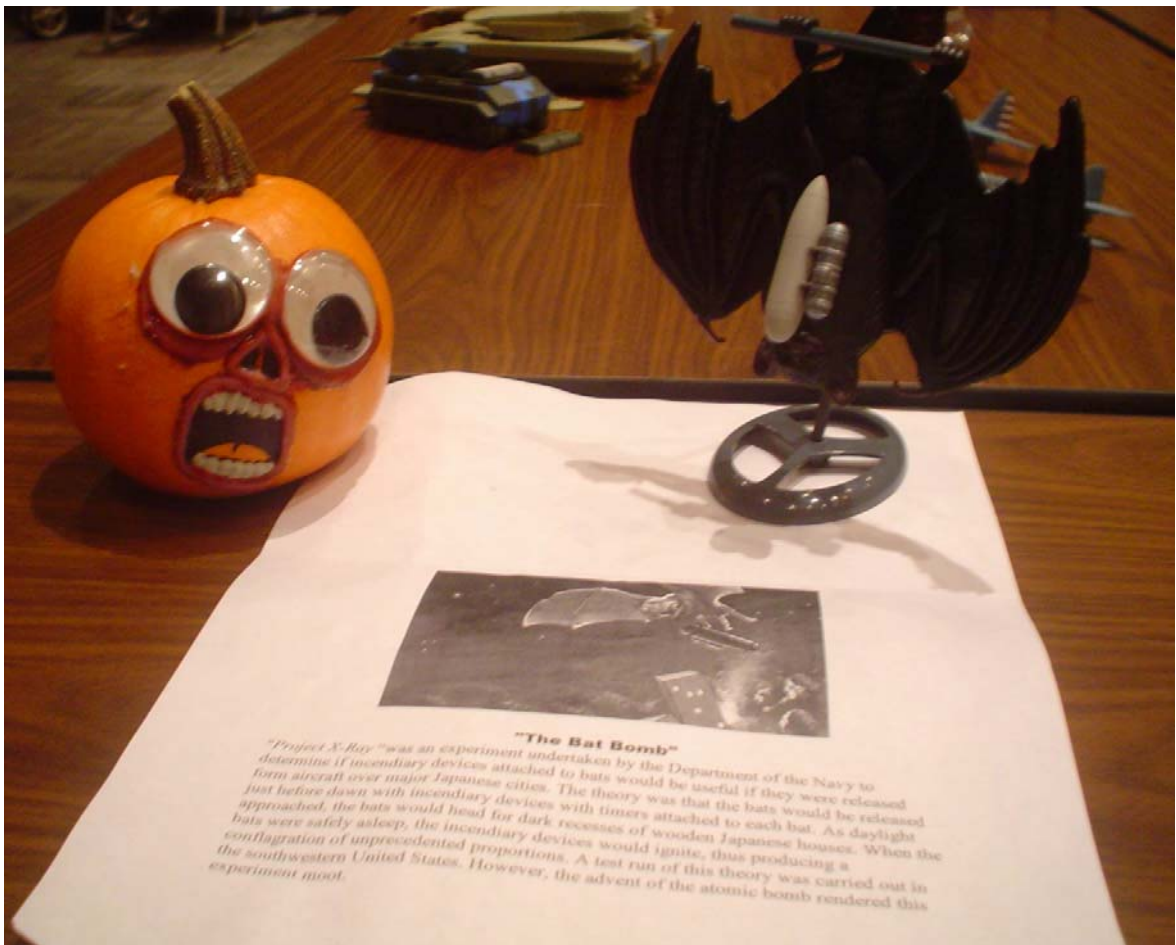
Kent McClure has garrisoned his Sock Puppet Soldiery, complete with miniature Pepsi, Coke machines plus that vital modern device the photocopier ! Brother Eric has 1/72 LVT underway. An E-100 ARV hypothetical in 1/35 by Cliff Kranz was shown underway, he had also pair of box scale Revell P2V Neptunes, like scale B-25B.

Much else was on table, however haven’t the recall even with my pictures to help me, sorry. See page 9 for the summary of detail goods on the club contest for October.

As I was channeling Frank Beltran while the stand in Prez, seemed the proper form was to choose TWO Model of the Month Winners. Appropriately in theme with month, David Balderrama for scratch built “ Bat Bomb” which was a shock to the partnering “plastic surgeried pumpkin” also by him. The Non Theme Model of the

Month went to a pair of automobiles crafted to finish by Shervin Shembayati, deservedly won for showing what one can accomplish well when building outside of their comfort zone. Congratulations to you both. Thank you, Laramie Wright, for supplying the generous awards for the Orange and Black club contest. As well a tip of the hat to our hard working, fiendish scholarly judges Eric and Barry for their discerning as well expansive, summation. -mick





CONGRATULATIONS

David Balderamma

FOR WINNING October MODEL OF THE MONTH (Themed)



UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 11-18-11

Friday, November 18 2011

IPMS/Silicon Valley Scale Modelers monthly meeting, club contest theme “ Sports Night”

Saturday, December 3 2011

IPMS/Silver Wings host “Silvercon 2011”, Kerr Middle School 8865 Elk Grove Blvd. Elk Grove, California

Friday, December 9 2011

IPMS/ Fremont Hornets monthly meeting. Theme is Holiday Harangue. Standard Meeting Locale.

Friday, December 16 2011

IPMS/ Silicon Valley Scale Modelers monthly meeting. Theme is Steal this Gift. Meeting Venue ROUND TABLE PIZZA, 4400 Stevens Creek Blvd San Jose. Pizza is on you, the fun is on us.

Saturday, February 11 2012

IPMS/Santa Rosa & Friends host “Hobby Expo 2012”, Petaluma Community Ctr (just off McDowell Blvd, take Washington Exit off Hwy 101) in Petaluma CA. Theme “Good Old Fun” . Excellent show, fine raffle, a signature 1 hour contest challenge called “Speed Build”, lots to see and do. This year features a very special award called “Retroward” , see this link for details <http://www.ipmssantarosa.org/uploads/Retroward.pdf>

Saturday, February 11 2012

NNL West host “NNL Western Nats 2012”, Santa Clara Convention Center, Santa Clara, CA. Theme is “V-12” and “Dead Cars”. V-12 is anything to do with those marvelous engines including of course the Allison rendering of famous Merlin motor, which also powered some racing vehicles. “Dead Cars” are those whose marque is now “no longer in production”. More well known oldies in this frame : Studebaker, Kaiser, Hudson. Add to that some more modern names: Pontiac, Oldsmobile, American Motors, etc. You get the idea.

Saturday, March 24 2012

IPMS/Silicon Valley Scale Modelers host KOC 18. Santa Clara Convention Center in Hall ‘ A ‘ , 5001 Great America Parkway, Santa Clara CA. Theme is “Viva La Revolucion”, inciting participants to fearlessly rebel and revel in wide scope of entries. Obvious avenues include : American Revolution, American Civil War, The Spanish Civil War, 1917 Russian Revolution, Cuban 1958 Revolt. That’s figures, field pieces, floating and flying things all encompassed by the way. Not so obvious but clearly qualifying are items tied to Hungary 1956 uprising, Prague Spring 1968, Texas Rebellion, Mexican Revolution, Congo Rebellion, etc.

Friday, May 16 2012

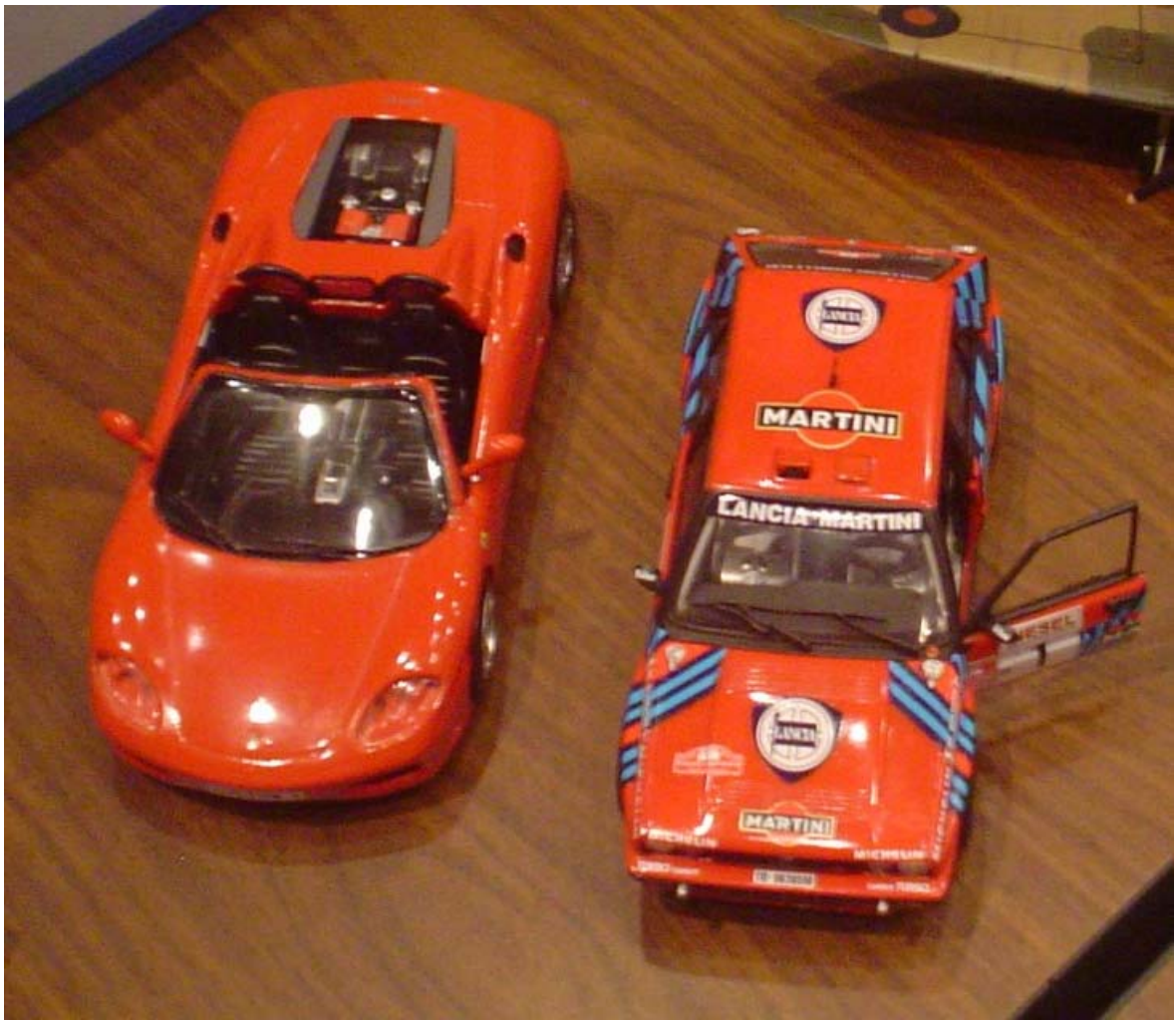
IPMS/Silicon Valley Scale Modelers monthly meeting, club contest theme “ May Drone On & On ” Which is one way to say entrants are open to submit any manner of unmanned aerial vehicles of any scale, FINISHED, as long as they are air breathing and guided however rudimentarily. If sufficient completed subjects show up then, goal is to coordinate an effort to have as a possible “club entry” into Collections at several upcoming contests.

Sunday, May 27 2012

IPMS/Fresno Scale Modelers host R-9 Regional with theme of “ Desert Warfare ” Location is a hangar on the grounds of Castle AirPort, 4139 Tanker Circle Dr. Atwater CA. It’s OPEN COCKPIT DAY also, a bonus !

Wednesday thru Saturday, August 8-11 2012

IPMS/USA Nationals hosted by Pelikan Model Club, at the Fantasia Ballroom of Disney Contemporary Resort Convention Center, Lake Buena Vista, Florida. Not to say any of our models are Mickey Mouse...



CONGRATULATIONS

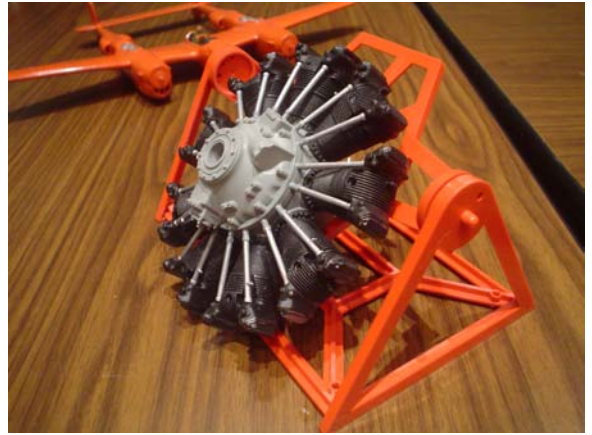
Shervin Shembayati

FOR WINNING October MODEL OF THE MONTH (Non Themed)



A HOT ROD FINISH DESPITE EYE OF BAT AT OCTOBER CLUB CONTEST

SVSM Alumnus Contest for October 2011 : “ Orange and Black Hoodoo ”. A worthy effort by Laramie Wright as awards sponsor, seeing to it a Halloween theme event had we, ooh variety of contestants indeed we did see... A look below will give you some idea, but not all, thanks to our Judges in their merry manner expanding reach .



A pair of entries which cleverly took advantage of loophole in the outline for contestants were the 1/48 “Yippee” P-38 and the Wright Cyclone radial. “Primarily finished in Orange (red) and/or Black” indeed, we didn’t say entries had to be totally finished. Thanks for the participation and the splashy entries, Louis! A spooked Pumpkin and a Bat who was “the bomb” kept an eye on things and ended up taking a Model of the Month home, great results there, David.



First Place win in the contest went to this Black Rod by Steve Travis, whose model turnout was a real winner !



Second Place went also to Steve for this Orange Rod PU at right

Clearly pleasing result for Steve, he took home Third Place with his Black Rod Pickup shown below on the left . Now you may ask, what’s that overall BLUE race car doing here? Surely the black interior wasn’t why it won ?



NOO ! I said earlier, thanks to our Judges, the contest reach went beyond obvious. Jim Priete’s Lancia Stratos got an Honorable Mention thanks to its “Orange Peel” finish. Never underestimate the SVSM Judiciary... -mick

7:00 PM

FRIDAY

NOVEMBER 18

COMMUNITY ROOM

Milpitas Police Administration Building

1275 N. Milpitas Blvd

Milpitas, CA

