

AN UNAUTHORIZED (mostly due to unnecessary, also because I said so being I'm the Author) PUBLICATION

The BUZZ – of The Fremont Hornets V.1

Issue 81

Feb 12 2018



Somehow managing to wing it for now over **41** years...

Welcome

IN THIS ISSUE – You will find: (basically in the listed order, tho a stream of consciousness device)

LATEST BUZZ (*Issue's Editorial, and bearing no relation to the picture on the cover here*)



AS WE CONTINUE TO LOOK AT PAST SINS

- OR -

-

PROVIDE AGAIN A REMINDER OF AN EPIC FAIL

ALL INSIDE THIS

CERTIFIABLY ANCIENT PRODUCTION

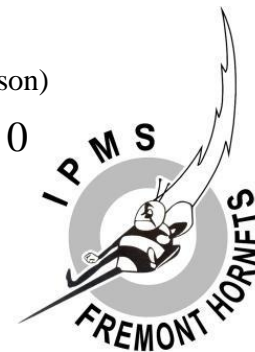
(well, maybe just the Editor)



THE **Latest** BUZZ (as of February 12 2018 morning)

(a Short Take On Present Buzz) by Mick Burton, Buzz Editor (& Hornets Treasurer a Deux, Current Contest Director for 2017/18 season)

YES! Now # 82 In case you are a new reader, the Issue number is off by one always, since # 0 was outset of this lark. That clarified or muddied, let's get to some actual important business!



“ FAKE TWICE – Here’s Actual Issue 82 You Didn’t Get Sent ... ”

A FURTHER RECAP of JUST HOW MUCH CATCHING UP YOUR EDITOR HAS DONE !!

BUZZ 81 – Will be on the Free Hornets Annex Archive at the same time as this one (published day before)

BUZZ 82 – Will be on the Free Hornets Annex Archive AS SOON AS YOU ARE READING IT HERE

BUZZ 83 & 84 – PUBLISHED ON TIME (ahead of these, in March 2018) and posted to Archive with these

BUZZ 76 had the 19th Installment of “ 40 years of Free Hornets History ” with look back at past and then resumed with 20th portion in Buzz 81.

However, such is life. Now ahead dear patient reader, Part Two of “ Days of Future Passed ” as the last “Live Issues of The Free Hornets Buzz V.1” promised would be resumed in an upcoming issue (81,82).

How much fun this actually has turned out to be can’t be properly expressed, ever. The Editor would like to think though that when some of you have passed on that these “mini histories have been fun to read or been informative”, the pleased look on my face at least gives a hint. It means a lot and keeps me wanting to do it.

As closing aside ; this storied history of the Free Hornets News and Club being published within V.1 Buzz Issues has its beginning with # 57. Look into the Free Hornet Archive for 2017 for that issue –mick



THE TIME MACHINE Of The Free Hornets



LOOKING BACK AT FORTY— *About Those Skyhawks, A Group Effort ?*

Yes, 2017 marks the 40th year for charter of IPMS/Fremont Chapter, Region Nine of the International Plastic Modeler's Society, USA aka "The Fremont Hornets" or as President/Editor likes to refer, "Free Hornets". While this Editor hasn't been a member for the entire span, he has been lucky enough to be friends with some who have. Also, known several of the Hornets who will be part of this continuing series on our history.



FOR OUR *TWENTY FIRST* INSTALLMENT: A LESSON IN LEADING ASTRAY, NOT OKAY

November 1992, the Hornets voted to participate in a very ambitious Group Build, set in stone December 1992 as the 24 Skyhawks

All to be completed in time for Atlanta NATS.

Since this particular Group Build happens to hold a place in infamy with this Editor and a few other Members, thought it be better to highlight the whole start to finish of this project now here at July '93.

PLEASE NOTE HERE THE CLEARLY STATED PLAN FOR HOW PROJECT GOES to the 1993 NATS. So Page 3 of July 1993 HUD...Uh Huh.

SON OF THE COLLECTION

The above is a complete listing of the people and models involved. If you have any questions about the model you will be building, see Dave Shirley. If you want to build one for the collection, but missed out last meeting, let us know before the meeting, as we have a few people that are building two, and will probably be glad to let you have one of theirs.

As we stated earlier, we were able to get the kits at discount prices, and the club will be subsidizing the cost of the kits, with the resulting price to you of **only \$5.00**. Such a deal!! A kit that retails for \$17.50 for a five-spot. All that we ask in return, is that you build it, and in a timely manner (completed before the march meeting). It should be a really great collection. Dave and I plan to bring it to the IPMS Nationals in Atlanta for the club project category. *Please bring \$5.00 to the meeting to pick up your kit.*



A-4 SKYHAWK COLLECTION A GROUP PROJECT IN 1/72 BY THE FREMONT HORNETS



modeler	variant	building notes	nation
Bill Dye	XA-4D1	new windscreen, instr. probe, etc.	U.S.A.
Dave Hansen	A-4A	A-4B, no refuel probe, solid rudder	U.S.A.
Brian Sakai	A-4B	out of the box	U.S.A.
Keith Lew	A-4C	out of the box	U.S.A.
Dave Weizer	A-4L	A4-C with hump from A4-E	U.S.A.
Joe Manibusan	A4-E	A4-E, no hump (Marines) out of box	U.S.A.
Ray Williams	A4-E	A4-E, humped (Navy) out of box	U.S.A.
Dave Weizer	A4-F	out of the box	U.S.A.
Dave Shirley	A4-M	out of the box	U.S.A.
Walter Hearn	TA-4J	out of the box	U.S.A.
Lyle Tsuji	OA-4M	out of the box	U.S.A.
Brian Sakai	A-4F	Blue Angels - wing slats fixed shut	U.S.A.
Greg Guild	A-4KU	out of the box	Kuwait
Roy Sutherland	A-4P	A-4B with special antenna	Argentina
Ben Pada	A-4G	A-4E with no hump	Australia
Jim Priete	A-4H	A-4M no hump, sq. tail, no nose avionics	Israel
Roy Sutherland	A-4P	A-4M with tail supressor, no tail avionics	Israel
Mike O'Leary	A-4K	A-4F with squared tail	New Zealand
Mike Braun	A-4S	A-4B with special antenna	Singapore
Dave Shirley	TA-4S	special two-seat conversion	Singapore
Bill Gifford	A-4PTM	A-4C with avionics hump	Malaysia
Bill Ferrante	A-4E	out of the box	Indonesia
Bill Gifford	A-4E	aggressor markings. out of the box	U.S.A.
Mike Braun	A-4M	last Skyhawk built. out of the box	U.S.A.



THE HUD

a publication of:
IPMS FREMONT HORNETS



The Hornets meet on the Second Friday of every month at the address shown on the reverse side. Membership is not required, but being that it's free, is worth every penny. We are dedicated to promoting the enjoyment of plastic model building, or at least talking about it! We are charter members in both the Canadian and U.S.A. branches of the International Plastic Modelers Society. Meetings consist of club business, news, show and tell, videos, raffles, monthly contests and ear-bending. Bring your models, completed or not, we love to see 'em.

DEBRIEF

Been hot enough for ya? I had the flu a few weeks ago, when we were in the middle of that blistering heatwave that lasted almost a week. Talk about fun.

Speaking of fun, the IPMS Nationals is closing in. Actually the Nats is stationary, and it is we who are doing the closing in, but let us not quibble over semantics (the tiny involuntary muscular contractions of ocean-going sailors). This years shindig is set in Atlanta in the beautiful Stouffers Waverley Hotel. Atlanta hosted the Nats back in 1984, and did an excellent job.

I've said it before, and I'll say it again....It, it, it, it. There's a couple extras for you. Hmmm, maybe that milk had gone bad. As I was saying, You haven't lived until you have experienced the IPMS Nationals. Say what you want about the IPMS, the Nats are an almost religious experience for the plastic modeler. The awe-inspiring sight of well over 1000 built plastic models in one room is hard to describe. And 10,000 square feet of vendors is enough to make a poor man of even the most tight-fisted aficionado of polystyrene products.

A few Hornets, including Jim Preite, Mike Braun and Myself, will be making the pilgrimage this year. I will attempt to bring back a Video Modelogue for you viewing pleasure.

Due to the pressures of getting new products ready for the Nationals, this is going to be a short newsletter...really, I mean it this time. And in the interest of brevity, I will cut to the chase. No unnecessarily wordy introductions. Just bare bones, lean and mean, straight to the point, spartan, no beating around the bush, facts. Fat free. No frills. No pointless ramblings or zany humor. Not this time...

Rodney Williams will be giving a seminar on masking canopies this Friday. I understand it involves Blue Magic, SNJ and 25,000 grit

sandpaper. But seriously, it should be interesting, so plan to attend.

CHECKIN' SIX

Last months meeting was well attended, as usual, and the business portion consisted of discussions of the possibility of redoing the Club t-shirts, this time in full color. The club would subsidize some of the cost of the shirts. At the August meeting, we will discuss this further. Due to problems in the past, we will be taking payment in full for shirts before they are ordered.

The reborn Nationals bid for 1995 was discussed, and I will have a lot more to report at this Friday's meeting. We only have three weeks to get our presentation together. Time is slipping away.

The possibility of a Fremont Hornets Club contest was discussed for November. If we secure the bid for the Nats, I will be too busy to be Contest Director, but if someone volunteers, I will be happy to give you my full support and guidance. I have much of the forms and documentation on disk from Ninecon, and adapting them will be a peice of cake. Any brave souls out there?

The model tables were standing room only. With almost 40 in-progress and completed models on the table, we continue to be a prolific bunch. The following abbreviations apply. IP-in progress CP-completed CV-conversion

Mike B.- 1/48 DML Ju-88G-6 IP. Yah!
David N.- IP 1/48 DML Horton 229A and a CP 1/72 KP Horton glider. Cute.
Cliff K.- A CP 1/32 Monogram M-48A2.
David N.- All CP. A 1/48 Hobbycraft F-94B, a 1/72 KP L-39 Albatross and a scratchbuilt X-8 in 1/72. Prolific.
Roy S. - Almost CP 1/72 Hase Fw-190D-9
Ernie C.- IP 1/72 Fujimi A-4B for club.
Dave H. - IP 1/72 Minicraft B-50. Yowza.
Keith L.- All 1/35 and CP. A DML Scuz, A Heller AMX-30, a Heller AMX-Auf and a Tamiya/AEF CV M-981 Fist. Get a life!

Kevin G.- A 1/35 CP Tamiya AAV 7A1.
Paul K.- A CP 1/35 Tamiya Bradley.
Mike M.- IP 1/48 Hawk Racing Bearcat CV, a IP 1/72 Fujimi Indonesian A-4.
Walt H.- A IP 1/72 Fujimi TA-4J.
Bill G.- All 1/72 and CP. A Novo P-51A, Monogram P-51B, a Fujimi A-4 Aggressor
Pat S.- A CP 1/72 Fujimi KA-6D. Sweet.
Don B.- A gorgeous CP 1/48 JMGT Spad VII in resin, A CP Otaki Hellcat in 1/48
Ray W.- A CP 1/72 Fujimi A-4F Skyhawk.
Robin M. - A CP 1/35 Tamiya Pzkw IV D.
Rodney W. - You have three guesses...
Ben P.- Near CP 1/48 Mono. P-47D. Clean
Eric M.- His Daughters P-39 Monogram in 1/48. Hairdressers School Display A/C
Tom N.- A CP 1/48 Glencoe Grumman Duck, and a CP 1/48 Hawk P-51D. Nice.
Cliff K. - A CP 1/72 Idea A-10 Warthog.
Mark N.- A scratchblt. 1/72 Israeli Sherman Ambulance, a scratchblt. Fast Attack Light Tank, a 1/35 MB Ft-17 CP.

Model of the Month went to Mark Nohrnberg for his Fast Attack Light Tank. Congrats on an imaginative and well executed entry. Remember, it was the heavily modified Sci-fi tank based on a Motorcycle kit. Neat stuff.

SPECIAL THANKS DEPARTMENT

I would like to take this opportunity to thank Keith Lew for taking very detailed meeting notes that help me so much in putting this newsletter together. Without his help, it would not be possible to recap the Model turnout each meeting. Thanks, you're a real pal, Keith.

Thanks also to Dave Shirley for all his footwork in getting the site reconnaissance done. He put in many hours, and had to deal with a lot of frustration and phone tag, to get us to the point we are at now. He also put on a really neat seminar on pastels last month. Thanks, Dave.

GLUERS PROFILES DEPARTMENT

Due to the aforementioned lack of time, the regularly scheduled Profiles will not appear this month. The series will be reinstated in the August Issue. I hope. I'm still waiting for a lot of you to hand in your questionnaire. As the Brits would say "Fingers out, chaps!"

JAPANESE PLANES, BUT ENGLISH NAMES!

By Joe Manibusan

During the first few months of the war, the Western Allies had great difficulty in identifying

and classifying Japanese Aircraft. Their knowledge of the equipment of the Japanese Naval and Army Air Forces was incomplete, and such information about types and designations reaching active theaters of war was hard to assimilate. One might think that once the existence of different Naval and military systems was understood, such designations such as A6M5 and Ki-32 should have been no more baffling than Me-109 and Ju-88. But the Naval short designations and the Kit numbers never became part of the vocabulary of Allied units in the field. Aircraft were first known by abbreviated versions of the official designation, or by the vernacular names, which sometimes differed from theater to theater.

In the summer of 1942, an Australian, Air Commodore J.E. Hewitt, Director of Intelligence at the headquarters of the Allied Air Command in the South-West Pacific Area, gave Captain Frank T. McCoy Jr, an American from Tennessee, the daunting task of classifying Japanese aircraft, and coding the names by which they were known to the Allies. Some names, such as Abdul for the Nakajima Ki-27, and Jim for the Nakajima Ki-43, had already become familiar, but Captain McCoy decided to make a fresh start. With the help of Sergeant Francis Williams, the senior of his two assistants, he allotted seventy-five names in the first month. He afterwards explained the rather outlandish character of some of them, by pointing out that he wanted names that were not only short and simple, but also unusual, and therefore likely to be remembered. He began by choosing hillbilly names such as Zeke and Rufe, with which he was familiar, and whose unfamiliarity to others was no disadvantage.

In principle, names were allotted on the following basis:

- Male first names - fighters and reconnaissance seaplanes
- Female first names - bombers, dive-bombers, torpedo-bombers, flying boats and nonamphibious recon.
- Female names starting with T - transports
- Names of plants - trainers
- Names of birds - gliders

In practice, these rules were not always applied. For example, the Nakajima Ki-44 Demon was called Tojo, from the surname of the Japanese Prime Minister. The Nakajima G5N2-L transport was called Liz, because when it was first heard of, the Allies believed that the Japanese hoped to develop it as a long range bomber.

The section set up by Captain McCoy continued to allot names used throughout Asia and the

Pacific until the summer of 1944, when the responsibility of code names was assumed by a joint service organization in the United States.

On the whole, the authorities succeeded in choosing names which were easily remembered and reasonably appropriated, but there were a few exceptions, such as the Val, a name given to the Aichi D3A dive-bomber, as it is not an obviously feminine name.

This is an excerpt taken from:

Japanese Aircraft of World War II, Basil Collier

OLD MODEL NIGHT

Don't forget that this meeting is Old Model Night. If you have only been building a short time, bring in your first model, or your latest project. Don't bring in every old model you have, as table space is limited, but lets see some interesting old "dinosaurs", and I dont mean Triceratopses, unless, of course, that is what you were into.

CONTEST CALENDAR

Just a reminder. The first IPMS Castle contest is this Saturday at the Atwater Community Center in

Atwater, 1 mile from Castle Air Force Base. They have got a really first-class Aviation museum there. Come on out and support the new club on the block. See you there.

CLUB PROJECT UPDATE

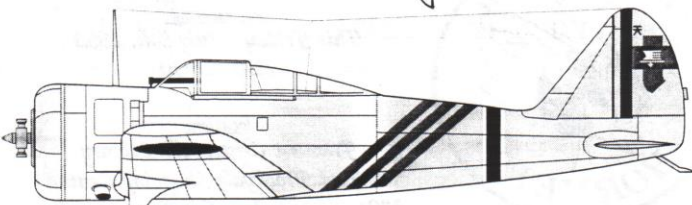
Due to a lack of carry-on space on the Airplane caused by some members not being able to attend the Nationals this year, we will be unable to transport the Skyhawk collection to Atlanta. I will have no room at all, with all the Cooper Details crap I have to haul. My sincerest apologies. We will definitely be taking them to the Regional in Redding this October.

FINAL APPROACH

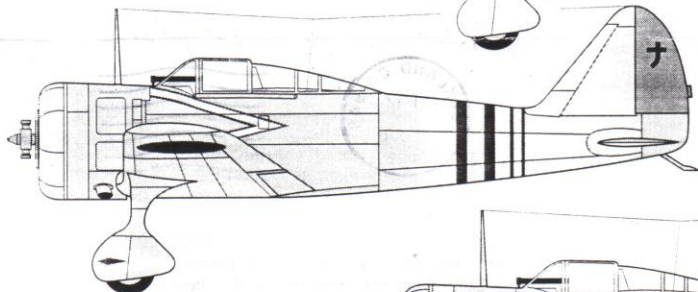
Well, it isn't as short as I would have liked it to be. When was the last time you heard a guy say *that*? It's time for me to get back to work. I will see you on Friday, so until then...

Happy Modelling!

Roy S.

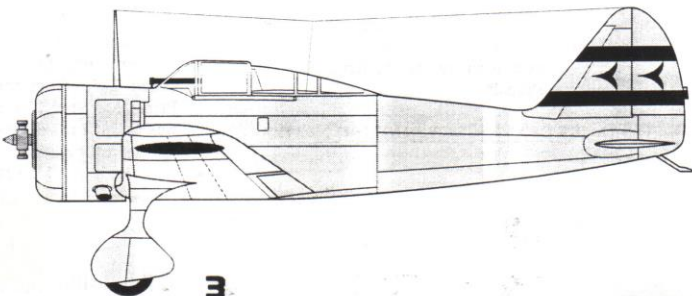


Nakajima Ki-27b, Akeno Fighter Training School, Japan, 1942. Overall IJAAF green-grey with hinomarus on wings only.



Nakajima Ki-27b, 1st Chutai, 1st Sentai, Nomonhan, China, September 1939. Flown by Chutai Commander, Capt. Shigetoshi Inoue. Overall IJAAF green-grey with yellow rudder and white flash on wheel spat. Red and white upper wing stripes.

Nakajima Ki-27b, 77th Air Combat Regiment, Headquarters Company, Meshod, Thailand, 1941. Overall IJAAF green-grey. Aircraft shot down by a member of the American Volunteer Group "Flying Tigers" in December 1941.



OKAY SO HERE WE GO. After being berated, pushed and seeing some pretty incredible effort being made to see to that 24 Skyhawk Collection is done on time, **the Leader notifies everyone** in next to last paragraph of the HUD less than 3 weeks from NATS, **SORRY.**

Read that reason again for just why, and then go back to the 1992 December HUD with the stated commitment & personnel plan.

Perhaps now you will have a better idea why some calls for the Group Builds and "lazy membership who won't do things when Some of Us Big Wheels Try to Get Stuff Done" ring hollow to a few of us lazy members, now and then. Just saying...



THIS HAS NOTHING AT ALL TO DO WITH MODEL BUILDING, BUT I THOUGHT IT WAS WORTH SITTING.... *Roy*

**IPMS
FREMONT HORNETS**



next meeting:
This Friday - July 9th, 1993
7:30 - 10:30

location:
Fremont Centreville Library
Behind Brookvale Shopping Center
3801 Nicolet Ave. Off Fremont Blvd.
Fremont, CA

**IPMS FREMONT HORNETS
ROY SUTHERLAND
574 SCHOOL STREET
FREMONT, CA 94536**



YES here we go again... déjà vu all over as they say. August 1993 news opens with what else, information that we had to change meeting locales ! Better yet an editorial contribution from Hornet afar, one Doug Summers.



THE HUD



a publication of:
IPMS FREMONT HORNETS

The Hornets meet on the Second Friday of every month at the address shown on the reverse side. Membership is not required, but being that it's free, is worth every penny. We are dedicated to promoting the enjoyment of plastic model building, or at least talking about it! We are charter members in both the Canadian and U.S.A. branches of the International Plastic Modelers Society. Meetings consist of club business, news, show and tell, videos, raffles, monthly contests and ear-bending. Bring your models, completed or not, we love to see 'em.

DEBRIEF

Sixteen years ago, a small group of dedicated, and quite possibly demented, plastic modelers decided to get together and form an East Bay chapter of the IPMS. In that span of time, it has not only survived, it has flourished. From the time the group was first chartered back on April 23rd of 1977, this Fremont club has been meeting in the Centerville branch of the Fremont Public Library.

Like all good things, this has come to an end... Not the club, stupid, the meeting room. Due to the wonderful economic climate created for us by our elected officials (of both parties), the state of California has been seen lately panhandling for spare change. The net result of this is that Alameda county is enacting some "budgetary downsizing." Some of the money-saving measures include re-using staples, installing pay toilets in all county buildings, shutting down useless and unpopular buildings such as libraries, getting rid of unnecessary employees (such as Police and Firemen) and buying brand-new, hand-built European sedans for all top-ranking Alameda County Politicians, and their close relatives.

Sounds fair to me. OK, so I'm exaggerating just a bit. The bottom line is still that, after sixteen years, we are out on the street. Our free ride has reached the end of the road. The fat lady has sung, and is home having a hot bath. It's all over, including the shouting. Finished. Kaput!

"So, where does that leave us?" you ask yourself. Up excrement canal without a hand-held wooden aquatic propulsion device? Not on your life. No way hose A. Thanks to the efforts of members Gary Bentson, Paul Katerges, Dave Shirley and Myself, we hope to have a new permanent home shortly. This Friday's meeting will be held at the location shown on the cover of this newsletter.

Thanks to everyone who pitched to help us find a new place to call home. The fight ain't over yet, but at least we have a place to meet for now.

The bad news is, it looks like we will have to pay for our meeting room from now on. Dare I say it? The "D" word...dues. AHHHHH!!!! Yes, there is really no avoiding it. Dave Shirley and I have discussed it, and we feel that the best way to handle this, instead of trying to coax yearly dues out of you cheapskates, which is only slightly easier than administering suppositories to a hemorrhoidal badger, is to charge a one dollar admission fee at the door. We will entertain suggestions during this Friday's meeting, unless they involve a short pier.

Friday's meeting will feature a convention report, and if we can score a TV and VCR, a video from the contest room. With over 1800 models entered, this was the biggest Nats ever. Also, the result of our 1995 bid. Oh, the suspense!

CHECKIN' SIX

The July meeting was packed, as has become the norm. Norm!! The final bid package was presented to the membership, and the lack of a negative response was interpreted as overwhelming support.

Rodney W. gave his seminar on masking canopies, and it *actually did* involve Blue Magic! Thanks, Rodney. It was educational...

"Old Model Night" was the theme of last month's display. Some of you didn't quite get it, and brought in only your latest projects. Thanks to those who brought out your old stuff, dust and broken parts and glue smears and all. The turnout was huge, with over 50 models on the table. The following abbreviations apply: CP-completed IP-in progress CV-conversion OM-old model

Bill G.- OM Hase P-47 in 1/72, a CP 1/72 Minicraft Hellcat. Nice.

Roy S.- CP 1/72 Hase Fw-190D-9, an OM 1/48 Monogram Hurricane II, an OM 1/72 Airfix Spitfire I.

Walter H.- a CP 1/72 Fujimi TA-4F.

Jim P.- CP 1/72 Hasegawa SEAC P-47, a OM Monogram SdKfz 222 in 1/32. Cool.

Cliff K.- IP 1/35 Esci T-72 w/ AEF turret.

All OM and 1/25. An IMC Dodge panel truck, an AMT Chevy truck, an AMT Chevy truck with cab. Truckin!

Ben P.- CP 1/72 Fujimi A-4G, IP 1/48 Hobbycraft La-5 Racer, OM 1/48 Monogram P-51D, CP 1/48 Hase P-51D, CP P-47D.

Aaron K.- OM Testors 1/48 F-5A. Great!

Keith L.- A OM 1/35 clever diorama w/ camel, OM 1/72 Ace RAF Jaguar. Next!

Ahmed O.- CP 1/48 Academy F-15C. Neat.

Mike B. - OM 1/48 Tamiya Rufe. Hwarf!

Bill D. - OM 1/72 Nova/green stuff XP-35, OM 1/72 Execuform XB-51. Raw courage!

Paul K.- All CP, Tamiya and 1/35. M4A3E2 Jumbo Sherman and Peabody,

M1A1 Abrams, Merkava I. Heavy, man.

Jim N.- CP 1/48 Monogram B-25J gunnose

Rodney W.- CP 1/12 Horizon Cenobite

...not! It's the 1/24 'Stangs. OM 1/48 Monogram P-51B Mustang. Imagine that!

Robin M.- 3 OM, all 1/72 Fw-190 family (yeah!) Airfix 190A-8, Italeri 190D-9, Revell Ta-152. OM 1/12 Tamiya Honda

500, CP 1/35 DML T-72M2. Way cool.

Gary B. - OM 1/48 Monogram Dauntless, OM 1/48 Monogram Mig-29, CP 1/35 Tam/Verlindn M-113 Fitters Vehicle. Nice

Dave S.- OM 1/72 Hasegawa T-33. PFM.

Mike B.- OM 1/48 Testors U-2, OM 1/72 Hase OV-10, OM 1/48 Monogram Spit IX

Joe M.- OM 1/72 Revell F-4B, OM 1/72 Revell A3D, CP 1/72 Fuj. Ju-87D. Nice

Ray W.- IP 1/72 Falcon/Heller FJ-3 Fury, CP 1/72 A-7A from Fujimi. Navalissimo.

Chris B.- OM Aurora Anklosaurus. All 1/72, Fujimi and CP. A-4B, A4-F, A-4KU, and TA-4J. Skyhawk City!

Tom N.- OM 1/?? Revell Seaplane Tender

Mike O.- OM 1/32 Hasegawa Hellcat. Big.

Model of the Month this month goes to Ben Pada for his superb 1/48 Monogram P-47D. Congrats, Ben. Thanks to all who brought in their old stuff. It was a nice change from all the state-of-the-art stuff we are so used to these days. I think it's astounding how far the hobby's come in just a few years. But, even with the introduction of high-tech fancy bits in resin and photoetch, it still comes down to the basics. Basics, basics, basics!! Alignment, seams, paint and decals...

ADDITIONS AND CORRECTIONS

Please update your mailing list with the following information. Jim Lewis's phone number is (408) 739-3015. He's a US/IPMS, SJ and IAMA member.

New addition to the list is Jim Nalley, 4140 Irvington Ave #65, Fremont CA 94538. His phone number is (510)440-1404. Welcome, Jim.

NEW KIT NEWS

The vendor room at the Nationals in Atlanta confirmed a few rumors, and a few lucky modelers got their hands on some pre US-release goodies. The 1/48 Hase P-38 was there and looked sweet. The 1/72 Hase Fw-190A-5 is a disappointment, as a new cowling is the only change from the A-8. Not an A-5 in my book. But there is always that nice Cooper set...(would I use my position to get some free advertising? nah!) DML had a 1/48 Natter test shot, looked nice, Monogram had a Luminators pink test shot of the 1/48 A-26 built up! DML had, at long last, the 1/48 2-seat 262 kit released. Cooper Details was selling pre-release 1/48 Whirlwinds...Medallion Models had a P-38 interior and displayed early production shots of the TBF detail set @ \$37.50. New decals from MSAP and Aeromaster, too much other stuff to mention. I can't even keep up anymore!

EDITORIAL DEPARTMENT

"KICKING THE HORNET NEST...AGAIN"



By Doug Summers
Long-Distance Hornet

The trouble with writing editorials is you are always going to offend someone (read as, piss them off). If I offend you, I am sorry, but since I am writing this from a thousand miles away, I won't have to listen to the fallout if I don't want to.

A mood in this hobby has been bothering me in this hobby for some time now, and I feel it is time someone said something about it. It involves the way people treat various kit manufacturers. I'm referring, of course, to the comments made about fit, decals, instructions, etc. What prompted me to write this, is the comments I overheard at a recent contest in Tuscon. I know that none of the Fremont club were there, other than myself, but I have heard these same type of comments from fellow Hornets.

This is sort of how the conversation went:

Egotistical, snot-nosed, self-appointed expert modeller A - "Have you seen the latest Hobbycraft kits? What Dogs!"

Egotistical, snot-nosed, self appointed expert modeller B - "And those decals--where did they get that color information?"

Lap-dog lackie of A and B - "Yeah, I know (giggling with maniacal glee). Maybe if someone drew a picture of it before they cut the mold, it'd look like an airplane!"

How many times in recent years have you heard this sort of conversation? In our hobby, we tend to single out really great kits, and use them to gauge all others, while assuming that each manufacturer has the same assets and highly skilled mold cutters at their disposal. This is not the case. I was discussing this very subject with a rep from AMT at the Nats in Seattle. We were discussing the cost of cutting new molds, specifically the KC-135A we are all so fond of. It cost them in the neighborhood of \$350,000 to cut. That's a lot of green to invest on speculation that the kit will be a hot seller. Is it any wonder kit manufacturers are looking for sure-fire hits like the F-117 or the F-15? When a company goes to the expense of releasing a new kit, applaud them. Don't tear down the kit just to hear your own voice. If you want a truly humbling experience, go back into the darkest corners of your model closet, and dig out an old Frog or Airfix kit. Try to remember when you're looking at that Frog Whitley or Airfix He-111, that this was state-of-the-art at the time.

It's true that modelers expect more bang for their buck, what with kit costs spiraling out of sight. You don't expect, however, to pour glue and paint in the end of the box, shake it a couple of times, wave a copy of Scale Aircraft Modelling over it (for reference material), and pop out a completed masterpiece ready for National competition, do you? After all, we are modelers, not kit put-togetherers. Besides, I would rather have three nice kits of subjects that have never been kitted before, than another truly great F-16 kit.

For those of you who have questions about what what true modelling really is, take a look at Mat Matsushita's TBF Avenger, or Roy Sutherland's Supermarine Attacker. That's modelling at it's finest. Even though the kits weren't the quality of Hasegawa's F-15 or Minicraft's B-29, they still turned into beautiful models. The next time you look at a new kit, remember the way it was 20 or so years ago when Airfix Magazine's building articles started with, "Buy an Airfix Lancaster, throw away everything but the wheel hubs and props, get a block of balsa wood and some talcum powder...". Scary huh?

Just a reminder: The hobby is only around as long as there are companies willing to invest in it. Stop trying to convince manufacturers that they don't know what they are doing. You never know, they might be listening.

Now that I've vented my frustrations on this subject, I hope it will generate some positive feedback, both from manufacturers (who love a letter of praise once in a while, I might add) and from within our club. Happy Modelling!

MY TWO CENTS DEPARTMENT



By Roy Sutherland

I agree with Doug's editorial for the most part, but I would like to expand on a few points. First of all, I may be egotistical and a self appointed expert, but I resent the reference to my nasal hygiene.

Secondly, while I *do* agree that we are often too quick to pull apart kits on the basis of fit, color and markings, and minor research mistakes (such as the wrong antenna, wheels, or ordinance for the certain mark), I do feel it is incumbent on the manufacturer to present us with a model that is, at the very least, a close approximation of the real thing. The Hobbycraft Vampire is a perfect illustration. The wings are 18 inches too far back, the wing tapers far too much, the wingspan is way short, the fuselage is so totally wrong as to be unusable, and the canopy is screwy, too. Aside from that, it's a nice kit (note the subtle sarcasm). I feel that this is unforgivable, especially since there are plenty of Vamps in museums, and accurate drawings are readily available.

On the other hand, the DML Ju-88 in 1/48 and the He-219 in 1/72 are flawed by poor decals, bad-to-lousy fit, and mismatched panel lines. But the bottom line is, that with some effort, they can be turned into beautiful models. This is a whole different story. They are challenging to build, and you will definitely hone your skills (and your patience) getting one together, but the end product looks right. I can overlook a lot of faults with kits like these. Even my Attacker, as old and as crude as it was, still was basically right in shape. And thanks, Doug, for the compliment!

Just for a change of pace (and a reality check, as well), why not dig out a kit that is at least 20 years old, and build it. It will give you a renewed sense of appreciation for the great kits we are blessed with today. Just remember, it's *just a hobby*.... enjoy it!

FINAL APPROACH

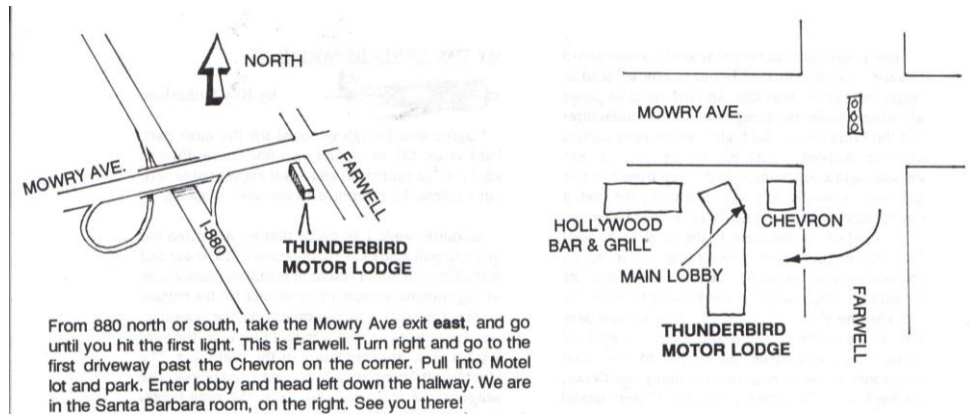
Let's keep our fingers crossed that we can find a permanent, reasonable new home. Once again, thanks to those of you who have contributed articles for publication, but more are needed. As of now, I have nothing for next month's *Hud*. How about you Tread-heads? Are you gonna let the aircraft guys show you up? Maybe you aren't *man* enough to submit an article, or maybe you can only write *with crayons*. Ooooh!!! The gauntlet has been thrown down! I will see you Friday, so until then,

Happy Modelling!

Doug's words work here rings with great resonance then and now. While Roy gets the last word in and makes a subtle but effective undercutting of Doug's point whilst appearing not to, it nevertheless doesn't change truth.

My applause to Doug for having written this and to Roy for publishing it.

PROCEED NOW TO RESUMPTION of the GLUER's PROFILE...



IPMS FREMONT HORNETS



next meeting:
This Friday - August 13th, 1993
7:30 -10:30

location:
Thunderbird Motor Lodge
Just off 880 at the Mowry exit
Behind the Hollywood Bar and the Chevron Station
5400 Mowry Blvd at Farwell, Fremont, CA

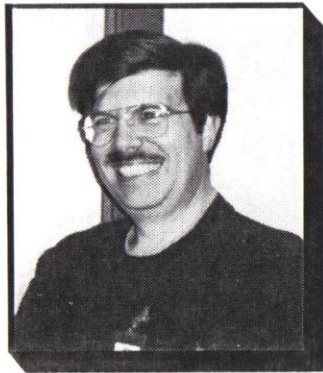


IPMS FREMONT HORNETS
ROY SUTHERLAND
574 SCHOOL STREET
FREMONT, CA 94536



Cliff Kranz

Perhaps these two gents look faintly familiar...



FREMONT HORNETS GLUERS PROFILE

Name: Eric McClure **Age:** 37

Years in Hobby: Have been building for the last twenty-seven years.

First Kit: Monogram 1/32 scale U.S. 2 and one-half ton truck.

Areas of Interest:

- 1) American Armour
- 2) All types of aircraft
- 3) Ford racing cars

Paints Used: Polly-S, Model Disaster, I mean Master.

Glues: Weld-on number 3 **Putty:** Squadron White

Favorite Kits:

- 1) 1/35 Italeri M4A1 Sherman
- 2) 1/48 Monogram P-38 Lightning
- 3) 1/43 Starter brand car kits.

Subject You Want To See Kitted:

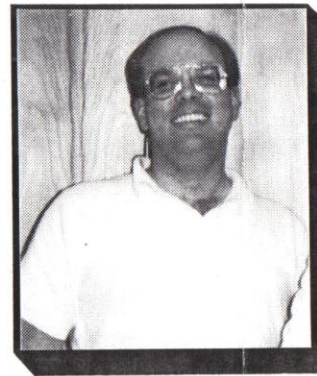
- 1) 1/35 M-18 Hellcat (non-resin)
- 2) 1/35 M-26 Pershing (non-resin)
- 3) 1/24 A/C 289 Cobra (accurate)

Future Dream Project:

- 1) 1/43 racing 289 A/C Cobra
- 2) 1/35 M-8 gun motor carriage with complete interior

Bio: I was born in San Francisco, and moved to Millbrae when I was five. I attended the College of San Mateo and received my Aeronautics license. I moved to the South Bay back in 1979. I have been married to a loving "model widow" for the past twelve years and have three kids. For the last fourteen years, I have supported my plastic habit as a general aviation aircraft mechanic. Some of my other interests include history, softball, the history of softball, softballs throughout history (sorry-Ed.), and helping my kids grow.

My highpoint in the hobby was taking a third at the IPMS Nationals in San Diego in 1/43 competition cars-closed wheel. I think that many people are losing sight of the fun of building models and are caught up in building the perfect kit. My goal is to have fun and impart my knowledge and enjoyment of the hobby to my kids.



FREMONT HORNETS GLUERS PROFILE

Name: Jim Priete **Age:** 37

Years in Hobby: Have been building for the last twenty-four years seriously.

First Kit: Airfix Bismark (I built it all by myself, even painted it!)

Areas of Interest:

- 1) WWII aircraft especially British and Axis
- 2) Postwar British aircraft, especially FAA
- 3) Brit and German Armor & postwar racing cars.

Paints Used: Pactra, Extracolor, Tamiya, Gunze and Polly S.

Glues: Superglue, Testors liquid **Putty:** Superglue and Green stuff

Favorite Kits:

- 1) 1/72 Italeri Do-217
- 2) 1/72 Revell Ki-21 Sally
- 3) 1/48 Revell Bf-109G-10

Subject You Want To See Kitted:

- 1) 1/72 accurate He-177
- 2) 1/72 & 1/48 Spitfires
- 3) 1/72 any British a/c built since 1914

Future Dream Project:

- 1) WWII or postwar British carrier deck diorama
- 2) 1/72 Dornier Do-217 collection

Bio: I was born in Alaska, and when I was 12 my family moved, first to Minnesota, then to California. I grew up in a time when building plastic models was something that every kid did, like kids today play video games. I remember building plastic models with my father when I was 3 or 4 years old. My first interest was ship models, until I saw "The Battle of Britain" with my friends in 1969, and it has been pretty much "things with wings" since then.

I have always been primarily interested in improving my modelling skills, and I strongly believe the best way to do so is to attend IPMS meetings and learn from other modelers. Trial and error methods take way too long. I always enjoy a cleanly built and finished model, even if the kit itself stinks. My other interests include car racing, restoring old sports cars, appreciating fine arts, studying History and Religion, traveling and sailing boats. I currently work for AT&T Financial Corp, after working (doing time!) in the banking industry for 12 years. (Someone in the banking industry doing time. Why does that sound so familiar? - Ed.) I have a 7 year old daughter who lives in Ireland with her mother.

PUSH ON AHEAD to September 1993, where of course ideas like shelving a Club Contest & brief discussion of new meet locale are rife



THE HUD



a publication of:
IPMS FREMONT HORNETS

The Hornets meet on the Second Friday of every month at the address shown on the reverse side. Membership is not required, but being that it's free, is worth every penny. We are dedicated to promoting the enjoyment of plastic model building, or at least talking about it! We are charter members in both the Canadian and U.S.A. branches of the International Plastic Modelers Society. Meetings consist of club business, news, show and tell, videos, raffles, monthly contests and ear-bending. Bring your models, completed or not, we love to see 'em.

DEBRIEF

In talking with long-time modelers, I have often heard talk of a "Golden Age" of modelling, when a constant stream of new kits were always appearing in the stores, and prices were cheap. Then came the late seventies. The advent of the video game seemed to sound the death knell for our hobby. Many companies folded. Kids turned their backs on plastic kits for the instant gratification of the electronic age. New releases slowed to a trickle, and many thought our pastime was going the way of the 8-track tape and the record album.

Well, I hate to disappoint you, but...we're ba-ack! Never before in the history of the hobby, has there been as much new product flooding onto the market. The quality and variety boggles the mind. New companies are springing up every month. Just consider the number of manufacturer's producing injected kits today, compared to twenty years ago. And the amount of after-market stuff released every month is even more staggering. Who can afford to buy all this great stuff? Modellers have never had it as good as we have had it in the past five years, or so.

Some will still disagree, pointing to the high prices that today's kits command, but consider this. Today's kits are produced to a much higher standard, to please the more demanding modeler. Panel lines must be recessed, which I am told adds 20% to the tooling costs of a kit. Even small parts must be detailed, which adds time and cost to the production. Oil prices are higher, hence the styrene is costlier. The Dollar is horribly weak against the Yen, putting the Japanese kit costs through the roof. Finally, manufacturers are taking chances on less-popular subjects. They know they will sell less Nashorn's than they will M1A1's, less Ar-234's than F-15's, so they have to increase the unit price in order to justify spending the enormous sums involved in producing a new kit. Yeah, there is some gouging going on, but, all in all, *this* is the "Golden Age". Enjoy it!

This Friday will mark the second meeting of the **Hornets** in our new location. Please see the front cover for location and directions. It will also be the first-ever meeting in which you will be required to pay an entry fee of \$1.00 to attend, so please make sure you bring a single or some quarters, as making a lot of change is a real pain in the nether-regions. Juniors under the age of 14 are admitted free of charge. We' talkin' *chronological age* here, so don't even try it!

We will be showing a video of the IPMS Nats from Atlanta, if **Mike Braun** brings the TV in like he said he would. **Dave Shirley** will be bringing the VCR and the tape. Who's bringing popcorn?

I've had quite a few people approach me in the last few meetings with questions about how I highlight panel lines on aircraft models, so I will present a seminar on this subject this Friday. I'll also repeat the demo on using spackling paste to fill tricky corner seams, such as pylons and other hard-to-sand areas.

CHECKIN' SIX

Last month's meeting was held at our new location, at the **Thunderbird Motor Lodge**, just off 880 in Fremont. The room was slightly smaller than our Centreville location, but it fits the bill nicely.

Meeting turnout was surprisingly large for an August meeting. Only one person missed the meeting due to the relocation, and he was a first time attendee. My apologies.

The IPMS Nationals were discussed, but the tape was not shown due to a lack of Audio-Visual stuff. New product news was passed on, or at least what I could remember from the overwhelmingly huge vendor turnout. I am, after all, only human...no really, *I am!*

The possibility of a club contest for November was discussed. Ideas for a theme were kicked around. However, in recent phone conversations

with the guys who usually do most of the work, it became obvious that this contest may not happen until spring. Everyone has other commitments that have to take precedent over our contest, which is understandable. Unless I hear from a few guys willing to put in some time and effort, we will have to put it off until 1994.

The model turnout was, as usual, very healthy, with a large turnout of AFV's...AFV...Leave it to the Armor guys to come up with a three letter acronym for the four letter word *Tank*. 33 models for an August meeting ain't to shabby. Here's how it looked. The following abbreviations apply. IP-in progress CP-completed CV-conversion

Jim L.- Hummer Central, all 1/35 and scratch/CV. A CP Desert, IP Ambulance, IP Avenger, IP Troop carrier, CP Mortar, IP C3I, and a IP Tow Missile carrier. Also a CP 1/35 AFV Club Deuce & a half and a CP 1/35 Italeri M-101 howitzer. Wow!!
Jim P.- Showed the 1/48 JMGT Bloch resin kit (Not a block of resin). Cool.
Lyle T.- His neat CP 1/72 Fujimi OA-4M.
Joe M.- His CP 1/72 Fujimi A4-E. Sweet.
Walter H.- CP 1/72 colorful Fujimi TA-4J.
Paul K.- All 1/35 and CP. An Italeri Panzer II, a CV Verlnd. M4A1 and a CV Academy/Verlnd. M4A2. Good stuff, **Paul Cliff K.**- A CP 1/35 Academy M1A1.
Jason B.- A CP 1/35 Tamiya Su-85 and a CP 1/35 Tamiya KV-II. Very nice...
Mike Br.- His CP 1/48 DML Ju-88G-6. Out of box award at 93 Nats. Congrats!
Roy S.- All Hasegawa & 1/72. A CP Fw-190D-9 (1st at Nats.), a CP 190A-8 (2nd at Nats) and an IP Fw-190A-5/R-1. Wulf city!
Mike M.- An IP 1/48 Otaki Racing Corsair CV. Looking good, Mike.
Mike Bu.- IP 1/?? Glencoe Stegosaurus with the Cooper Details skull... Who?
Don S.- A CP 1/35 Tamiya M-113. Neat.
Mike O.- A CP 1/72 Hase. SR-71. Mike is making great strides in his building.
Robin M.- A IP 1/35 Italeri M-107 and showed 1/35 Accurate Swedish S tank. Yo!
Joe C.- A CP 1/72 CV Monogram A-36 and a IP 1/72 Heller BF-109G-10. Nice.
Bruce M.- CP 1/?? Heller Corythosaurus.

Model of the Month went to **Lyle Tsuji** for his pretty little OA-4M Skyhawk. Congrats, Lyle.

T-SHIRT DEPARTMENT

This month we will begin collecting deposits for those of you wishing to get a new full-color high quality shirt featuring our club logo. Deposit will be \$10.00. Last time we printed shirts without getting

a deposit, and we were left holding the bag (the one with the extra shirts in it) after some members changed their minds. So...no deposit, no shirt. We will also accept deposits at next month's meeting. After that, you will have to wait until we get enough requests to warrant a reprint, which could take a while, so get 'em while you can!

A PRONUNCIATION GUIDE FOR MODELERS

Or, how not to sound like a doofus when talking about military stuff. The following is a short list of frequently mispronounced words, and their correct pronunciations. You'll notice that most words have a French origin. Bloody French!

NACELLE - Nah-sell. an enclosed shelter on an aircraft for engine or crew.

FUSELAGE - Few-seh-lahge. Central body portion of an aircraft.

PITOT - Pee-toe. A tube extending from an aircraft's wing to measure airspeed.

CUPOLA - Kyu-poh-luh. A small structure built on a roof, as on tank turrets.

NUCLEAR - New-clee-er. *Not new-q-ler!* Even U.S. Presidents gets this wrong.

FOLIAGE - Fo-lee-ij. *Not fo-lij or foil-ij!* Even professional gardeners get it wrong.

BLOCH - Block. WWII French aircraft manufacturer. Also pronounced Blowsch.

DASSAULT-BREGUET - Dah-so Breg-a. Modern French a/c company (ex-Block)

AMIOT - Aim-e-oh. French a/c company.

If you have any more frequently mispronounced words, or words you are unsure of, drop me a line. Maybe we'll run part two. Then again, maybe not.

RUSSIAN CAMOFLAGE PATTERNS OF WWII

By Jim Priete

About a year ago I came across an interesting article in a Czechoslovakian aviation magazine that I got from Chris Jensen. The article was from the November 1989 issue of *Letectri & Kosmonautika*, pages 8 and 9, and covered the subject of Soviet aircraft camouflage in WWII. I asked Chris to have a friend of his over there, **Balki Bartakimos** (no, that's that guy from that show "Perfect Strangers") **Vratislav Minarik**, translate it for me, as my comprehension of the Czech language is slightly less than zero. The article states that **Josef Bina**, from the town of **Veseli nad Luznice** came into possession of a Soviet camouflage manual, regulation #4505 issued by the staff of the Red Army in Moscow, in June 1943, and it illustrates three camouflage patterns that I have never seen before.

The first is a two-color pattern of blue grey and dark grey, for use on any fighter, and the manual shows a splinter pattern! There are also three

photos in the article that show a Yak-1 and a Yak-3 in this splinter pattern, both patterns being slightly different, another Yak-1 in a soft edged pattern using the same colors. In all three photos the dark grey is very dark, almost black. (I wonder if Russian film was ortho or pan-chromatic? - Ed.)

The second scheme is for an Il-2 Sturmovik, and actually shows two different patterns, but the interesting point is that they are both three-color schemes! The Pe-2 and Ut-2 used the same colors, but with a slightly different pattern. The Il-4 also used a similar pattern, but the article states that black was substituted for the dark grey. This may be a misinterpretation, as the dark grey in the photos from the article are very dark, as I have already mentioned. Pe-2's also used the same upper surface colors, namely green, tan and dark grey, as Il-4's and Yak-6's. All undersurfaces were a light blue, and all paints were applied either by brush (Hey, Cliff!), or by spray gun. The article goes on to state that another camouflage regulation was issued in 1944, but gives no further details.

On page 4 you will find reproductions of the manual illustrations and a translation of the color key. There are no FS-595a color matches, since none of these colors are found in the IPMS Cross-Reference Guide, so use your own judgement.

IPMS CROSS REFERENCE GUIDE

Jim's article reminds me that many of you still haven't purchased this indispensable modelling reference. In combination with the FS-595a fan deck (a book of paint chips published by Uncle Sam), you will never have questions about color schemes again, even if you are building a Westland Wood Louse from the Royal Miposian Air Force. You will discover that many pre-mixed hobby paints are nowhere close to the real colors. Okay, so ignorance is bliss, and a little knowledge is a dangerous thing...On second thought, forget it!

PICKING UP THE GAUNTLET DEPT.

By Gary Bentson

The last issue of the Hud had someone, who will remain nameless, throw down the gauntlet to armor builders about providing articles for the monthly newsletter. Just remember, at the last meeting you observed more things with wheels and tracks, than things with wings. I wonder why?? Maybe because the plane builders are afraid of challenging their limited talents, by constructing a piece of armor. We may never know!

Recently, I have been working on DML's Nashorn, and the results of this project will provide

you all with a kit review. The kit scales out to be very accurate. The plastic is a little on the soft side, when compared with other kits, so you have to be a little careful when applying the glue. The kit lacks some critical detail inside the fighting compartment, so you can really have some fun doing the scratchbuilding there. The one BIG problem is with the gun shield, it does not fit well at all. I had to use hot water to bend it into the proper shape to match the opening in the fighting compartment. It is a great kit of a long-awaited model for us "treadheads".

Next month I will discuss some weathering techniques. Meanwhile, I am going to start on DML's Maus. After awhile, I may get to "No maas, no maas" with all those big treads. All you treadheads, let's bring more tanks to the meeting, and outnumber the guys with "things with wings".

FINAL APPROACH

Those of you who have been reading this rag for the last year, may have noticed a distinct lack of humor in this issue. Comedians in the club might comment on the lack of humor in *any* issue since I took over. The rather dry tone of this issue is largely attributable to my having had the flu-from hell for the last nine days. Not much is funny after such a bout. I hope to be back in the groove by Friday's meeting. Thanks to **Jim Priete** for a great article on hard-to-find subject matter. One for the files. I will see you all on Friday at the new location, and once again don't forget to bring your dollar for admission and the \$10 deposit, if you want a shirt.

Happy Modelling!

Roy S.

THE FAMILY CIRCUS • Bil Keane

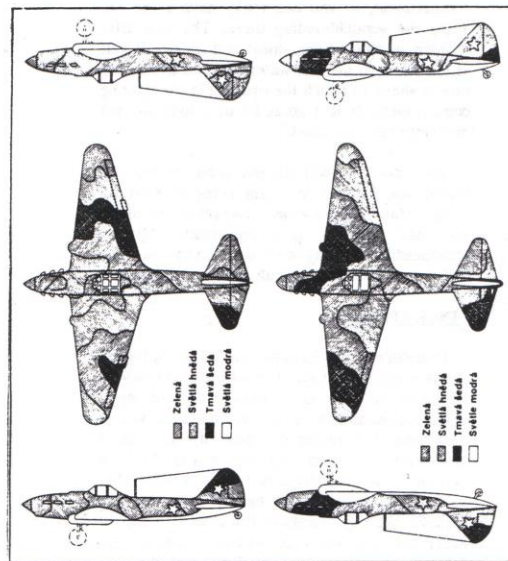


8-11

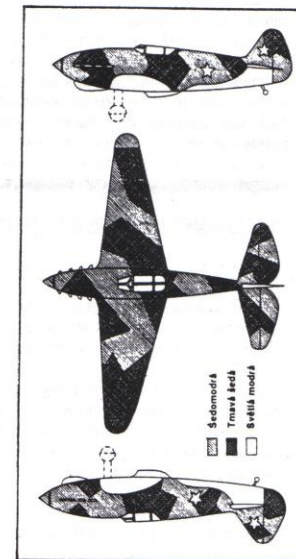
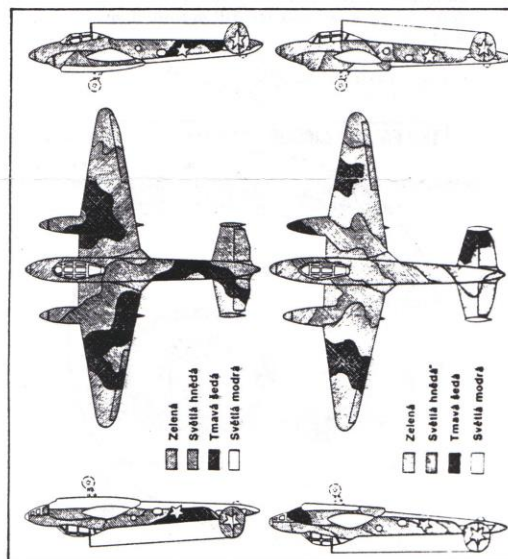
© 1993 Bil Keane, Inc.
Dist. by Cowles Synd. Inc.

Hey Guys! Check out the latest wheels from True Details!!

Russian Camouflage Schemes of WWII



Zelená - Green
Světlá Zelená - Light Green
Světlá Hnědá - Light Brown
Tmavá Šedá - Dark Grey
Světlá Modrá - Light Blue
Černá - Black
Sedá Modrá - Grey-Blue



HAPPILY RESCUED BY YET MORE OF THESE INFAMOUS PROFILES ...



**FREMONT HORNETS
GLUERS PROFILE**

Name: Robin McFerran **Age:** 33

Years in Hobby: Have been building for the last twenty-six years, since age 7.

First Kit: Revell 1/72 scale Albatross D.II (still a nice little kit)

Areas of Interest:

- 1) 1/35 Armor - WWII and Modern
- 2) 1/72, 1/48 Aircraft - WWII and Modern
- 3) 1/20, 1/12 Tamiya Formula 1 series

Paints Used: Polly-S (good paint, bro!), Tamiya, Pactra

Glues: Testors liquid, Zap-a-gap **Putty:** Bondo glazing and spot putty

Favorite Kits:

- 1) 1/35 Tamiya M1A1 with mine plow
- 2) 1/35 Tamiya PBR MK.II
- 3) 1/350 Tamiya U.S.S. Enterprise CVN 65

Subject You Want To See Kitted:

- 1) 1/48 PBY Catalina
- 2) 1/35 British Tracked Rapier System
- 3) 1/12 Formula 1 shark-nosed Benetton

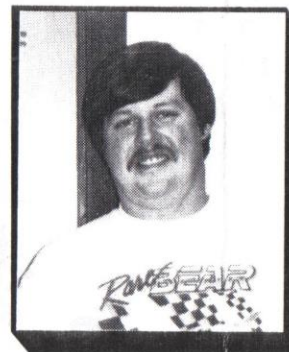
Future Dream Project:

- 1) 1/350 CVN 65 Enterprise
- 2) Build *half* of the kits I have bought!

Bio: I was born in Oakland, and grew up in the Niles section of Fremont. I became a Christian in 1981, and that changed my life. When I was a young boy I so loved airplanes. My father used to fly U-control airplanes, and that was a thrill to me. I've been married, for the last eight years, to a lovely woman called Lora. I've worked for H and H Distributing for the last ten years.

When I think of my early days of modelling, when I was a boy, how I would mow my neighbors' lawns to get a little money to ride my bicycle six miles to the Fremont Hub to buy a model. The greatest thing I have discovered in modelling was an airbrush, when I was about 19 years old. That changed my modelling dramatically.

I think modelling is one of the greatest hobbies (*The* greatest hobby, let's be honest! - Ed.) in the world, and I do love it so. One goal I can say I have, is to place in an IPMS National Convention with one of my armor kits. Happy modelling, bro.



**FREMONT HORNETS
GLUERS PROFILE**

Name: Alan Weber **Age:** 34

Years in Hobby: Have been building for the last twenty-eight years.

First Kit: 1/72 scale Revell P-40.

Areas of Interest:

- 1) USN aircraft - all scales and eras
- 2) 1/48 scale USAAF/USAF aircraft
- 3) Civilian air racing aircraft

Paints Used: Gunze, Modelmaster, Tamiya and Humbrol

Glues: Weld-on #3, CA **Putty:** Dr. Microtools

Favorite Kits:

- 1) 1/72 Hasegawa S2F Tracker (surprise!)
- 2) 1/48 Hasegawa F-4 Phantom family
- 3) 1/48 Hasegawa F-16 Falcon family

Subject You Want To See Kitted:

- 1) 1/48 S2F Tracker (Another shocker!!)
- 2) 1/48 TBM Avenger (a good one)
- 3) 1/48 F4F/FM-2 Wildcat (a good one)

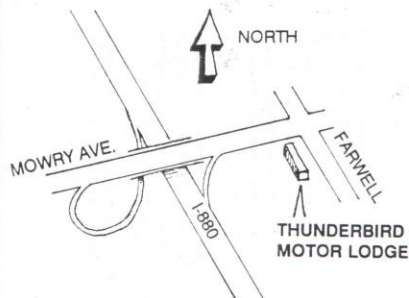
Future Dream Project:

- 1) 1/32 S2F Tracker - terrible Combat vac (No!!)
- 2) Large scale R/C wood kit of the P2V Neptune

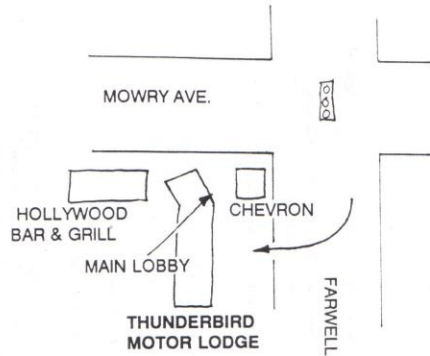
Bio: Since my dad flew S2F's in the Navy, it's only natural that it's my favorite modelling subject. He also flew a variety of other aircraft (TBM's, SNJ's, T-28's, T-34's, AD's, R4D's, etc.) and my father's brother also flew a variety of Navy aircraft, mostly P2V's. That's why USN aircraft are my favorite modelling subjects. I've been lucky to work in the aircraft industry, maintaining CDF firebombers. Ironically, these are mostly S2F's. However, the last four years I have been overhauling propellers for a living. Other interests include Tennis, scuba, spider gears, photography and motorcycles. I've been married for 14 years, with 2 stepchildren, the oldest joining the Marines this summer.

One of my favorite subjects is gear up, canopy closed, pilot figure in the seat aircraft. I model them straight out of the box, too! I model this way for fun. After all, the air is an aircraft's natural environment. These models fly real good, too! I have so many subjects that I want to model, that I've tried to limit them to the before-mentioned areas.

My biggest gripes are counterfeit kits (2 examples: Hobbycrafts ripoff of the Hasegawa S2F and Minicrafts ripoff of Fujimi's A-4) I also dislike trophy hunters (that enter the same models for years, or look for the weak categories before entering). Any modelling talents I have are on loan from God!



From 880 north or south, take the Mowry Ave exit east, and go until you hit the first light. This is Farwell. Turn right and go to the first driveway past the Chevron on the corner. Pull into Motel lot and park. Enter lobby and head left down the hallway. We are in the Santa Barbara room, on the right. See you there!



PROFILE of Where We Went When We Left Our Ancestral Home at the Nicolet Library.

If the locale seems a mite familiar to some of you, it ought to as it was right around the corner from the Denny's we met at after Meeting hours for many years, whence we landed at long time homes of Scenario Hobby and then the Wally Pond Irvington Community Center.

IPMS FREMONT HORNETS



next meeting:
This Friday - September 10th, 1993
7:30 -10:30

location:
Thunderbird Motor Lodge
Just off 880 at the Mowry exit
Behind the Hollywood Bar and the Chevron Station.
5400 Mowry Blvd at Farwell, Fremont, CA



IPMS FREMONT HORNETS
ROY SUTHERLAND
574 SCHOOL STREET
FREMONT, CA 94536



Cliff Kranz

We were to spend a fair amount of coin and time at this Lodge as it turned out. Atmosphere ranged from the eerily quiet on the odd occasion to the more normal raucous racket that made ours seem tame. Yes, in other words the guests made more noise than we did, and Lodge management of course only cared the few times we would actually be the louder of the two for any period.

Next up is the October 1993 HUD which has another sudden onset R-9 Club event announced more fully this time, namely the IPMS Redding chapter's Fall show.

What makes this notable is later in the issue a call to arms for the now legendary 24 Skyhawks' multiple modelers to get them to October's meeting. With intent of course to have someone to Gather them for transport to the Redding show as an entry. Roy is very clear that again, he's up to his neck in getting ready for this event with Cooper Details business, and leaves it pretty not clear whether he's in fact supposed to be the transporter. But he is very emphatic again that he wants to see the club's collection on tables as an entry. Just never seems to be in position to carry

the water is all. Mention is also made of the SVSM Spring Show, with compliments, however nothing there is mentioned about the 24 Skyhawks.

Here it is, the October 1993 HUD for your reading pleasure:



THE HUD

a publication of:
IPMS FREMONT HORNETS



The Hornets meet on the Second Friday of every month at the address shown on the reverse side. Membership is not required, but being that it's free, is worth every penny. We are dedicated to promoting the enjoyment of plastic model building, or at least talking about it! We are charter members in both the Canadian and U.S.A. branches of the International Plastic Modelers Society. Meetings consist of club business, news, show and tell, videos, raffles, monthly contests and ear-bending. Bring your models, completed or not, we love to see 'em.

DEBRIEF

Is this a strange hobby, or is it me? I know you're thinking "It's you, Roy, no two ways about it.", but hear me out. There is a point to this. "That's a refreshing change!" you could say to yourself. "Stop putting words in my mouth!" you might also be thinking, as I do it again... Oh, yes, the point.

In talking to fellow modelers, it seems that many of us, after spending years lamenting the lack of a state-of-the-art, accurate kit of one of our favorite subjects, jump for joy on hearing of the kit's future release, wring our hands waiting impatiently for it's arrival, run to the store the second the kit hits the shelves, plunk down our hard-earned cash, only to get home, and after pawing feverishly through the parts, relegate the object of your planned super-project to "closet queen" status, often never to be built. C'mon, you *know* you've done it, too. Is this some variation on the "you always want what you can't have" theory?

It seems to me that planning and dreaming of this modelling exercise is half the fun. Sometimes a lot more than half. I've often found that the best way to drain the fun out of a dream project is to actually start on it. How many times have you heard a fellow modeller say "I hate sanding seams!" (or detailing interiors, or painting, or rescribing, etc.) We all have a part of the assembly process that we dislike. For my part, I seem to hate whatever part I am doing at the time! I've even heard people say that once they have finished a model, they never want to see it again! Now that's probably the only part that I have *never* found to be distasteful. Different strokes...

And did you ever notice that building something for someone else is like pulling teeth, especially if it's not a subject that you are particularly fond of? Why is that? (To be read with a nasally Andy Rooneyish voice.) If the object of this hobby is fun, how come we spend so much time doing stuff we don't really care for? Because, it's a challenge, and

anything worth having is worth working for. Lets face it, if building good models was easy, everyone could do it, and the results would not be as satisfying. Personally, I love to marvel at others work and wonder "How on earth did they coax such a beautiful model out of that old piece of junk of a kit?" It inspires me. It reminds me why I enjoy this hobby so much. And that's what it's all about.

This meeting will feature part two of the IPMS 1993 Nationals video, featuring armor, civilian vehicles, and other assorted stuff. I will also present my seminar on highlighting panel lines that we didn't have time for last meeting. The aforementioned activities plus the usual business should make for an interesting meeting. Be there.

CHECKIN' SIX

Last month's meeting was well attended. We had 40 chairs set out, and we had to send for more, so the club is certainly healthy. If we get many more members, we may have to find another room!

The first half of the video shot by me with the assistance of **Mike Braun** in Atlanta was shown. This portion focused (and sometimes out-of-focused) on things-with wings, as this made up more than half of all the models on display. No apologies were made for the less-than-scintillating narration, as the video was shot from 1 till 3 in the morning, with 4 hours sleep the previous night!!

The model tables reflected the attendance, with over 40 models on display. I continue to be amazed at the quality and quantity of buildups that show up each month. The usual abbreviations apply. CP-completed. IP-in progress. CV-conversion.

Mark W.- A 1/72 IP Hasegawa P-3C Orion, a IP 1/72 Fujimi Seaking. Lookin good.
Jim P. - his IP 1/72 Hase. Betty. Neato!
Cliff K.- A CP 1/35 M1A1 from Minicraft.
Paul K.- All 1/35, Tamiya, CP, and best of all, Shermans! An M4A3E2-J, a VerlIn CV M4A2 76mm, a VerlIn CV M4A3, with

sandbags, a VerlIn CV M4A1, a VerlIn CV M4 with waders/composite hull, and a Panzer Concepts CV M4 (late) w/105mm Howitzer. Very impressive collection!

Dave H.- An IP 1/48 Hobbycraft Sea Fury, and a IP 1/72 Hase late RA-5C. Grrreat.
Keith L.- An IP ASU-85 from AEF. Scary!
Pat S. - CP 1/72 Hobbycraft F-86. Nice.
Eric M.- CP 1/35 Tamiya M-113 ACAV.
Kent M.- CP 1/285 Ogre Sci-Fi tanks. All CP-Dragon, Phantom/Opera, Union Jack.
Don B.- CP 1/48 Otaki Hellcat, IP Tri-master Fw-190A-8/R-8, and a IP 1/48 Monogram P-40B in RAF mkgs. (yeah!)
Roy S.- IP 1/72 Hase CV Fw-190A-5/R-1, a IP 1/72 Hase Fw-190A-8. Surprise!
Ben P.- CP 1/72 Fujimi A-4, IP CV 1/48 Hobbycraft La-5 racer, IP 1/48 Monogram F4F
Jim N. - CP 1/?? Monogram Tri-Pacer, CP 1/48 Monogram B-17F. Very nice.
Bill D.- CP 1/72 Monogram Hawk 75. Sweet.
Ernie C.- CP 1/72 Fujimi A-4B. Petite.
Tom N.- CP 1/72 Testors He-111 Zwillling, CP 1/48 Fujimi Fw-190D-9, CP 1/72 B-24.
Lyle T.- CP 1/72 Hasegawa F-18A. Clean.
Robin M.- CP 1/35 Italeri M-107. Super.
Chuck C.- CP 1/48 Bf-109G-6 (Otaki?)
Ray W.- CP 1/72 Minicraft Me-109E(!?), CP 1/72 Emhar FJ-4 Fury. Navy! Navy!
Ben T. - CP 1/96 Lindberg Vulcan. RAF!
Bruce M.- Dinomania. IP Airfix Dimetrodon, IP Lindberg Protoceratops. EEK!

Model of the Month this month goes to **Paul Katerges** for his outstanding **Sherman Tank collection**. Congratulations, Paul! As usual, picking a winner was a real bear. Reporting in from the field is long-distance Hornet **Gary Wright**. Those who know Gary, know him to be a 1/48 modern jet guy, but check out these current projects: IP 1/72 Heller Spit 16, IP 1/48 Monogram P-38, IP 1/32 Hase F-86 CV. Another convert to *real* airplanes!

NEW KIT NEWS

The newest kits to hit the stores are 1/48 Me-262B-1a/U1 nightfighter, Fujimi 1/48 Bf-109K-4 and G-6, Hase 1/72 Type 32 Zero, 1/32 Tamiya F-15E @ \$140 retail! Coming soon 1/48 DML Natter, Hasegawa 1/72 Bf-109G-6 (a poor rehash), Monogram 1/48 A-26 Invader, and Cooper Details 1/48 Whirlwind. Future confirmed releases from Tamiya in 1/48: 3 Wildcats, Spitfire I & II, another 109 family. Hasegawa retools to correct (yes!) fuselages on 1/48 109E's. Coming from MPM 1/72 injected: prototypes for the 109, 190, and 262. Also Fw-190V-18 and Bf-109F. A ton of new decals from MSAP and Aeromaster. There's more but I can't recall it all.

T-SHIRT DEADLINE NEARS!

The time to reserve your full color, high quality T-shirt featuring the proud logo of our great little club is drawing quickly to a close. Reprints are not likely to happen for quite some time, so get your \$10.00 per shirt deposit in by this meeting to reserve your shirt, or shirts. If you can't attend, send your check or money order to me at the address on the cover of this publication within the next two weeks. Be the envy of people who are prone to being envious over the least little thing! Scare little children! Make a big impression on the ladies, although I doubt the t-shirt will play any part in it (unless you fill it with sand, and hit them with it!). If you are married, better skip the last part. As you can see, owning one of these fine garments could be the first step in completely turning your life around, but only if you are currently happy, successful, and generally well-liked! Don't let this offer pass you by.

CONTEST SCHEDULE

This Sunday is the IPMS Region 9 Regional contest in Redding. Those who attended the Regional back in 1991 will remember it to be a first-class contest. I wouldn't recommend missing it. **Richard Carlson** does a great job, I hope to see you there.

I have received a flyer from the **Silicon Valley Scale Modelers** announcing their upcoming contest on February 19th, 1994. With 9 special awards announced this far in advance, you should have plenty of time to build something for the competition. These guys always do a first-rate job, and you would be a *fool* to miss this one.

I would like to plan to reschedule our contest for April or May of next year, we will talk more about this in the next few meetings. Special award ideas are welcome.

CALLING ALL SKYHAWKS!

Please try to get your model for the A-4 collection to the meeting this Friday, as we would like to put them on display at the Regional this Sunday. Thanks to all who have finished their entry, and to the rest, let's get them finished so we can have a complete collection.

ON TARGET...WITH GARY BENTSON

(Sorry, I couldn't resist. Ed.) Hi. For a long time, I have been doing washes and dry brushing on the tanks that I have been building, and am happy with the results. But I seemed to lack something for completion of the weathering of the model, so I

looked through some *color* military books, and came across something that I wanted to try. Most, if not all, military vehicles have dust all over, with a lot of oil and fuel stains. I took my latest Sherman and did all the normal weathering that I normally do, but then I took some Floquil "dust" color, and misted the top of the model with it. The effect came out well, and I will continue to improve on it.

For us Tankers, a great new model was released recently by Tamiya. The King Tiger is not a re-release of their old kit, but an entirely new model. I haven't started mine yet, but just going through the parts, it looks really great. The tracks are the only thing that concerned me, as they are the vinyl type, but they do appear to have better detail than most others that they have produced. At the cost of the kit, you would have thought that they could have produced separate track links, like their earlier Tiger tank kit. More to come in future issues...

NEW KIT REVIEW

**MESSERSCHMITT Bf-109K-4
FUJIMI 1:48 \$33.00**

The latest attempt at capturing all the subtlety of the legendary Messerschmitt 109 in 1/48 scale has, once again, disappointed us aficionados of this great aircraft. Not to say that this kit stinks, but as far as shape goes, the old Revell 109G-10, at a third of the cost, still reigns supreme.

This kit is a strange mix of truly superb and truly average moldings, with some pretty badly misshapen parts to make things interesting. Overall, the shapes are not too far off, if you ignore the fact that both the wingspan and fuselage length are considerably short. The spinner is a tad too pointy. (The Airfix 109F spinner is perfect.) Both styles of blades are too wide, and the exhausts are a little simplified. The interior looks like it was copied from the Hasegawa kit, with only the instrument panels being impressive. In fact, if I were to guess, I would say that Fujimi copied much of the Hase-

gawa 109F kit, making the necessary changes to produce the later variants, which would explain why the kit is underscale. Wheels are good, but the tread on the thin tires is too heavy, while raised on the wide ones, which could be wider. Underwing cannon gondolas are horrible, while the rocket tubes lack their payload. Both styles of upperwing tire bulges are molded separately, and appear to be too pronounced, as are the cheek blisters. The cowl gun breech blisters for the G-6 are poor, not being "square" enough. Need I go on? These may seem like minor points, but there is so much information on this aircraft, there is *no excuse* to screw it up so thoroughly.

The decals are well researched, and nicely printed, and the instructions and painting guides are top-notch, but, dollar for dollar, I would recommend getting a Revell kit, an aftermarket detail set, and one of the many excellent decal sheets available, and build yourself a *really nice* 109. You'll probably save money, to boot.

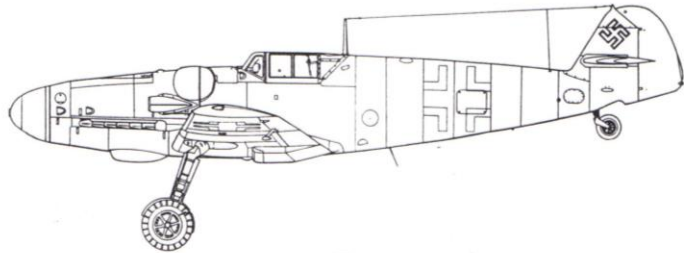
By Roy Sutherland

FINAL APPROACH

That's all there is for this month. I am trying to get ready for the Redding contest, both as a contestant and as a vendor. The 1/48 Westland Whirlwind kit is nearing completion, and is taking up most of my time. I will resume the Gluers Profiles in next month's edition. Speaking of which, and not particularly enjoying sounding like a broken record (wouldn't it be more accurate to say a skipping record? A broken record would sound like "Please fill out your prof...thump!scrratch scratchgrindrrrrumblerumble!"), please fill out your profile ASAP, and send it in to me...in to me...in to me...into me. (A different effect altogether, don't you agree?) Hope to see you at Friday's meeting, and until then...

Happy Modelling!

Roy S.



See the fairly plaintive plea at the Final Approach for October's closing that is again, Roy's penning for Profiles plan material. Nice try, buddy.



**IPMS
FREMONT HORNETS**



next meeting:
This Friday - October 8th, 1993
7:30 -10:30

location:
Thunderbird Motor Lodge
From 880, take Mowry exit 1 block east
On the right, behind Hollywood Bar & Chevron Station
5400 Mowry Blvd at Farwell. Fremont, CA **27th Year**

**IPMS FREMONT HORNETS
ROY SUTHERLAND
574 SCHOOL STREET
FREMONT, CA 94536**



GET READY FOR ANOTHER HUD Headset change ahead. 1993 was a very busy year in comparison to one before, as you'll again see. Fremont Hornets are a small but mighty club, as opposed to mighty small. ☺

YES You are seeing ANOTHER EDITOR change for the Fremont Hornets HUD with this, the November '93 Issue. Paul Katerges and Dave Weizer (characterized then by Roy as "notorious Armor Modelers", a sad but true bit of our history where Armor didn't get the respect)

★ THE HUD ★

Issue 1 Vol. 1

IPMS Fremont Hornets

November, 1993

A new look for an old friend... (Get out the Olive Paint!)

Welcome to the Newsletter! In case you haven't heard, Dave Weizer and I (Paul Katerges) have volunteered to take over as the editors and to relieve Roy of the chore of writing the monthly newsletter (apparently he's been trying to drum sympathy by using some lame excuse that his wife is going to have a baby in a couple of months and will no longer have as much free time).

What do you think (try to keep it upscale) of the new look? So, now the worm has turned! The Armor modeler's have the control! Oh don't start whining, Roy promised to write a monthly article and to keep all you aircraft modelers informed of new releases. We have some big plans in



We just couldn't resist starting off with a picture of a Sherman!

store for the newsletter. In the coming months you'll be seeing regular kit reviews, new kit release and rumor information, a tips or trick of the month, and an upcoming events calendar. Starting in December, Gary Bentson will start his column "Track Facts" also, Roy Sutherland has agreed

to write a monthly column and everyone is encouraged to submit articles, comments or commentaries as well as tips and/or tricks for the monthly spots. We'd like to add a "swap meet" section devoted to those of you looking for a certain kit or part. We'd really like to encourage the members of the club to participate in this newsletter. Kit reviews, letters /comments, or tips can be sent to Paul Katerges c/o 43136 Mayfair Park Ave., Fremont, CA 94538 (If possible please submit them on diskette). And of course we'll still have that wit you'll all groan to love!

MY TWO SCENTS

As you may recall, if you attended the October meeting and were not napping or otherwise distracted at the time, I announced that I would have to hand over the publication of the newsletter, starting with the January edition, due to the impending release of a 1:1 scale human baby by Carolyn Sutherland Productions on or around December 21, 1993. My time, which is already stretched perilously thin trying to keep Cooper Details a going concern, will be even more limited. Not that I haven't enjoyed bringing you this rag every month!

Anyway, to make a long story not quite so long, but still pretty long, all things considered...Hornets Paul

Katerges and Dave Weizer have come forward and volunteered (the fools!) to take over the publication of our little newsletter. Not only that, but they are so enthusiastic, they wanted to start immediately! Being a basically lazy person, and seeing an opportunity to get out of doing some work, I jumped



at the chance. And they say white men can't jump! Dave and Paul, as you can no doubt already see, will be dramatically improving the image of the newsletter, as they have all sorts of cool, state-of-the-art computer stuff, as opposed to the old dinosaur I've been using. My computer's so outdated, I opened it up once, and found a bird with a hammer and chisel inside (obscure Flintstones reference).

The good news, or the bad news, depending on your point of view, is that I will continue to do a monthly column, new kit news, and an occasional article. Yes, that chatty, stream-of-consciousness style that you've come to know and not care a rat's behind about, won't be going the way of the 8-track tape and the pet rock just yet. But if your lucky...

All kidding aside, many thanks to Dave and Paul for getting involved.

I'm confident they will do a great job.

by Roy Sutherland



The Last Annual Scale Contest & Chili Feed.

Held on October 23, 1993, Usk Washington, Aviation Usk's "Last Scale Aircraft Model Contest and Chili Feed" was a success for all who attended. The Lottery style of contest was a nice touch, even I had a chance to win something - but you know the luck of the Irish. If it wasn't for bad luck, we'd have no luck at all. I am, however, richer for the experience. The modelers from Spokane were not only talented, but warm and friendly. There were thirty-one models on display (I had brought two). After the lottery was over we voted for "the Best of Show". Now this was a very hard task for me, we had plenty of time before the judging to look at the models and appreciate the time and effort each represented. My favorite was a quarter scale HE162 with part of the forward fuselage unpainted and sealed (a nice effect). The winner was a bare metal T6 Texan in quarter scale.

The chili feed came next. Tom Frisque's wife Donna and sister-in-law Debbie had done the cooking. The chili was just right, not overpowering, and the cornbread was freshly baked. There was a large pot of good coffee going all day and brownies were served and on the tables were fresh picked apples from one of Tom's trees. The atmosphere was more like a family gathering than a contest, the good nature joking and kidding made me feel right at home. For those of you who aren't familiar with aviation Usk, Tom, Donna and Debbie are aviation Usk. They do it all - reading and answering the mail and filling the orders. Meeting Tom, Donna and Debbie was a nice experience. Tom didn't stop smiling all day and always had something humorous to say. Debbie and I talked about travelling to Europe and Donna made sure everyone felt at home. Tom is also an avid hot rod enthusiast and is currently working on a 68 'Cuda' that will blow the doors off any 5.0 he meets. He regularly races in Spokane.

As for Usk, it is as close to "Cicly, Alaska of CBS's Northern Exposure as you'll come. Usk was named after a small town in Wales, U.K., and is located on a river like its counterpart. Blue Diamond match company had a large mill in Usk but is now gone, a newsprint mill has taken its place. Hunting and fishing are still a big part of life in Usk. The nearby state park and indian reservation are home to a sizable herd of buffalo. My son and I stayed at the inn at Usk which is run by a couple of bay area transplants who couldn't do enough to make us feel welcome. On Saturday while site seeing in Usk we were lucky enough to see a pair of American bald eagles nesting near the river road. We had such a great time that anyone who can, should make the trip next year to the next to the last annual scale aircraft model contest.

By Joe Callahan

Upcoming Contest / Shows

December 1993 - Sacramento Club Contest

Saturday, 1/29/94, NNL Western Nationals, Santa Clara Convention Center, Santa Clara, CA. 10 a.m to 8 p.m. Admission: \$7.00 for adults, children under 12 are free.

Sunday, 1/30/94, West Coast Model Expo '94, Santa Clara Convention Center, Santa Clara, CA. 10 a.m to 3 p.m. Admission: \$3.00 for adults, \$1.00 for children.

Saturday, 2/19/94, Silicon Valley Scale Modeler's Contest, Milpitas Community Center, Milpitas, CA. (Daytime hours TBA)

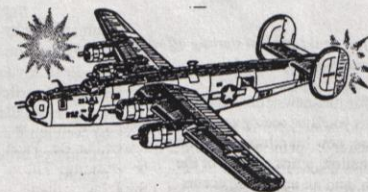
Local Boyz Make Good!

At the recent ninecon 2 regionals in Redding, CA several of Hornets went home winners. Congratulations go out to Dave Shirley, Gary Bentson, Roy Sutherland, Rodney Williams, Dave Hansen, Bill Dye, Bill Ferrante, Jason Bice and Mike Burton.

FREMONT MAN HOPS THE POND

Say what? Hornet Roy Sutherland will be making the pilgrimage to the birthplace of the IPMS, namely England, for the UK National Convention on November 6 & 7. I will also spend three days gathering information at aircraft museums in the area. It's one of the few perks of running your own business. I will be back the day before the meeting, and will drag my jet-lagged butt to the meeting to give you a report of how they do things over there. See ya Friday!

Happy Modelling! Roy.



Well you get the whole of our history, even the less pretty parts by today's measure. Fremont Hornets for a goodly chunk of time had the rap of Being "An Airplane Club" and not particularly friendly, merely "tolerant" of other than such model subjects. One of the worst progenitors of this was the then Editor and Chief Exec of the club, and it was a welcome change to have him a bit less "in charge" with this editorship shift here.

Hasegawa P-38J Lightning

It has been 27 years since a quarter scale kit of the Lockheed Lightning has been released. The now ubiquitous Monogram kit has stood the test of time well, but the new Hasegawa has arrived and it is really quite nice.

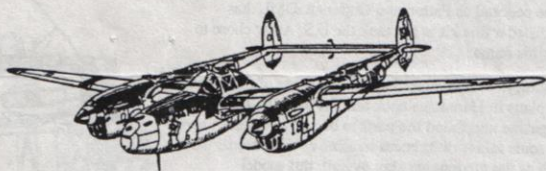
Molded in the now familiar grey plastic, this kit comprises of about 130 parts. The structural breakdown of the kit is similar to that of its 1/72 scale ancestor, with an upper and lower central fuselage, left and right-hand tail boom halves, and a three piece horizontal stabilizer. This kit has actual wheel well detail, and the struts can be added after painting the model (hurrah). Preliminary test fitting indicates that the overall fit is quite good, with the possible exception of the rear wing/boom intersection. However, this is nothing compared to the fit problems of the Monogram kit, so it is probably not worth complaining about.

The cockpit is engineered in a manner similar to that of the Mustang, with vertical side panels containing radio, oxygen, engine and heater controls that fit to a floor/shelf combination inserted into the lower fuselage "gondola". A nice instrument panel is included, but the rest of the cockpit appears somewhat simplified and could stand some substantial cockpit detailing. The landing gear struts and tires are nice, although the nose wheel has some rather annoying ejector pin marks on the sides of the tire. There are 2 two sets of tires included, one with the P-38J/L spoked wheels, and the other set are the early P-38 type "slicks" with flush hub plates (caps? covers? fairings?). These could be a useful addition to the spares box!

The kit has some nifty pluses. The characteristic upsweep of the wingtip undersides is well represented, and the trailing edges of the aerofoil surfaces are quite thin - unlike those of a certain similar P-38 kit emanating from somewhere in Illinois. Separate oil cooler exit flaps and turbocharger inserts are also included, and they are well done. A blanking plate is molded into the boom halves, eliminating the "see through" look on the oil cooler scoops. The Hasegawa tradition of separate blade/hub/wacky attachment continues which makes painting the propellers a breeze, but a telescoping tube/shaft arrangement would be much better for painting and model transport, as Ben Pada and I have discovered while building the Mustang. The kit also has very delicate recessed lines, I think better than those of the P-51. This will help considerably when applying a natural metal finish (it really isn't that hard, and

face it, Mustangs and Lightning's look dorky in anything but bare metal).

In terms of "minuses", I can think of only two. First of all, the cockpit is a bit too narrow. The actual P-38 floor has some narrow side consoles on both sides of the pilot, and Hasegawa has missed this. Scraping down the cockpit sills to widen the cockpit may improve this so additional consoles may be added (I can just see Chris "Medallion" Etzel working up a detail set right now). This ties in with the general lack of detail problem in the cockpit that I mentioned earlier.



The other problem I am not sure about. After talking with P-38 aficionados, I think that the canopy is too big. It seems too high in profile and too wide. It is considerably bigger than the Monogram canopy, but it includes much of the metal fuselage structure around the base which Monogram does not. This makes a direct comparison difficult. After looking at several photographs taken from different angles, I still can't tell. I don't know who makes the best set of P-38 drawings, so I am hesitant to say conclusively that the canopy is wrong. It just looks a little weird...

Judging from the way kit is engineered, I do not think that Hasegawa has future plans for a "Droop Snoot", "Pathfinder", or "Night Lightning" a la Monogram. But they have stated that a whole family of P-38's are planned for "the coming months". I was pleasantly surprised by the low (for Hasegawa) price of \$27.95. For a Japanese retail of 3600 yen (approaching 100 yen to the dollar), this kit is actually cheaper here than in Japan! Maybe Marco Polo got the hint. Minicraft has also announced a forthcoming family of P-38's (hey, it beats another family of BF-109's or F-4's!), and I am curious to see whether they bootleg the Monogram or Hasegawa kits. When (if?) they come out, I will write a comparative report. Overall, I think that this kit is very nice and I recommend it highly, especially for someone who hates to fill seams.

by Dave "Velvet Mongoose" Hansen

Review of the DML M1A1 Abrams

by David Weizer

The Stainless Steel Rhino

I'm not a big fan of modern armor. Most modern tanks have all the style of a Reebok box or '70's vintage Fords. It may be because I spent too much time being rattled around in the beasts. I usually prefer to build the older stuff. But somehow I found myself at the work bench, putting the 1/35 DML Abrams kit together.

General Abrams is legendary to all tankers. He is on the same pedestal as Patton and Guderian. DML has produced a fine kit of the tank the U.S. Army chose to bear his name.

Accuracy: I compared the hull and turret of the kit with the plans in Hunnicuts book and the plans in Tank Magazine and found the parts to be very accurate. There are some minor differences in some of the external parts, such as the mudguards, but overall, this model represents the Abrams quite well.

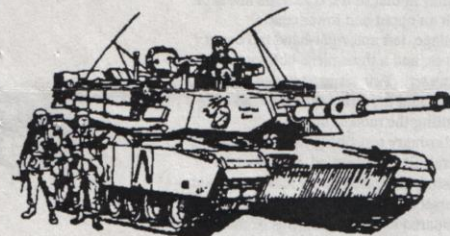
Fit: 80% of the kit fits perfectly. I had some trouble with the fit of the internal wall surfaces of the turret, particularly where they meet the main gun mount. The ends of these parts wanted to stick out in the spot where part number F45, the main gun pivot seats. A bit of surgery can correct the problem easily. The Main gun tube, parts B9 and B10, didn't match well. I matched them up along the top seam, then puttied the bottom seam. There are no position locators for part A6. This critter lives on the left edge of the hull, (part A1) and connects to the armored side skirt. I positioned the side skirt and fastened it with some tape. Then I attached A6, being careful to avoid sticking the skirt on. You need to keep the skirts of to paint the hull.

Instructions: The Japanese seem to have avoided problems in translation by eliminating text instructions altogether. They don't do a bad job of communicating though, their technical illustrations and multilingual construction symbols work quite well. (I really miss some of those crazy spelling and grammar mistakes!) However, in Step Four, I highly recommend waiting to apply the side skirts. You're better off building the hull first, paint it, attach the track then attach the skirts.

Interior: There is a surprising amount of detail for the inside of this kit. Why? If you know anything about these beasts, you know that all that stuff is nearly invisible about 99.9995% of the time. If you feel compelled to detail the inside of the tank, then go for it. Call me, and I'll give you the name of a really good therapist. One thing, though. I chose to close the loaders ammunition door. This door is almost NEVER left open. A big fear for tankers is an ammunition fire. The blast door is latched open only when

loading and unloading ammo. I covered the door with .010" styrene sheet, then added some surface detail with Evergreen strip.

Overall: This is a great kit! I really enjoyed working on it. There are some fine crew figures, and some nice decals. A word of advice, throw away the 3rd ACR Desert Storm decals. Desert Storm was just a glorified live fire exercise, not a real war, and I'd rather have a sister in a whorehouse than a brother in the cavalry.



DML Kit: No. 3517 M1A1 Abrams with crew

Scale: 1/35

Price: \$27.50

References:

ABRAMS The History of the American Main Battle Tank.

Hunnicut, R. Presidio Press

Abrams Main Battle Tank Verlinden Warmachines No.6

M1 Abrams in Action Squadron/Signal #2026

Tank Magazine, vol. 13, no. 10.

Regardless of the tone or the intent with which such "friendly jibing" was delivered, the clear fact was then and still is, the less welcoming to the existing or incoming modeler community who doesn't share the "popular kids kit tastes" will eventually result in stagnation then eventual loss of the club. With of course a good dose of "what a bunch of whiners, can't these "Target Modelers" take a joke, jeezzzzz..." along the way to try

New Kit Releases & Rumors

There's a ton of new kit news this month, so I'll get right down to business. The DML Bachem Natters in 1/48 are in, and cute! Awww!! The partially reworked Hasegawa 1/72 scale BF-109G-6 is in, and although still far short of the mark, is the best to date. New low price of \$9.98. Hmm... The new B-52H from ERTL should be in the stores by late Nov, with the G in early '94. The 1/48 Hase Spitfire Mk Vb should arrive in December. Oh Joyyy!! Tamiya news is confirmed! 1/48 Wildcats, Spit I and a BF-109K-4 are coming (pant, pant, drool), as is the 1/32 Phantom F47. Also confirmed for late '94 from Monogram is a 1/48 He-111 (from Monogram?!) and rumored renewed interest in the Catalina. WWII rules! Ertl is also rumored to be seriously considering a 1/48 A-20G and a 1/72 YB-35. Someone peel Bill Dye off the ceiling! From MPM in short run injection, future releases include: prototypes for Bf-109, Fw-190 and Me-262, 2-seater 190 and 109, 190V-18 Kangaroo, 109F-2, Spitfires 14, 18 & 19, YF-85, Glenn and a Reppu, just to name the ones that I could remember. Cooper Details finally releases the 1/48 Westland Whirlwind at \$43.95. Italeri is releasing a Panther "A" some in November and Tamiya will be following close on it's heels with a Panther "G" (unfortunately this means that the Tamiya M4 Firefly will be put on hold). Accurate Armor has released a M10 Tank Destroyer and British seventeen pounder version the Achilles. There are two new additions to Oprey's Vanguard series, a Tiger I and the T-72. You should be seeing them on the shelf by the time you read this.



TIP OF THE MONTH

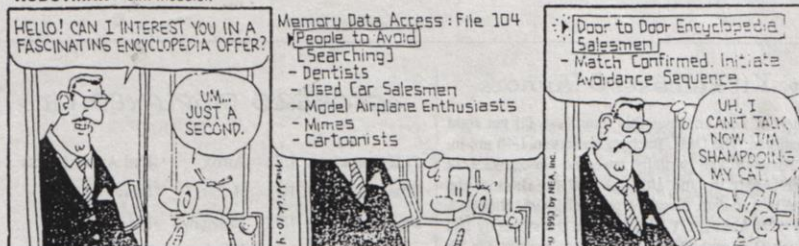
From Keith Lew: when trying to remove or strip paint from a model, try using Mr. Muscle oven cleaner. It strips all types of paint but won't hurt the plastic. Remember to wear gloves and long sleeves though.

OCTOBER'S DISPLAYED KITS

Cliff Kranz	1/72	Airfix	Red Arrow Hawks
Bruce McBride	1/72	Heller	Storch
Dave Shirley	1/72	Hasegawa	Macchi 202
	1/144	LS	P-36
Roy Sutherland	1/72	Hasegawa	FW 190
	1/72	Hasegawa	FW 190
Gene Pasquel	1/48	Monogram	DC-3
Ben		Lindberg	Dinosaur
Lyle Tsuji	1/72	Fujimi	Judy
	1/72	Fujimi	OA-4M
Walter Hern	1/72	Fujimi	TA-4J
Joe Manibusan	1/72	Hasegawa	A-4B
Marc Wilson	1/72	Hasegawa	P-36
	1/72	Hasegawa	S-3A
Roy Williams	1/72	Fujimi	A4E
	1/72	Fujimi	A4F
Dave Hansen	1/48	Hobbycraft	Seahawk
Paul Katerges	1/35	Verliden / Tamiya	M4A1 Aunt Jemima
	1/35	Tamiya	Churchill Mk VII
Robin McFerran	1/35	Testor / Italeri	M-107
	1/48	Trimaster	190 D12
Dave Weizer	1/35	Tamiya	M4A3E2 "Jumbo"
Aaron Kutzmann	1/48	Monogram	ME109 G10
Keith Lew	1/35	Accurate Armor	S-Tank
Jason Bice	1/35	Kirin	Bison
Ben Pada	1/48		LA 5 Air Racer
		Monogram	ME109
Mike Meek			FE 190 Air Racer

Model of the month went to Cliff Kranz for his set of Red Arrow Hawks that he presented to the pilots of the actual squadron! Also thanks for bringing the nice photos.

ROBOTMAN • Jim Meddick



IPMS

FREMONT HORNETS

next meeting:

This Friday - November 12th, 1993
7:30 - 10:30

location:

Thunderbird Motor Lodge
From 880, take Mowry exit 1 block east
On right, behind Hollywood Bar & Chevron Gas.
5400 Mowry Blvd at Farwell. Fremont, CA



IPMS FREMONT HORNETS
Paul O. Katerges
43136 Mayfair Park Ave.
Fremont, CA 94538



CLIFF KRANTZ

to again, deflect the blame for why this demise comes to pass or deny any responsibility for the decline. Surely by now we have had enough "living history" examples to keep this tendency at bay for good of all.

The Hornets meet on the second Friday of every month at the address shown on the reverse side. Membership is not required, but being that it's free, is worth every penny. We are dedicated to promoting the enjoyment of plastic modeling building, or at least talking about it! We are charter members in both the American and Canadian branches of the International Plastic Modelers Society. Meetings consist of club business, news, show and tell, videos, raffles, monthly contests and ear-bending. Bring your models, completed or not, we love to see 'em.

ALRIGHTY THEN – Here we are going to begin the wrap up of this Buzz Issue # 82 and close out the year 1993 as well. December HUD by the “new crew” on their second outing, provides plenty of new material and also evidence that prior Editor isn’t going away quietly... Nor is he going cease any time soon cajoling others to “get a contest underway” without demonstrating any leadership role other than Chief Cajoler here. Okay...

December '93

Volume 1.2

★ THE HUD ★

'Tis the season....

Well here it is already December and it seems just like last week I was complaining about how sick I was of the heat! But since this is December, that means it's time to start making that wish list for Santa. As for me, I can think of *lots* of good junk to ask for. To start with, I want a Sherman Firefly, a LTV-4, Greyhound, a really nice 1/48th scale F4F Wildcat, and a Stug III A/B. They'd all be accurate, detailed, have instructions in English, and cheap so Santa could afford to *gimme 'em* all! Speaking of Christmas, I thought I'd remind all of you about the only hobby shop that supports us: *Hobbies Unlimited* (remember this is the shop that gives us kits at cost for our monthly raffle and if we don't open them lets us exchange them for something else we want - but do it within 7 days please!). I recently spoke with the owner and did you know that the shop has been in existence since 1955! The present owner, Al Gerace, started working there in 1959 at the age of thirteen. He ran the shop for the second owner from 1970 to 1978 when he took over ownership. I doubt that there are any other hobby shops with an owner as experienced as Al.

He carries a thorough line a trains, RC planes, cars and boats. He even has the old chemistry stuff by *Perfect*. As for plastic models he has the following lines: Airfix, AMT, ARII, DML, Fujimi, Hasegawa, Heller, Italeri, Matchbox, Minicraft, Monogram, Revell, Tamiya, Testor, Verlinden and more. His paint lines are Testors, Model Master, Tamiya and Pactra. As for books there are Detail & Scale, Aeroguide, Aerofax, Aerograph, Squadron, Concord and Opray. You can even find items from True Details, Cooper Details, Waldron, X-ACTO, Paashe, Bager, Dremel and so much more I ran out of note paper. I guess you could say that Al's hobbies are *unlimited*... So this holiday season make a point to stop by say hi and spend a some cash. You'll find Hobbies Unlimited at:

17950 Hesperian Blvd.
San Lorenzo, CA 94580
510-278-1150
Open M-F 10-8
Sat 10-5 (closed Sundays)

My Two Scents

By this Friday, it will be less than two weeks until the latest release from School Street, the home of Cooper Details. This one will be 1:1 scale, a baby boy, named, not surprisingly, *Cooper Sutherland*, due Dec. 21. But enough about me.

This Friday's meeting will mark the annual Christmas ("holiday season" for the politically correct) Party. Whether this will be pizza and sodas or coffee and donuts remains to be seen. It depends on how the hotel feels about food in the room, and budgetary constraints. We might end up splitting one soda and a bag of gummy-bears! Yum.

Someone has to remind me to collect admission at the start of every meeting, as I keep forgetting, and some folks have to leave before I get around to it. It's only a dollar, and no one seems to mind. Your help will be appreciated.

We need to start seriously discussing the possibility of a club contest. I have talked to Stan Staples, and May and June are open. Lets get going, and put on a great contest. Volunteers?

I will be hitting some of you up for seminars for the next few meetings. The less-experienced modelers really appreciate seeing first hand how you achieve your results. Who knows, maybe they will learn your techniques, get much better than you, win all the awards, and rub your nose in it, causing you to give up modeling and become a bitter old man who hates everything. Could happen...

By Roy Sutherland



November's Displayed Kits

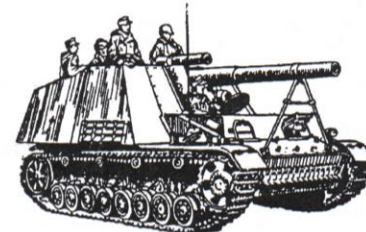
Dave Shirley	1/24	Monogram	Boss 302 TA Racer
	1/24	AMT	GT 40
Clill Kranz		Aurora	Godzilla
	1/72	Monogram	F-14
Paul Katerges	1/35	Tamiya	Pzkw IV-70 Lang
	1/35	Tamiya/ Verlinden	M3 Stuart Honey
	1/35	Tamiya	M3A5 Stuart
Bruce McBride		Airfix	Dimetrydon
Roy Sutherland	1/72	Hasegawa	Fw190 AB
Keith Lew	1/35	MB	IS-2M
	1/35	ADV	AMX 10RC
	1/35	Tamiya	Sdkfz 250/3
Kent McClure	1/72	Merkraft	Glide Bomb
	1/72	Merkraft	Glide Bomb
	1/43	Silhouette	Rhondo 382
	1/76		Staghound III
Jim Priete	1/72	Academy/MC	B-24 Liberator VI
	1/600		1938 HMS Lion
Dave Hansen	1/72	Academy/MC	B-24 D
Eric McClure	1/12	Nitto SF3D	Armored Fighting Suit
Bill Dye	1/72	Revell	A-5 Vigilante
	1/72	Airfix	Hunta F.Mk III
Ray Williams	1/72	Hasegawa	Fw190 A5
	1/72	Fujimi	A-4C
Mark Wilson	1/72	Hasegawa	P-3C Orion
Brian Sekai	1/72	Fujimi	A4 Blue Angels
	1/48	Monogram	Ju87G A8
Robin McFerran	1/48	Trimaster	Fw190 D12
Chuck Crandell	1/48	Arii	Fw190 A8
Tom Newman	1/48	Monogram	P-51B
	1/48	Monogram	P-40B
	1/48	Monogram	F4F Wildcat
	1/72	Revell	Do-17
Ben Pada	1/48	Monogram	Bf109 G10
	1/48	DML	Me262
	1/48	Monogram	P-40B

Model of the month went to Keith Lew for his Russian IS-2M. Congratulations Keith!

THE HUD

NEW KIT NEWS

Just a quick review of what was new at the UK/ IPMS Nationals for those of you that missed the meeting. 1/48 vac Hunter family and Vampire family (accurate ones!) from Aeroclub. Meteor family to follow later. 1/72 short-run injected Halberstadt CL II from Skybirds 86 in a new, softer plastic. All there previous kits are now in this far superior plastic. Nice! A beautiful 1/48 vac Fairey Gannet AS4. Falcon quality. New this June, 1/48 Airfix Buccaneer, with a rumored 1/48 Sea Vixen to follow. Could it possibly be true? Oh please, please!! Most of the stuff I reported as rumor last month was confirmed this month. Thank you... Future releases: 1/48 Spit Vb, Tony's, and Stuka's from Hasegawa. Fujimi with 4 Griffon Spits in 1/72. DML rumors...1/48 Ta-183 and He-219. Accurate Miniatures 1/48 P-51A's due January, to be followed by TBM Avengers with inscribed panel lines and detailed interiors! 1/72 Italeri Ju-88A-17, He-111 w/V-1, F4U-5N, Me-110G-4/R-2 (the nightfighter!!), Su-22M4, PBj-1D and Soviet assault glider. Mostly reboxes from Hobbycraft. 1/48 P-38J from Minicraft coming soon. Rumored to have more detail and optional parts. In the Armor world, Italeri is reissuing many kits plus a few new ones: 1/35 Vulcan, Panther Ausf A, JagdPanther, Panzerwerfer, Ferdinand Tiger (wasn't that a kid's book?), and a family of Stalins. Osprey is still scheduled to release two new books from the Vanguard series, a T-72 and a Tiger I. Following these will be a book on the Stalin Heavy tanks and one on the Warrior 1984-1993. Lastly, The Whirlwind is finally in full production w/instructions and stuff. I will have a few at the meeting.



NEW KIT REVIEW

SUPERMARINE SPITFIRE Mk. Vb 1/48
HASEGAWA PRICE TBA - ABOUT \$24.00

The long wait for a truly accurate, state-of-the-art Spit in 1/48 scale is finally over, with the release of Hasegawa's new kit. Well...almost over. It isn't out here yet, but I got my hands on an early sample. And the news is mostly good. Call it a 95 out of 100.

If you know me, and how fussy I am about Spits, you will know that this review is a rave. Being a Hasegawa kit, it is not necessary to go on about the superb surface detail, the excellent fit of parts, clear instructions, etc. I will instead concentrate on the kit's few shortcomings, and how to fix them. But first, a quick breakdown of parts.

Two props are included, the metal DeHavilland type, and the wooden Rotol unit. Canopies are molded with the sliding hood as a separate piece. Two styles are provided. The internally armored screen is included, however, the externally armored windscreen is nowhere to be found. This will limit the number of Mk.V's you can build. The cockpit door is molded closed and the interior is adequate. (Gee, I wonder if Cooper Details will be doing a detail set...) Two styles of wheel are provided, five-slot and covered hub. The axle nut is oversimplified on the wheel hub. The exhausts are in six parts, and nicely done. A centerline bomb rack and 500 lb. streamline bomb are supplied. The lower cowl is a separate part, allowing for the tropical filters on a future release. The wingtips are also separate, with both clipped and standard being included. Future provision for a high-altitude Mk.VI is betrayed by locator holes under the starboard. exhaust for the cabin blower intake. Overall an impressive kit.

Now for the few problems. The top of the cowl is a little too flat; it should gently curve to the spinner. Speaking of which, the pointed one appears oversize, though not *too* bad. The Jablo wood composite blades need refining at the tips (see sketch). The bomb fins are quite thick, and could stand replacing with .005 styrene card. The worst part of the kit, unfortunately, is the decal sheet. The dull brick-red of the later roundels is portrayed as a deep red. Worse, the sky code letters are printed as a strange creamy-yellowish color. Throw them out! Lastly, the stenciling is a little too large and bold. Fortunately, MSAP has two excellent sheets on the Spitfire, and stenciling is included.

I'm afraid I'll be buying lots of these kits, as they are an excellent jumping-off point for numerous conversions to other marks. Now... how about a Spitfire Mk. IX-series family? Drool, drool!

A thanks from a far

Dear Fremont Hornets,

Thank you for the get well card. It was great to hear from you. I suffered from a "Stroke" but I'm doing reasonably well now. I am still somewhat disabled in my left hand which is why I'm writing on this computer. In case you don't know or remember, I'm left handed, other than that, I'd be writing this in longhand.

I have found a hobby shop, but it's nowhere stocked as good as Al's or any of the other shops that seem to be in abundance that are down there. In case you haven't heard, I am now living in the great state of Oregon and "confusion". My new address is: 1541 Pine St., Silverton, OR 97381. Thanks to all for thinking of me. Your efforts are very much appreciated.

I would like to hear how the FREMONT HORNETS are doing in their assault on trying to obtain the "Nationals". I hope they are successful if they still want it.

Besides not being in an area overly populated with hobby shops, I haven't been able to find any local IPMS members in my neighborhood. I am sure that there are some in Portland area but that's 65 miles north of where I live and with winter coming on I would rather not risk taking the trip. Again thanks to all of you.

Your fellow modeler and friend, Bill Gifford



SOME TOP TIPS TO IMPROVE YOUR MODELS!

1. Removing part from the sprue. Twisting parts from the plastic sprues (sometimes called frames or trees) can damage them. The best way to remove them is with diagonal cutting pliers found in hardware stores or hobby shops. You can make a clean cut close to the part, and the pliers are safer than a knife.

2. Fill the seams. To save time and putty, place a strip of masking tape on either side of the seam you're about to fill, then apply the putty. The tape keeps the putty off the surrounding surface detail and keeps the detail from being eliminated when you sand the seams smooth.

3. Putty remover. Isopropyl or rubbing alcohol dissolves most auto body filler and modeling putties. After filling the seams with putty, rub off the excess with a rag soaked in alcohol. This removes the putty without sanding away surrounding surface detail.

4. Foam sanding pads. Plastic foam used to make egg cartons and meat trays is ideal for making sanding pads. It's firm enough to help the sandpaper do its job and yet soft enough to so it won't damage the model. Just cut out the shape you need from the container, wrap sandpaper around it, and tape the paper in place (double sided tape works well too!). If you're wet sanding, water won't bother the plastic foam; it will keep its shape.

5. Nose weights. Models of many tricycle landing gear aircraft are tail heavy and won't sit on all three struts. To correct the problem, you need to add weight to the nose of the model. Try using buck shot or "bb's" to the nose of the aircraft and then pouring epoxy or super glue in after them to hold them in place.

6. Attach clear parts with white glue. Clear parts such as windshields and canopies are easily damaged if you attach them with the wrong glue. Both tube and liquid plastic cements can craze the plastic and super glues can fog clear parts as the glue cures. The best glue for attaching clear parts is white glue such as Elmer's Glue-all. It is water based polyvinyl acetate and is best used on porous materials, but it has enough holding power to keep clear parts in place. The best

news is that it dries clear and doesn't mar plastic. You can dilute white glue with water and let it flow into joints. Use a hair dryer to speed the drying time. If you use too much glue, simply wipe away the excess with a damp cloth.

7. Plastic wrap and bag mask. Plastic food wrap and food storage bags are an easy way to protect a model while you're painting. Simply wrap the plastic around the areas you want to protect. Use masking tape or frisket film for the actual color demarcation line. The plastic wrap clings by static electricity and the plastic bag can be sealed with tape, rubber bands, twist ties, or pipe cleaners.

8. Painting wheels. An artist's circle template is the perfect masking tool for painting wheels and other circular designs. The plastic template has many hole sizes - one that will be just right for the size of the wheel to be painted. First, paint the tire/wheel dark gray or black to simulate the color of the rubber tire. After the color is dry, locate the hole in the template that is the same size as the wheel and mask the surrounding holes with tape. Press the wheel against the frosty side of the template with your finger, then spray the exposed wheel the correct color from the other side. The smooth side of the template is easily cleaned and lacquer thinner won't bother the plastic.

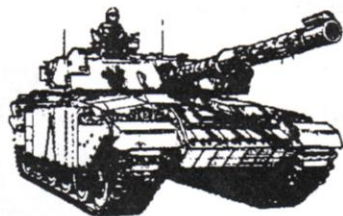
9. Difficult decals. when using a fairly thick decal from a company that has a history of not laying down too well, use Future Floor wax. Does not need a gloss surface. Soak and remove your backing paper as usual, carefully rub off the adhesive; dip into Future and wipe off excess on edge of the container; lay decal down and position; do not blot unless threatening to run - let dry. Future will dry thin and snuggle to surface. If silvering occurs, slit silvered are and drop in more future - may need a little work with a brush. When dry, flat coat as usual. I use this with armor since I don't like glossing the entire surface. Works well with Tamiya, Xtra Decal and Italeri. Use regular techniques with setting solutions and gloss with Aeromaster, Superscale, Repliscale, Microscale, Hasegawa, Scalemaster. That's is all I've tried

Up coming events

November 12, 1993 - Silver Wings host The 1993 Holiday Classic. Located at the Sky Room at Country Club Lanes, Watt Avenue and El Camino Avenues, Sacramento, California, 10 am to 4 pm. Contact George Korade at (707) 425-7737. Registration is \$2.00 and \$1.00 per entry.

January 29-30, 1994 - NNL Western Nationals, Santa Clara Convention Center, Santa Clara, California, 10 am to 8pm.

February 19, 1994 - Silicon Valley Scale Modeler's Contest. Located at the Milpitas Community Center, Milpitas, California (Contest hours to be announced).



GETTING TANKED WITH GARY

Remember that I have a fun quiz on the Sherman tank for the December meeting. Bring a writing instrument and some luck. A model will be given as an award for the most correct answers. I used two books for my facts, they are the Sherman book by Hunnicut and the other by Green.

Check out the neat watches at Relay's. They have, for \$8.00, a watch of a tank with get this sound effects.

DML has come out with some great figures for German tank crews and modern machine guns. The machine guns are great.

I am working on the new Tamiya King Tiger. It has great detail and is much improved over the older kit. The weld seams and other details molded into the kit are awesome. You should get the metal grills and other detail from various after market sources. Remember that by the end of the war most new tanks didn't have zimmerit applied because some people thought it was flammable, so you can do your King Tiger with or without zimmerit. The Tamiya plastic treads (a separate kit at \$26 00) are excellent. The box for the treads states that they only fit the new Tamiya kits of the King Tiger (both Henschel and Porsche Turrets). To me, this means that the Porsche Turret version is on the way. Also, it's official that Tamiya is going to be shipping a Panther G (Oh ecstasy!)

I would like to wish each of you a wonderful Christmas and Happy New Year.

The Hornets meet on the second Friday of every month at the address shown on the reverse side. Membership is not required, but being that it's free, is worth every penny. We are dedicated to promoting the enjoyment of plastic model building, or at least talking about! We are charter members in both the American and Canadian branches of the International Plastic Modelers Society (IPMS). Meeting consist of club business, news, show and tell, videos, raffles, monthly contests and ear bending. Bring your models, completed or not, we love to see 'em.



IPMS
FREMONT HORNETS

next meeting:
This Friday - December 10th, 1993
7:30 - 10:30

location:
Thunderbird Motor Lodge
From 880. take Mowery exit 1 block east.
On the right, behind Hollywood Bar &
Cheveron Gas.
5400 Mowery Blvd. at Farwell, Fremont, CA.



IPMS FREMONT HORNETS
Paul O. Katerges
43136 Mayfair Park Ave.
Fremont, CA 94538



Cliff Kranz

NOW WE CLOSE OUT ON THIS HOPEFUL NOTE, for the year 1993

FOR NOW, This Current Editor (M Burton) will declare this run of "The Time Machine" as through, as organized material for years 1994 on into "The Modern Age" is currently fairly scarce. Thanks for reading along and responding for the most part pretty favorably to this "retrospective". Stay tuned as perhaps there will be more substantial threads ahead, to "fill in the blanks and flesh out the Yanks"

See you next issue - mickb