

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 80

Feb 11 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*)

A RETURN TO LOOK AT PAST SINS

- OR -

A REMINDER OF EPIC FAILS OR OTHER DISTORTIONS

ALL INSIDE THIS

CERTIFIABLY ANCIENT PRODUCTION

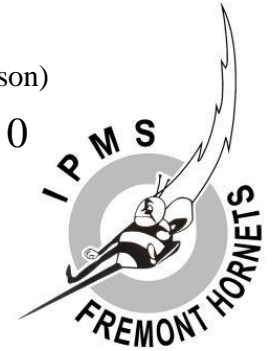
(well, maybe just the Editor)



THE **Latest** BUZZ (as of February 11 2018 evening)

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

YES! Now # 81 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 NICE – There’s Actually An Issue 81 You Didn’t Get Sent ... ”

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

BUZZ 81 – Will be on the Free Hornets Annex Archive SOON (raw material still in edit)

BUZZ 82 – Will be on the Free Hornets Annex Archive SOON (raw material still in edit)

BUZZ 84 – WILL BE ON TIME (ahead of the March 2018 NEST date by at least a 48 hour span_)

BUZZ 83 had the above items in the Editorial page with the wildly optimistic forecasting for completion in two (redlined) cases – The issue you now are reading is the finally finished copy as intended for Buzz 81, and Buzz 82 “FAKE NEWS ” is soon to follow it into the proper archive.

Because the raw material for both was in fact, a period piece, not even an issue as to getting this into edit and then publish stage, although even this Editor didn’t quite fathom resuming over a year later to get the “rest of the story” written to credibly wrap up “ 40 years of Free Hornets History ” with look back at past.

However, such is life and now ahead dear patient reader, is Part One 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.

As closing aside ; this opportunity is almost in keeping with the storied history of the Free Hornets News, as a casual reading of V.1 Buzz Issues beginning with # 57 will possibly make clear. ENJOY or not –mick



THE TIME MACHINE Of The Free Hornets



LOOKING BACK AT FORTY– *As Again, Where's Our HUD, Mr. Roy ?*

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 TWENTIETH INSTALLMENT: 1st, A SHORT REVIEW WHERE WE LEFT IT

You may recall, NO NEWSLETTER named The HUD (or anything else) FOR first SEVEN MONTHS of 1992. SO NO CLUE directly from this Fremont Club how went "The First Ever (also apparently LAST EVER) East Coast Style Regional Contest". With three clubs involved, fell mostly upon SJSM to give idea how that ended up, with ONE photo, smattering of data to be found in a couple of newsletters.

To recap, demonstrate the value of having a club publication for preserving history, here's the "Bottom Line" for the NINECON I as unofficially recorded in '92 SJSM Styrene Sheets:

IPMS Clubs Fremont Hornets, SF-Golden Gate & San Jose Scale Modelers joined forces to stage on SUNDAY April 26, 1992 a Model Show and Competition at the Union City Holiday Inn in Union City. Successfully staged by all verifiable historical evidence, in that at least one SJSMer (Bill Ferrante) had his LS Models 1/72nd scale Dinah take a third in its class as shown in photograph/caption, that several SJSMers were chastised for a lack of showing off after the event in newsletter from then President McDowell, that Rodney Williams for SJSM (but also then a Fremont modeler) reported post event the three clubs only lost 75 dollars apiece when income vs. expenses were finalized.

NO HUD in this "Early Sutherland Period" warrants our query "Where's Our HUD, Mr Roy?". Cryptic "News @ 6" from last installment" is real simple: Roy identifies as now incoming Editor, newsletter named the HUD. Takeover 6 months past last issue (from Bill Andrews) while again note that first effort was favor by Joe Manibusan since Roy was busy with Nationals attendance. The "trick six" bit? When Roy finally actually publishes, now at 6 months since the "Regional" he set into motion took place, that any first news of that event appears in a HUD. Better late than never...

NOW WE OPEN 1993, with this background to just show how shockingly far it has come, actual TIMELY publishing here. GO FIGURE.

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

Happy new year, fellow model maniacs! The new year is a time to look back at the previous 12 months, to study our successes and learn from our mistakes, to remember the good times and good friends, to try to hold down your lunch while you read this sentimental drive. Ahh, to heck with it. Lets just rush blindly ahead into 1993 (where fools fear to tread) with our fingers crossed, and hope we don't screw up too much.

1992 was an eventful year for this little club. Ninecon 1 was a huge success. It proved that three clubs could work together, and laid the groundwork to our bid for the 1995 IPMS Nationals. Our first club project yielded about 14 Thuds out of the 24 handed out. Not bad, for a first try.

Spring saw a successful hostile coup perpetrated by Dave Shirley and Roy Sutherland. Ousted ex-president Bill Andrews was exiled to the remote and barren prison colony in Riverbank. The new puppet-government also seized control of the free press, with the well-respected Hud becoming little more than a propaganda rag!!! (says you!-Ed.)

92 also saw the passing of master-modeller George Lee. If you knew George, you know what a great loss it was. He will be sorely missed.

The Seattle IPMS Nats turned out to be a great show, and our club was well represented in the awards presentation. Club attendance has increased slowly but steadily in 92, with the December holiday bash surely breaking records.(or is it CD's now?) The second group project is now underway, and looks promising.

The bid for the nationals is beginning to take shape, and we, as a club, are in pretty good shape as we move into the new year. Well, enough of this. On to business...

This months seminars will feature two different approaches to rescribing panel lines. Dave Hansen

and yours truly will present two approaches to the problem. If scribing gives you the willies, get yourself a front row seat.

CHECKIN' SIX

The December meeting was standing-room only. Talk about your people coming out of the woodwork! The meeting came to order (if you could call it that) rather late as a result of the logistical problems involved in making coffee for 40 people. Gary Benton's "Guess the Tank" contest, and the AFV kit prize, was won by Tim White.

Bert McDowell, grand exalted leader from the San Jose club, filled us in on the response from his club to the Nats bid. It's an overwhelmingly enthusiastic, yet mildly apathetic "yeah, I guess so".

The kits for the A-4 club project were purchased and distributed by Dave S., and all but two were picked up and paid for. If you have not picked yours up yet, please see Dave on Friday.

A jam packed 1993 contest schedule was announced, with no less than 4 contests between now and June! It's feast or famine; When it rains, it pours; or insert your own favourite cliché here. SJ contest on Feb 20 at the Western Aerospace Museum, more news as it becomes available.

The seminar on natural metal finishes given by Bill Dye was a great success. Even though it started late and took almost an hour, many stayed till the end. He even took the time to type up a 4-page handout detailing the process! Thanks, Bill.

Ex-Hornet Joe D'Amato is the proud father (again!!) of a baby girl, Jane Fonda D'Amato. This makes four. You've made your point, Joe.

The model tables looked like a mall parking lot on Christmas Eve. This had to be the biggest turnout yet. Here's how it looked...

Cliff K. -a nice 1/48 Kuwaiti A-4 Skyhawk
Gary B. -super Trimstr Fw-190D, a 1/35 Canadian Ram, and Tam. 1/35 Sdkfz 251.
Roy S. -3 1/72 Hase Fw-190s, now painted.
Doug R. -2 Monogram F-105s (a D and F) and a Fujimi A-6E. All in 72th and sweet!
Mike B. -two Canberras, a Matchbx PR9 and a Frog Mk.8 in progress, both 1/72
Jim P. -1/72 Airfix Spit Vb trop w/paint
Ernie C. - a nice little A-4M in 1/72
Mike M. -in progress 48th F2G Corsair & racing Bearcat. Also a 1/72 MB-5 and a 1/24 scale Ferrari. Interesting stuff.
Keith L. - a really neat Holiday theme 1/35 Sherman tank w/reindeer noseart!
Robin M. -nifty Tamiya M2 Bradley in 1/35, and a Bf-109G-6(!) in mainly scale
Jim S. -progress on his bitchin 1/48 F-4N
Dave S. -convrting a Fujimi A-4S 2-seater in 72nd, and progress on 1/48 vac Re-2005
Rodney W. -his swell 24th P-51 wheelwells
Bill D. -a slick 1/72 Heller Ouragan in a natural metal display team scheme. Yowza!
Dave H. -his spiffy 48th Falcon Spit 18, plus newly started Spit 22. Slammin' 1/72 Hellcat in progress, plus a 1/72 B-50...
Ben P. -a boss DML 190A-5 in progress, and a gnarly P-51D from Mr. manly scale.
Bill F. -A wizard (you try to come up with fresh adjectives!) 1/72 A-4F, and an awesome 1/72 Fujimi Bf-110 in progress.

Model of the Month went to Keith Lew for his 1/35 scale reindeer-motif Shermanish tank. Congrats!!

CALLING ALL MOM'S

Speaking of Model of the Month, I am still looking for the winners of the April, May, June, and July awards. Please call me with the info, so I can publish the list in next months Hud. Imagine, your name in bold type, read by over fifty people, and all this at no cost to you!!

NEW KIT NEWS

The 1/72 DML Do-335's are out, and some of their best work to date. Their 48th Ju-88 delayed until Feb...Work has begun again on the Cooper 1/48 Whirlwind, progress report on Friday. DML has announced a 1/48 A-26K for '93. Monogram must be having a fit! Otherwise pretty quiet.

SPECIAL THANKS DEPARTMENT

Thanks go to Dave Hansen for contributing kit reviews for the last three months! His efforts enhance this otherwise complete waste of paper. How about you? How about giving something back to the club, and submitting a hand or typewritten

kit review for a future issue? Please?? On disk would be even better, as putting this rag together already takes 6 to 9 hours a month. The disk should be 5 1/4", double density, in Word Perfect 5.1 for IBM compatibles. Other kinds of articles would also be welcome. Contribute!

KIT REVIEW



B-50D SUPERFORTRESS MINICRAFT 1/72

Remember that Airmodel excuse for a conversion? Give it to the cat. Got one of those overpriced DB Conversions? Use it as nose weight. A real B-50 kit is here, and it's pretty darn good!

Molded in light grey styrene, this kit contains 160 parts. The origins of this kit go back to the equally nice B-29 kit, the differences being a taller fin, a new bomb-aimers perspex, the larger nacelles for the R-4360 corncob radials, and a different trailing edge structure.

The general fit of the kit is good, although the trailing edge structures are a bit uncooperative. The interior detail is very good, composed of a complete bombay, comm. tunnel, cockpit and aft gunners station. The main landing gear struts and tires are nicely molded, but the nosewheel tires have some rather prominent ejector pin marks on the outer faces (@!#%*?!). Same goes for the maingear strut. The important thing is that this kit looks like a real live, honest-to-god B-50. Since I'm in the middle of building one of these beasts, I'll pass on the stuff I've discovered while building it.

First off, the bulkheads should be taken down in diameter just a bit with sandpaper, as they are slightly oversized (the locator system for the bulkheads is a little klutzy). Second, I recommend building the model with the bombay doors closed. This improves the structural integrity of the fuselage, and emphasises the clean lines of the airplane.

Aside from the nosewheels, the only real problem with the kit is the engine nacelles. First off, Minicraft tried to cut corners, and stuck us with the same R-3350s as are in the B-29 kit. Thought we wouldn't notice? Guess again. Does anyone

make a set of 1/72 corncocks? I wonder...(No.-Ed.)

The next problem regards the props. The shape of the spinners isn't quite right compared to photos (the spinners are distinctly pointy, with little airfoil stumps) and the kit blades are quite thick. The paddle shape isn't pronounced enough (they look more like the Curtiss Electric types on the B-29B and B-32. Finally, while test fitting the nacelles after assembly, the thrust line of the outer set is in line with the airplane, but the inboard nacelles have a distinctive downward cant. A design allowance for torque and stall characteristics? I don't think so. (Also, there's no blanking plate inside the intakes, allowing you to see up into the wing. -Ed.)

A potential problem regards the mainwheel hubs. My photos show the wheels with a prominent spoke pattern, like on the nosewheels. Mainwheels from a 1/48 Skyraider are a close approximation. The kit wheels are straight from the B-29, although this may be okay for some aircraft, as various blocks of B-29s and B-50s used the same bomb aimers perspex, radomes, turrets, etc. Speaking of turrets, the fwd. top turret is completely wrong for a B-50D. Decals are by Scalemaster, and feature the city of El Paso, from the 8th AF, Biggs AFB, Texas. Overall printing and registration is okay, but not great.

In conclusion, this is a really super kit despite its faults with the engines. Overall, if Minicraft took a little more time to catch the finer points, this kit would be a world-beater. I'm sure somebody will do a set of resin or metal engines to replace the kit parts. At \$35.00, this kit is not cheap. However, it should build into an impressive model, and the builder should take his or her time to build it carefully, to insure that the surface is smooth enough for a nice Bare-Metal finish. Now, perhaps, Minicraft will do a KC-97, or better yet, maybe a B-32? (And monkeys may fly out of my butt!! -Ed.) I recommend this kit.

*The Velvet Mongoose
a.k.a. Dave Hansen*

CHAPTER RENEWAL TIME

The time has come to renew our charter, so I will be asking you to identify yourself if you are a current IPMS member that lists Fremont as your home chapter. I'm pretty sure that we have enough members to satisfy the minimum of 5, but I need to supply an updated list.

I would also like to take this opportunity to (hold on a sec, while I get up on my soapboxgrunt...okay!) urge you non-members to join IPMS. It really has improved in the last year or

two. Even if you don't care for the magazine, it gives us a unified voice to the manufacturers.

If it wasn't for IPMS, the only kits we would see, would probably be inaccurate, toylike F-14s, F-15s, F-16s, Stealth Fighters and SR-71s with raised panel lines!! How many kids care if the ejection seats are accurate, the markings are the right colors, and the panel lines are petite and scribed? (The kids in IPMS clubs do!) Also, how many 10 year olds know what the hell a Do-335, Vampire, Demon, Horten flying wing, B-50, etc, etc. is?

So you see, IPMS is a valuable organization. And the more members it has, the stronger the voice we have with the manufacturers. There is also the added advantage of a discount on registration fees at IPMS contests. So why not join IPMS, it's more fun than a barrel of scorpions! (Getting off my soapbox now...hang on) Righto, if I've managed to convince you, see me or Dave on Friday for info. We're the guys up front.

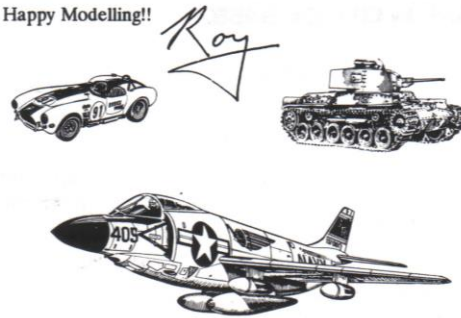
GLUERS PROFILES

Starting next month, I will be running a new feature that, frankly, was blatantly stolen from other club newsletters. So sue me, it's a great idea. It will feature a quick profile of members; their scale and type of modelling interest, their favorite and least favorite kits and aspects of the hobby, latest projects, vital stats, medical history, social security number, Visa acct # and exp, Handy teller number and PIN, and Police records. (Well, I may be exaggerating just a bit!) I will be handing out forms at future meetings. I'm hoping this will help us get to know each other a little better.

FINAL APPROACH

Well, gotta wrap this up before my rear end falls completely asleep! My, there certainly has been a lot of references to my hindquarters. What do you think it means? Anyway, have a happy new year, and I'll see you on Friday. Until then..

Happy Modelling!!



Calvin and Hobbes □ Bill Watterson



IPMS FREMONT HORNETS



next meeting:
This Friday - January 8th, 1992
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
4308 HOLT STREET
UNION CITY, CA 94587



Cliff Kranz

OKAY NOW THAT YOU HAVE READ THROUGH this "1993" opener, how many of you noticed that our Esteemed Editor (who as he said early on, was now part of a coup and responsible for reducing the Mighty HUD to a "mere propaganda rag") STILL HAS US IN 1992 ???

DON'T BELIEVE ME? Think I'm taking a cheap shot at poor Roy? (no slouch himself, bashing dear Editor Alum Bill Andrews now of the Central Valley...) NOTE THE END PAGE with "Next Meeting". I point this out as you will see this continues for a wee while ahead. ☺

Also before we move from "Opener of '93 for we Free Hornets", keep in mind the comments by Roy in review of 1992, notably the rousing render of how the 1992 TriClub Regional went and what it forecasts for "Our 1995 IPMS Nationals Bid". Yeah, bet you didn't even know we did that, huh?

Keep track also how the "A-4 Skyhawk Group Build" is proceeding now, and who is and who isn't getting anything done in months ahead.

THE HUD

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DEBRIEF

The rain has finally let up. Time to see if all the decals in your decal box are permanently stuck together. Hope you managed to stay high and dry. Are you a Winter modeler? Hope you've got a few projects nearing completion, as the contest season is upon us. San Jose's contest is next Saturday, February 20th. Unfortunately, I will be unable to attend, as I will be on a ski trip. Now, now...don't be like that. You can have a good time, even if you do miss me terribly. Life is full of these little disappointments...

As last month's meeting ran late into the evening, and some of you had to leave early, we are going to try to speed things along in future meetings. From now on, we are going to try to get the meeting underway by 8:00 pm, with the emphasis on try. We are also going to 86 the video portion of the schedule, unless it is something short (30 min. or less) and unusual (not on the idiot box 3 or 4 times a week). You can watch TV at home, we're here to talk plastic!

Part of the problem is that the club is growing, and you guys build too many damn models! Most clubs would love to have such problems. We are very lucky to be part of such a prolific bunch.

As a result of last months overrun, we have moved the scribing seminars to this months meeting. Dave Hansen and I will present two different approaches to the same problem... OK, OK, I forgot my seminar stuff last month, but we wouldn't have had time anyway. Jeez.

Dave Shirley will fill us in on his progress in locating a site for our '95 Nationals bid. I attended the January meeting of IPMS Golden Gate two weeks ago, and held a vote to determine if they were behind the bid. The results were overwhelmingly in favor, with numerous volunteers for all aspects of the effort, so it seems to be full steam ahead.

CHECKIN' SIX

If you thought December's meeting was packed, January's meeting made it look apathetic by comparison. Not for the claustrophobic. Seven new people signed on as members! We must be doing something right. Anybody know what it is?

We got a report on the upcoming Sannazay contest from San Jose Scale Modeler's members. It will be held at the Western Aerospace Museum, at the Oakland Airport. It will feature "Chicago style" rules. For an explanation, see enclosed flyer. Let's all get out there and show our support.

Armor modelling Guru, Cookie Sewell is attempting to do the impossible. After a couple of false starts, the armor modelers are still without a cohesive, stable organization dedicated exclusively to their branch of the modelling world. We wish him luck in launching the new, as yet unnamed, armor modelers society.

Cliff Kranz brought in a video from the "Wings of the Luftwaffe" series that finished its run on TDC a few months ago. Jim Lewis volunteered to build the orphaned A-4PTM for the collection. Thanks guys.

The model tables were almost buckling under the weight from the massive model turnout. Here's how it looked...

Dave S. -in prog. 35th DML T-80 looks good & showed his new Dremel Minimité.
Gary B. -his complitd 1/35 M-3 Stuart Honey. Honey is right, Gar...

Roy S. -prog on 1/48 Whirlwind kit, 2 1/72 Fw-190's almost done, more Welkin gripes, glass ornament with 1/350 F-18 scene.

Kieth L. -in prog. 1/35 DML Scud thing. Hey Keith, forget something? Like paint?
Rodney W. -fuselage work & more on the 1/24 Airfix P-51B and D. Very detailed.

Jim P. -2 year dry spell ends! a super 1/72 Airfix Spit Vb, Aussie mkgs. 1/72 P-47D in RAF mkgs coming along nicely.

Bill D. -backdated 1/72 A-5 Viggie in prog, jet powered FU-2U2 Pancake in sqdrn mkgs, XA-4D1 in prog. looks sharp, really!
Doug R. -compl. Hase 1/72 Fw-190D. Nice
Cliff K. -1/35 Ital. M-109 gun. Massive!

Jonathan M. -A nice Mongm P-51 in 1/48
Jim S. -His 1/48th Hasegawa F-4N almost done, should be a show stopper, Jim Noah Naim -Nichimo Nick in 1/48th, nice
Jim L. -a 1/72 Hase F-15DRF hypothetical from the Hummer guy. A surprise!

Dave H. -1/48 Hase P-51D Dooleybird in prog, the Hellcat returns, a 1/72 Heller F-94 in prog, work on the 1/72 A-4A, wow!
Ray W. -pretty 1/72 Fujimi A-7 and 1/72 A-4 Skyhawk. This guy likes Navy!!

Ben P. -super 48th Hase P-51D completed, in prog Monogram P-47 Thud, also 1/48

Model of the Month went to Jim Priete for his very pretty little RAAF Spitfire Mk. Vb trop. Congrats!

GLUERS PROFILES

This Friday, I will be bringing my camera to take some pictures to accompany the profiles to be published, starting next month, in the Hud, so if you only take one shower a year, take it this Friday morning! And comb your hair, it won't kill you.

About ten of the Gluers Profiles have been returned so far. Please take the time to fill out yours, and return it to me, before you lose it, or forget about it. If you did not get one, or lost the one you had, I will hand out more at Friday's meeting.

NEW KIT NEWS

Strong rumors abound for a 1/48 Ju-188 from DML for later in the year. Also, not one, but three 48th A-26's and a Bachem Natter with launch tower from them. DML 1/72 kits to include a P-38 and P-61. Karo-As plans to release a 1/48 He-177 and a Ju-388 in vac with resin. Hasegawa 1/72 P-51B should hit stores any second now. Minicraft has a 1/48 MiG-29 coming that's supposed to be a jewel, as well as a 1/72 Spit XIV, and a 1/48 P-38J that will be half the price of the Hasegawa kit. Lots of cool stuff to look forward to.

SHAMELESS BEGGING DEPARTMENT

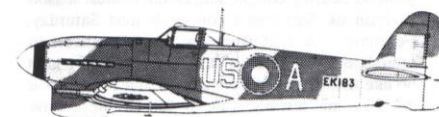
At Friday's meeting, we will be passing a hat, or a box, or a bag (anything but the usual wind) to collect some funds to help subsidize the cost of putting out this newsletter. If you could kick in two

or three bucks, it would be greatly appreciated. If you can't, we understand, and won't hold it against you in any way, you louy cheapskate!!!

SKYHAWK COLLECTION UPDATE

As previously stated, Bill D. and Dave H. have their A-4's well under way. How's yours coming? I announced that I would be detailing and casting a replacement ejection seat for the Skyhawk. I have completed the master, and have made a few resin copies. I hope to have a couple ready for the meeting. They have all belts molded in, and are an improvement over the kit seat. I will be handing these out free to everyone who is building for the collection. I will sell extras at a future date to anyone who is interested.

KIT REVIEW



HAWKER TYPHOON MK. IB AVIATION USK 1/72

The Typhoon played a vital role in the airwar over Europe during WWII. Originally envisioned as a heavy fighter, it eventually came into its own as a ground attack aircraft. Armed with four 20mm cannons, and up to 2000 lbs. of bombs or eight 3" rockets, it wreaked havoc with anything that moved on the ground.

Until now, the "Tiffie" was poorly represented in 1/72, with only the ancient, and very crude, Airfix kit, and the only slightly better Frog offering. Tom Frisque's Aviation Usk has nicely filled the gap with this new injection molded kit, #AV-1005.

This short-run kit consists of 36 parts molded in a fairly brittle dark brown plastic. A nice Vacform canopy is included, but would be improved by using a Falcon clearvac canopy instead. This kit represents the earlier cardoor variant, with the smaller stabilizers, three blade prop and, of course, the cardoor canopy. If you desire a later production model, I recommend getting yourself a Heller (now Airfix) Tempest V, and robbing the stabilizers, canopy, prop and various detail parts.

The panel lines are pettily scribed and compare well to Hasegawa standards. The surface of the plastic is a little rough, however, and will benefit from some gentle sanding. The small parts are well

Pleased now to point out here we are in a robust (considering the 1992 performance at this point) February 1993 HUD condition 4 pages Plus...

done for a short run kit, but detail hounds will most likely want to replace the cannons and gear legs and doors. The only molding flaw is a slight distortion around the upper nose, possibly from removing the shot before it had cooled sufficiently. The interior consists of a seat, stick, floor, and instrument panel, with some sidewall detail molded into the fuselage halves. Not bad at all. The mainwheel hubs lack detail and could stand some extra attention. No rockets or bombs are included, but the Airfix Mosquito will provide these. Locator tabs are at a minimum, so some experience will be helpful during assembly. Take care when removing parts from the commendably small gates, as the plastic is brittle.

The kit comes carded in a plastic bag, very reminiscent of the old Airfix kits. The instructions consist of an exploded diagram, a three-view and a good list of references. Beautifully printed decals are included, with markings, I think, for two aircraft (I can't find my sheet right now), and round out this release nicely.

I recommend this kit for the moderately experienced modeler, and the extra time spent will surely yield a pretty little model. Available from Aviation Usk, 602 Front St., Box97, Usk, WA 99180 for \$14.95 plus postage, or from Squadron mail order.

Roy Sutherland

CONTEST CALENDAR

Rich Carlson, chief muckimuck for the **North Valley Dam Busters** called to inform me that the Region 9 Regional convention will be held in Redding on Sunday, October 10th, 1993. Anyone who made the greuling drive up to Redding in 1990 knows that Rich puts on a hell of a show. It's worth the trip, really. I will publish the flyer next month, but anyone who wants to see it, it will be on the table this Friday.

Stockton is on the books tentatively for a March contest, more as details become available. Mt. Diablo is scheduled for a "fund raiser" in May, and Sacramento's bi-annual show is set for June. This years Nationals are set for Atlanta, GA. The hotel alone is worth the trip. It is the nicest hotel I have ever stayed in. The Atlanta guys put on a superb show, to boot. What, no contest in April?

FINAL APPROACH

The time has come to pack it in. See you on Friday. Keep working on your club project. Remember to bring in your completed profile, or mail it to me at the address on the cover. Until then...

Happy Modelling!!

Roy

Calvin and Hobbes □ Bill Watterson



IPMS FREMONT HORNETS



next meeting:
This Friday - February 12th, 1992
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
4308 HOLT STREET
UNION CITY, CA 94587



Cliff Kranz

FOUR PLUS PAGES I SAY? Okay, the missing pages here are the flyer pages for the then imminent SJSM 1993 Club Invitational, which would be the last under that club name (changed to SVSM later in that year) and whose "Chicago Style Rules" experiment as well as location in Oakland, was to provide much grief and gnashing for a while ahead. You'll see. As well, see "MOM" news for 1992, yet this is a "1992" pub says Roy? Check, as I say that only based on last page MEETING NOTE...

1992 MODEL OF THE MONTH

WINNERS OF THE CLUBS MONTHLY CONTEST

month	modeler	scale	subject	manufacturer
January	Jason Bice	1/72	PV-1 Ventura	Minicraft
February	Brian Sakai	1/700	Yahagi	Tamiya
March	Cecil Spain	1/72	P-38 Lightning	Hasegawa
April	Unknown*	1/??	Unknown	Unknown
May	Walter Hern	1/72	B-24H Liberator	Minicraft
June	Unknown*	1/??	Unknown	Unknown
July	Unknown*	1/??	Unknown	Unknown
August	Bill Dye	1/72	Tu-22 Blinder	Esci
September	Jim Lewis	1/35	Hummer	Scratchbuilt
October	Brian Sakai	1/76	Hetzer	Fujimi
November	Doug Reynolds	1/48	Sea Fury FB.11	Hobbycraft
December	Keith Lew	1/35	Reindeer Sherman	Monogram

* Any help in filling in the blanks would be greatly appreciated...Thanks. Ed.

NO MORE of this nonsense you will find in the next month's HUD for MARCH 1993, I promise. As to the "missing flyer pages" for the SJSM 1993 show opener, check the end of this article series where I will review those along with other shows which came in 1993 and featured in HUD ahead.

Roy Sutherland's HUD edition for MARCH 1993, and it opens with plenty of "fun commentary" on "How To Do Contests..." Read on :



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

Greetings, fellow Whorenets. . . Hoarnettes. . . Horenitz. . . you know what I mean. It's time again for me to spew forth more incoherent ramblings in my own stream-of-consciousness style. Or lack thereof. Love it or hate it, you're stuck with me until someone else decides to give it a shot.

Can you believe it's March already? Tax time is upon us, spring is coming, and hopefully the rainy season will soon be behind us. Something about the depths of Winter seems to bring my modelling pace to a virtual crawl, or a virtual crawl. . . whatever. I find myself crashed in front of the idiot box, unable to even move, watching reruns of "The Brady Bunch" (a sitcom about a family with bullets lodged in their brains?), or a "Charlie's Angels" Marathon. New Scientific research shows that watching such mindless drivel slowly lowers your brain activity to only slightly below that of a common banana slug, but still well above that of Amway distributors or people who call the "Psychic Friends Network" on a regular basis. . . but, as usual, I digress. On to the *important* stuff.

This month's meeting will feature Dave and I, or just Dave, or just me, or possibly, neither of us. Due to personal commitments, Dave and I may not be able to attend. I will make arrangements for the key to be picked up in case I can't make it. Someone will have to head up the meeting. Don't all volunteer at the same time! Someone will have to take notes, so I can put out next month's Hud.

I have no seminars planned, so if you want to throw something together, I'm sure it would be greatly appreciated by the rank and file. I hate to have to get up on my soapbox again, but I haven't exactly been inundated by volunteers for seminars and/or kit reviews and articles for this rag. It's your club, and the more volunteers we get, the more interesting and fun it is. My dream for this club is for *every member* to build at least one model every year. That's what we're all about, isn't it? Boy, I sure seem to be full of opinions this month.

CHECKIN' SIX

Once again attendance was wall-to-wall. If we get much bigger we may outgrow our little room. Another three people came out, one of whom is a real live **ARMOR MODELER!!!** There goes the neighborhood. We now have close to 70 members!

San Jose's contest was brought up and attendance was urged. The October Regional in Redding was announced, see enclosed flyer for details. Not much news on the Nationals bid for 1995 as we are waiting to receive bid packages from the hotels.

As discussed, the video portion of the meeting was dropped as meetings have been going very late due to the vast show and tell turnouts. We are also attempting to minimize the business discussion, as the snoring gets distracting after awhile.

So without further ado, I bring you a fine selection of plastic entrees for your building pleasure. Due to the huge turnout (a whopping 40 models on display!), I will limit commentary and use the following abbreviations. IP-in progress. CP-completed. CV-converted.

Bill G. - 1/72 Minicraft Hellcat, 1/72 Fujimi A-4F Aggressor, 1/72 Fujimi A-7...Navy!
Joe M. - Neat Haseg 72th F-11F Tiger.CP
Ernie C. - 1/48 Mongm F9F Panther, and a Fujimi A-4B in 1/72
Gary B. - 1/35 M2A2 by Tamiya and a M1A1 also Tamiya. Both CP, nice stuff.
Eric M. - CP 1/35 Tamiya M-5 Stuart.
Rodney D. - IP 1/24 Olds Aerotech by Monogram, IP 1/48 Hobbycrap La-5, More work on the Mustangs in 24th
Cliff K. - Leopards in 1/35: a 1A1 from Tamiya, 1A4 by Italeri, a CV Airfix BF-109Z in 1/72 (twin fuselages!)
Jason B. - An IP DML Nashorn in 1/35.
Roy S. - A CP Fw-190A-8 in 1/72, near CP 190A-5 CV in 1/72, both Hasegawa
Mike B. - A CP Fw-190A-8/R-11 in 1/72, a CP Fw-190A-8 in 1/72, also Hasegawa

Dave H. - IP 1/72 B-50D from Minicraft, a CP 1/48 Hasegawa RAF P-51K, and a CP 1/72 A-4D1 Skyhawk for the collection.
Bill D. - An IP resin CV of the Airfix Hunter to a Mk. 3 in 1/72.
Brian S. - A CP 1/72 Eschi Hetzer. Tiny!
Paul K. - A 1/35 CP Tamiya AAV7A1, and a 1/35 Minicraft Hummer. Nice.
Jim L. - Hummer Time! 1/35 CV Eschi USMC Recon & 1/35 Scratch Avenger.
Mike M. - Neat CV 1/72 XP-47, CP.
Jim P. - Porsche pair, a 1/24 Tamiya 936 and a 1/35 Tamiya 936-78, both IP.
Keith L. - 1/35 MB Char B1 Bis IP. A resin paperweight.
John B. - A CP Monogram F-105G in 1/48
Tom N. - A neat CP 1/48 Revell B-17E.
Mike B. - CP Huma 1/72 Treibflugel, a 1/72 Heller Saab Safir CP, a CP 1/72 S.A. Bulldog, and a SF pair from War of the Worlds, a resin Martian and Flying Saucer

Model of the Month went to **Dave Hansen** for his beautiful little A-4D1 Scooter. He cut out all those stars individually! He also is the first to finish his club project entry. Congrats, Dave.

NEW KIT NEWS

It's pretty much all quiet on the western front after last month's deluge of news. I got a call from a friend singing the praises of the 1/32 resin Spitfire XIX and XIV conversions from PPM (see ad on pg. 111 in March's FSM). Also MPM has some really neat injected Me-262 prototype kits with decals and etched parts that are beautiful. The next two Clearvax sets are; #17 1/72 RAF Bombers Pt 2, and #18 1/72 Fleet Air Arm canopies. Oh boy!!

NAMETAG TIME

It has come to my attention that some of youse guys would like to get your very own official-type IPMS Hornets nametag. No accounting for taste, I guess. Actually these are high quality tags made from the very best virgin plastic (no dolphins, owls, or old growth forests were destroyed), backed by a solid US-made stainless steel pin, and engraved with our proud almost-original club logo and your name in brilliant red and white. I will take orders at this month's (or next month's) meeting.

SAN JOSE SHOW/CONTEST

Unless you haven't been paying attention, you were aware that San Jose held their annual contest/show thing last month at the W.A.M. at the Oakland Airport. If you attended, you know that it was a very well run contest. The turnout was pretty

good, and things ran smoothly. Congratulations are in order for contest director (and fellow Hornet) **Bill Ferrante** and all at **San Jose Scale Modelers**. Thanks are also due to the many judges, some of whom were first-time judges. I had a good time.

EDITORIAL COMMENT

Or, Roy vents his spleen. I want you to understand that I really did think the show went well. But I have a real problem with the format that was chosen. Chicago-Style rules are new to this region, and were an experiment, a trial run to see if they would be successful. Frankly, I feel the whole concept is fatally flawed.

To start with, it seems to have it's roots in the politically correct school of thought that is terrified to hurt anyone's feelings. It's as if competition has become a dirty word. Aside from the Juniors, I don't think it is necessary to give almost everyone a token award, so as not to hurt their feelings. As grownups, we all understand that the only way to come in first is to do it better than everyone else.

Some say that this hobby is supposed to be fun, and that competition is too cut-throat. As you have heard Dave Shirley (who has won more regional and National awards in the last 5 years than you could shake an exacto knife at) say a dozen times - "It doesn't matter how much fancy crap you do to your models, if you don't cover the basics, you will lose every time to an out of the box model with no mistakes." You don't have to spend years on a model, just *naïl* the basics! Remember, the more work you put into a model, the more chances you have to blow it. If you don't want to spend that much time on one model, that's fine, but don't expect to win awards. All competitions are like this, from the Olympics to Little League to Dog Shows. It depends on how bad you want it. As my dad used to say (yeah, it drove me crazy at the time) anything worth having is worth working for.

Secondly, the judging process is also fatally flawed. I talked to a number of people who judged the contest, and they *all* said that it was easy to judge the good models, but a poor effort was a real bitch. How can you tell a guy that he screwed up *every single aspect*, especially when you have to sign your name to the form! For the first-time judges, this must have been even more difficult. So the judging tended to be less honest for bad jobs. The forms were set up in a way so that out of the box models could be punished (not drilling out the exhausts, etc.). Standard judging only evaluates work done, which is how it should be.

Thirdly, and perhaps worst of all, the judging was done on an individual basis, as opposed to a three

man team. This precludes the sharing of opinions and invites errors and personal tastes to creep in. Many judges evaluated 2 or 3 models, then quit, citing the tedious, and unpleasant, nature of the process. This resulted in less experienced, and later, inexperienced first-time judges flying solo, so to speak. When many individual judges judged a single category, the result was widely differing standards being applied. Tough judge's gave good models silver and bronze achievement plaques, while a lenient judge awarded the model right next to it (that looked like the dulcoat was applied by blowing it through a drinking straw), a gold. In an attempt to please everyone, the net result is... you end up pleasing almost no one, which is just how it works in real life.

Lastly, almost every model in the armor category ended up with an award. This dilutes the meaning of getting the award. If everyone could go out into their backyard and pick up a handful of diamonds from the ground, diamonds would have no value. I think the days of being patted on the head and having a gold star stuck on your forehead are far behind us. If contests are important to you, you will do what you have to do to bring home the gold. If they aren't, you probably shouldn't care if you win awards. You just enjoy the building, and that's o.k. I enjoy both building *and* competing, but that's me.

I hope I have not hurt anyone's feelings, that is not my intent, but I do feel that this style of contest deserves to fade quietly into history. One other gripe. Previous Nationals winning models have no place in a local contest, I don't care if it isn't a IPMS sanctioned contest. Retire the damn things, and build something new. You don't need trophies *that* bad.....Phew! I feel better now.

People wishing to express opposing viewpoints are invited to submit a rebuttal. I won't print it, of course. I'm just kidding! We now return you to our program already in progress.

CONTEST CALENDAR

Enclosed you will find a copy of the flyer for the upcoming contest put on by the **Stockton Tomcats**. As always we urge you to attend and support our brothers from the East. No word yet on the rumored May contest from the Mt. Diablo chapter. Can anyone enlighten us?

SKYHAWK COLLECTION UPDATE

The first A-4 has rolled off the production line, and it's a beaut. I've heard of others that are in progress. How about you? Have you started yours yet? I will be bringing more ejection seats for those who didn't get them last meeting. I will also be

selling the extras for anyone who is interested. Keep plugging on yours, we're counting on you.

SPECIAL THANKS DEPARTMENT

Thanks to all who donated to help subsidize the mailing costs of the **Hud**. We raised enough to pay for 2 months mailings! Thanks also go to **Jim Preite**, who has submitted a really nice article on Japanese interior colors, which, due to a lack of space brought on by my ravings, will be published in next months installment. Which reminds me, I will start running the **Gluer's Profiles** next month, as the same space constraints prevent me from starting it this month. Sorry.

A very special thanks must go to my owner, **Carolyn Sutherland**, who not only does all the copying to help us hold down costs, but also acts as proofreader, assistant editor, and all-around good sport. This rag seems to take more time every month, and so far I still get to sleep in the house!

FINAL APPROACH

All good things must come to an end. Lets face it, *all* things must come to an end, good or bad. Once again, and I can't emphasize this enough, my editorial was not an attack on the people who ran or judged in last month's contest, it is the system that is flawed. I applaud the San Jose club for trying something new and different. You won't know if you like something if you never try it.

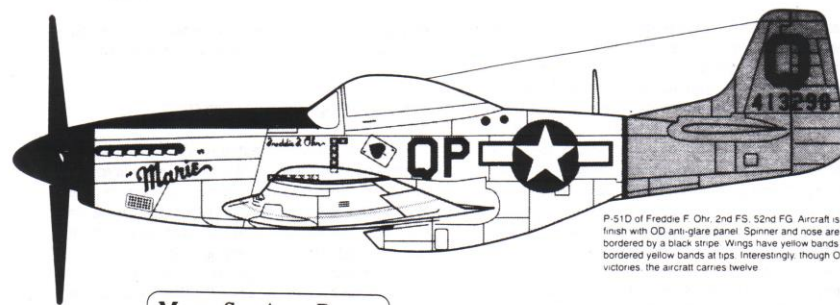
I hope to see you all on Friday, and until then...

Happy Modelling!



The gift that keeps on giving, putting something to print that can be referred back to forever. This Editor (Burton) was part of the Exec that put this show being now dissected and analyzed in issues ahead, and it still amazes/amuses me how this entire thing went in reality vs percept.

I am glad Roy did his "Final Approach" end piece here as he did, and I am encouraging all to read his Editorial Comment several times to perhaps get a better actual size rendering of his critiques. Considering how long it will be now before he gets his own another chance to "be at the helm" for one of these to show us how it is done, fun to have this material for review.



P-51D of Freddie F. Ohr, 2nd FS, 52nd FG. Aircraft is in basic aluminum finish with OD anti-glare panel. Spinner and nose are red, tail is yellow bordered by a black stripe. Wings have yellow bands inboard, and black bordered yellow bands at tips. Interestingly, though Ohr had only six victories, the aircraft carries twelve.

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next meeting:
This Friday - March 12th, 1993
7:30 - 10:30

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



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OKAY HERE GOES. As you saw, Roy now has us firmly in 1993. This is the April Issue and the "BLOWBACK" begins as you may read. Enjoy !



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DEBRIEF

It's tax time!!! Have you completed your return yet? Don't you wish tax time came more than once a year? I know I do... then again, I like root canal surgery.

Speaking of things that are almost as fun as a root canal, I will be moving to Fremont in about three weeks. March has been a crazy month for my wife and me. We sold our present house (no, it was not given to us) and bought a new one in the space of about two and a half weeks. Anyone who has gone through it can appreciate how stressful and exhausting this is.

What all this explanation is leading up to is, this will probably be a slightly condensed newsletter, as time is very tight for me this month. Then again, I seem to be rambling already, so maybe not.

This month's meeting we will have a short discussion of the controversial Chicago-style contest, or non-contest-show-type-thing. Dave and I feel that the quickest way to drain the fun out of this hobby is to get embroiled in long arguments and politics, sooo...the discussion will be limited to fifteen or twenty minutes, and that will be the end of it. Then it's back to what we all get together for, talkin' plastic!

This all started with my editorial in last months HUD. I have received and included a number of rebuttal letters which you may want to read. I want to thank Jim Lewis and Gary Bentson for taking the time to respond. Now if only I could get some of you to write a modelling related article! Nag, nag nag. I'm so desperate, I would even consider printing an *Armor* article! I'm only kidding...I'm not that desperate. Onwards and upwards.

CHECKIN' SIX

Last month continued our trend of large turnouts. Dave S. discussed the difference between real lacquer thinner and that crap you get down at

the Orchard Supply. As Chateaubriand is to Beef Jerky. Porsche is to Yugo. Hasegawa is to Merlin. Cooper Details is to Ver... you get the point.

Dave also discussed the progress, or lack thereof, in trying to find a facility that could handle our IPMS nationals bid. Most places are way too small, unless you go to San Francisco, which is a hell of a trip for most of us. More later.

The meetings are flowing a lot more smoothly now. Dropping the videos seems to have helped. Also, trimming down the business portion allows us all more time to mingle and talk plastic.

The usual suspects, plus a few newcomers, yielded another bumper crop of (no, not bumpers) *modelus plasticus*. Almost 30 in all. The following abbreviations apply. IP-in progress. CP-completed. CV-converted.

Keith L.- All 1/35. A CP Sovereign Humber Mk.1, a CP Esci Leopard 2 A-3, a CP Tamiya M1, a CP Tamiya Challenger I and CP resin Char Bis brick. Jeeps!
Cliff K.- A CP Testors B-2 stealth. Huge.
Don B.- A CP Hase P-51D and a CP Otaki F4U-1 in Manly scale. Great stuff.
Bruce M.- A IP Lindberg 1/1 Bullfrog (really!), a IP Tamiya Pteradon. Hmm...
Ray W.- 5 Skyhawks! All Fujimi 1/72 kits. 2 A-4M's, 2 A-4E's, all CP. A-4E IP. Wow.
Tom N.- A CP Nichimo 1/48 Sonya and a CP 1/48 AMT P-47 in German mkgs.
Ben P.- An IP Aussie A-4, club project.
Robin M.- A CP 1/24 Porsche 356 Roadster...what, no tracks Bro?
Eric M.- A CP 1/43 Starter GT40. Sweet.
Kent M.- A collection of various CP Sci-Fi Hover tanks for Wargaming. Also an IP HO Caboose w/interior. Mr. Eclectic.
Bill F.- An IP 1/72 Fujimi Bf-110C-4, an IP 72th Fujimi TA-4J and MiG-21. Cool.
Mike B.- Two 1/5 scale Horizon figures IP, the Terminator & Silver Surfer. Bad!!
Roy S.- An IP 1/72 Hasegawa Fw190D-9.
Dave S.- A CP DML T-80 in target scale.

Model of the Month goes to first timer Don Barnes for his beautiful 1/48 F4U-1 with dropped flaps. A super job. I would like to take this opportunity to remind everyone that we love to see your in-progress works. Once you put on that first coat of paint, all that neat work you did disappears! So bring 'em in.

STOCKTON CONTEST

The Stockton Contest is now just a memory. If you missed it, it is your loss. These guys do a great job. Full wood plaques for first, second and third places, a large, comfortable hall with plenty of tables, and all this in beautiful Stockton, where men are men, and so are many of the women! Our little club (not so little anymore) did very well in the competition department. Winners included; Dave S.-1, Roy S.-1, Mike B.-4 including Best Korean War, Pat S.-1, Dave H.-3 including Best Grumman, Rodney W.-4, Bill F.-1, Joe M.-1, Ben P.-1, Jim L.-1. If I have left anyone out, my sincerest apologies. Bringin' home the wood. Hoo! Hoo! Hoo! Hoo!

SKYHAWK NAGGING DEPT.

Have you started your entry for the Club project yet? This is your mother speaking. Remember, the success of the whole project depends on *all* models being completed by the Nationals, so they must all be finished by the July meeting. Please try to make this deadline. Don't be the one to let down the club. Otherwise my associates, Guido and Knuckles, may have to apply some "motivational therapy" on your kneecaps. A word to the wise (and you, too.).

JAPANESE A/C INTERIOR COLORS IN WWII

By Jim Priete

Over the years there has been much discussion of the so-called "Metallic Blue" interior color used by the Japanese on their aircraft, and I hope I can shed some light on the subject.

My sources are the two volumes by Donald Thorpe covering the camouflage and markings of the Japanese Army Air Force (J.A.A.F.) and the Japanese Naval Air Force (J.N.A.F.), and are possibly the most comprehensive studies done on the subject in any language. Unfortunately, both are long out of print and command high prices when they can be found.

J.N.A.F. All Japanese aircraft manufacturers covered the interior metal surfaces with a clear protective lacquer to inhibit corrosion. With many aircraft, either land-based or ship-based, this clear lacquer was tinted with colors that varied from a

"vivid green to an intense blue" as Thorpe puts it, and the Color was always semi-transparent, giving it the often-mentioned metallic look. The interiors of all control surfaces were also painted in these colors, but could also be found in dark or light grey-green colors. Cockpits and other crew compartment areas could also be painted in these opaque grey-greens.

J.A.A.F. Contrary to Naval practices Army aircraft interiors were painted with the untinted clear lacquers only, giving them a somewhat unpainted look, the transparent greens and blues not being as common as with Navy aircraft. The interiors of control surfaces were usually clear primed except, according to Thorpe, for the Ki-84 (Frank), which was painted in the translucent blue, or in the exterior camouflage color.

Common to both services Upper fuselage surfaces underneath the canopies could be finished in blue-black, dark brown, or red-brown. Instrument panels were usually a vivid pink with lime green faces. (Not!-Ed.) Instrument panels were usually black, but were sometimes painted in dark brown primer. Radio equipment was black, control columns black or dark grey. Any fabric, such as seat cushions or seatbelts, were khaki or olive green.

landing gear lever, throttle	red
radio control	light blue
flaps	dark grey
fuel tank switches & pump lever	brown
gun selector, prop pitch	yellow
gun firing button	red

<u>FS-595 Color Matches</u>	
DARK GREY-GREEN	34098
TRANSLUCENT BLUE	35193
TRANSLUCENT GREEN	34108
LIGHT GREY-GREEN	34226
BLACK	37031
RED-BRN & DK-BROWN	N/A

FINAL APPROACH

A special thanks to Jim for an excellent and informative article. Well, that's all for this month. I have got to get back to work. I'll see you this Friday. Until then, you know what to do...

Happy Modelling!

Roy S.



Many years have passed since all these words were first penned and controverted, without a doubt. Yet, how timely in many ways still are they to us who wrote them or know of those who did, and why. Best yet, we are able now to look back and see, measure and encourage progress from all that has gone on from then. Plus build on it as we have, have it documented for those "who won't learn from the past" will indeed, be stuck in its muck.

A Sincere Rebuttal to the Editorial Comment

I honestly did not want this to be my initial entry to the fine newsletter I have been enjoying for some time, but I felt it necessary in this instance. With much respect to the opinion of the Editor, I wish to post a reply.

I applaud the courage to try something new and different on the often ho-hum circuit of contests and shows. I do understand the Chicago-style rules are new to this region, but that does not mean the concept is totally flawed. Perhaps there were some who said the same of modelling when plastic replaced wood some time ago, as well as when resin became vogue. Nor is it a flawed concept to add diversity to this regions activities, or any others. If it was, this hobby we all love to argue over would never progress out of individuals living rooms.

I was not under the impression that this exhibition was put together to smooth every participants feelings by giving them a "token" award. It is not meant to be politically correct. I was one of those voices behind the scenes championing the idea and effort. This was never meant to be a "competition" in the general sense of the word. It was an attempt to create an atmosphere where anyone could bring their work in and show it off. I am quite sure that everyone who reads this is well aware of what "competition" means, and the degree to which some individuals take the meaning to heart, so reiterating it is unnecessary. There are plenty of venues for the spirited individual to take his wares and go against the "big boys". Don't get me wrong either, become I am also one of these individuals who enjoys competing too. I am hardly ashamed of my work when compared to those out there fortunate enough to participate in, and bring something home from a US Nationals. However, I also think there is a place out there for something devoid of the Competition aspect.

I do agree that the judging process used this time is flawed. This is an experiment, as you also said yourself, by virtue of that things are not always going to work out right the first time. It was an ambitious attempt to do something different - with little to no support. I suppose it could be fatally flawed - if no one bothers to give it a try. I believe that instead of indicating an idea won't work after the fact, we should all put a hand in the pot and give it a shot. If anything, The Contest Director could have greatly benefitted from your assistance and advice, pro or con, before the fact - and not now after the fact. I do not think this bodes well for a group of guys that wants to get together to host a US Nationals. But, I could be wrong, and this could be a catalyst to bring things together.

I did quite a bit of judging in this contest, as well as talking to quite a few people, and handling quite a few ruffled feathers and downright upset participants during the judging and long after the exhibition was over. This was not fun, but I really wanted to do my share. Yes, it was *easy* to judge all of the good models. When hasn't this been true? A poor effort should always be hard to judge - not the converse.

An idea of this style of judging was to indicate to the participant *what* was wrong with his/her entry and give them something concrete to build upon for the future. A competition has never proven to be a forum where the novice or intermediate could learn anything from not winning other than "It wasn't good enough Charlie - see you next time!" Really, I am not trying to be combative here, but for every guy who is successful and a consistent winner and shares what they do with their plastic, there are three others who guard their secrets jealousy. I am not saying this is right or wrong, it is just human nature. Being such as it is, it is too difficult to change totally, and this judging concept was put into place to give something back where it is normally not done.

Judging an entry should not be so simple as to throw out all the "lesser" efforts. Spare me the example of the Nationals, and how tight judging time is. I am well aware of it. But being aware of the fact, but not trying to do something to alleviate it is still wrong. Perhaps indeed this initial attempt was not the "best approach" - but it was a step taken in the right direction.

How can you tell a guy that he screwed up every single aspect of his/her entry, especially when you have to sign your name to the form? By doing just that. We have all been the victim of the Judge(s) who make a bad decision against their entry, and are not there to stand by the decision, or are unable to substantiate the judgement other than "I am de judge!" I personally do not take * work lightly, and I stand behind all my decisions. I am the first to admit when I do not know the fine details of a subject I am presented with, just as I admit that when judging a subject that I am knowledgeable about, I am tenacious. I signed my name to all the entrants that I judged - and I stayed behind to explain why I marked them the way I did. Under praise -

* anyone's

and under fire. That is what judging is all about. Your credibility as a judge comes from examples of the work you produce, as well as integrity. "Putting your models where your mouth is" is not the only thing it takes when you judge.

I believe you have a great deal of credibility and integrity, and the best thing you can do is to tell that guy or gal *exactly* what they did to mess it up - and *how!* Sure it is a difficult thing to do for the first time judge, just as it is for a long time judge, but it should be done. It is not a malicious thing to do, nor does it hurt to sit with someone and shoot the shit about their project. They sure deliver the "big boys" a lot of praise, I think they deserve the point of honor in return. Judging should be the same straight out - for the excellence of execution as well as for the flawed of finish. If the forms were indeed set up to punish the OOB entrants, it was one more faux pas in a series, and I do not think it was intentional. Yes, standard judging only evaluates what work was done. I personally, was shocked to see the armor sheets, as they were not like anything else there, and also penalized for not rendering a particular detail. But that is another can of worms.

And yes Roy, I do agree vehemently that judging solo was a mistake No one is denying it and it was not meant to be that way from the outset. Also, there were first time judges pressed into difficult circumstances too. It was very diplomatic the way you stated this discrepancy that resulted in varying styles of judging. I support your observation, and feel for those that were slighted in any way, but I do not want any of the guys that stepped up to the plate for the first time feeling bad either. I applaud their efforts, and they did the best they could. I should think we want the guys to come back and give it another go, get better, and grow with the rest of us.

Lack of participation, lethargy, selective hearing, and being elsewhere? You can call it what you will. It happened that there was nowhere near enough judges to team up three as originally intended - outside of the privately picked armor judges. It was not a pleasant thing to have happen, and there was no time to cry over the spilled milk there. We had to do the best with what we had. All of your observations are valid and did occur. I repeatedly stated the same more than enough times for the tastes of the Contest Director, I'm afraid. I am glad he still spoke to me at dinner afterwards.

Your observations on the armor category are true in a sense, but nowhere near every entrant received an award. Believe me, I heard more than my share of "comments" on the awarding and judging afterwards. Also, as a point of reference, I was not *chosen nor allowed* to judge in the armor category, interestingly enough, but was close enough to hear the participants comments during the judging. My feelings on that will be voiced in a different forum. The majority of complaints and ill-feelings I handled during and after the contest were from that category. I got the impression from your statement, right or wrong, that armor was somehow treated with more favor. (Not at all, Jim. -Ed.) I am here to say it was not the case.

I hope I have not ruffled your feathers in my rebuttal either. Your points are valid and clear. I do not believe I sidestepped them with counterpoints. I am defending the idea and the spirit of the exhibition - not to make excuses or throw mud There was no prestige to be gained here - no ultramodelers to be made. Other events provide opportunities for that. Nor do I think the concept should fade quietly into history. I think it should be really torn apart, examined, reassembled and refined. Perhaps the idea of judging a model on its own merits is a lofty goal, but that does not make it unreachable. This was certainly not a splendid start, but what new concept ever is? I love the spirit of the hunt of the competition too, and I also love the spirit behind this idea to provide something other than the "big show". There will always be a place under the sun for these, and many other, things.

Jim Lewis



(No, you haven't ruffled my feathers, Jim, but my fingers may not ever regain full feeling! If any of you knuckleheads *ever* submit an article this long, I may have the aforementioned "motivational therapists" pay you a visit. - Ed.)

Editorial Rebuttal

Roy's editorial on the recent San Jose Contest had some very valid points. However, I wish to state a different perspective on judging.

I agree that the "basics" are the most important aspect of modelling to master, and you have to master them to be considered. Now however to place, you must have all flaws removed and super detailing throughout. Examples are: Trimaster kits, after-market detail kits (i.e. Verlinden, Cooper Details, AEF) that are now used. Results are apparent when you look at the outstanding models by Jim Sigman, Roy, Dave and Rodney, for they have mastered the basics and do super detailing.

My recommendations are:

1. Modify the Chicago style by giving out First, Second and Third, along with the individual recognition to each modeler. Continue with the rating sheets that point out problems/flaws not corrected. However have three judges rate the model together. The judges must be builders (a lot of judges don't build, but judge. Crazy!) or,
2. Develop a "Master's Category" for people who place at the National or Regional Contests. It would be great to see them compete.

My two recommendations are based on:

- A. Judging must change to encourage new modellers to build, and keep building.
- B. Eliminate the trophy hound aspect of your contests, as it discourages people from continuing to build, because the same people always place in the same category. If you don't believe me look at the National Contest results for the last 10 years.
- C. Get rid of the judging by non-builder's who think they know what they're looking at. Give out the critique sheets, as it removes the subjectivity of judging, and makes it more objective.

I give credit to San Jose for trying something new, let's refine it as it has some good points.

Happy Modelling,

Gary Bentson



Editorial Rebuttal Rebuttal

Just a quick note to set straight a few points.

In Jim's letter, he gently chastised me for not offering my opinions *before* the Contest. I hasten to note that it was not a Fremont club contest. I used to be a San Jose member four years ago, but relocation precipitated my move to the Fremont Hornets. I was not, nor did I expect to be, included in the preparations for this event. If I had, I would have willingly offered my opinions, as you can well imagine. Just try to shut me up.

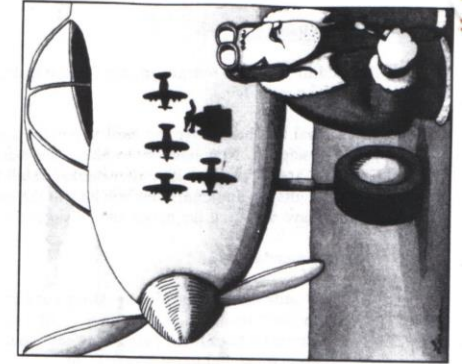
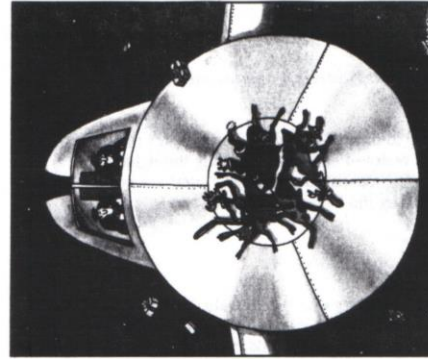
Jim's point about standing behind your tough assessment of an entry is commendable, but this is not a perfect world, and I'm afraid you would have great trouble finding Judges willing to subject themselves to the rigors of such a Judging system. It *is* an unpaid position, afterall...

Lastly; Gary, I understand that it can be frustrating to see the same guys win time after time. Winning consistently, however, does not make you a Trophy Hound. Modellers who place frequently are more likely to see their own mistakes, and take the time to go back and fix them. The difference between a winning model and a really good model is in the last 5%. A Trophy Hound is a modeller who keeps bringing a winning model(s) over and over and over. There should be a one year cap on competing with any one model. If it hasn't won by then, it probably won't. If it has, how much glory does one need? Build something new, we're sick of looking at it!! Kill! KILL!!! Ahem, have a nice day. (See you Friday - Ed.)

BUT NO WE HAVEN'T SEEN THE LAST OF THIS ! As you read on the left, Roy got yet more material that he indeed felt need to "rebut" anew.

My apologies for some who read this as you may feel "does it ever end ?"

Not at all the case, and if you read the pages of upcoming past HUD carefully and fully, you'd know why. Okay, we'll now move into MAY '93



IPMS FREMONT HORNETS



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

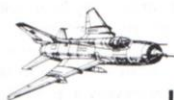
location:
Fremont Centreville Library
Behind Brookvale Shopping Center
3801 Nicolet Ave. Off Fremont Blvd.
Fremont, CA



IPMS FREMONT HORNETS
ROY SUTHERLAND
4308 HOLT STREET
UNION CITY, CA 94587



In **The OPENING JANUARY 1993 Issue**, you may recall "imminent articles on Your Fellow Modelers" were to be forthcoming. **WELL GUESS WHAT? Roy wasn't kidding, and in the very next issue you will see here MAY 1993 indeed clearly launches those "infamous profiles". ENJOY**



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

Q: Why did David Koresh burn down the Compound?

A: Keeping up with the Joneses.

Okay, okay, I admit it's in extremely bad taste, but you expect that here. Welcome to the latest edition of the **Hud**. The "Howard Stern Show" of the Northern California IPMS region nine. Borderline humor, unpopular opinions and pointless ramblings are an integral part of this rag. But at least it ain't boring! There are plenty of boring publications out there, for those of you with a taste for the conventional.

A lot of this nonsense stems from the specter of the blank page, or more accurately, blank screen. Finding an opening each month that is new and interesting is often difficult to the point of near paralysis. So I just open the door to the mass confusion that is my thought process, and stuff spews out, like untreated sewage into a pristine stream. Whoa, now there's a pleasant thought!

Now that you know a lot more about my creative process than you ever really wanted to know, I am finally ready to get down to business... This month's meeting will feature absolutely no lengthy, heated "discussions" (read near fist-fight) of any topic of the least importance, whatsoever. I promise. I hope. Please. Yessir, this meeting we will discuss only the squandering of vast quantities of time spent sticking together tiny plastic bits. And...loving it.

At long last, the **Gluer's Profiles** makes their debut in this issue. I have decided to start the series with **Dave Shirley** and **Myself** (Do you "bold" myself?), as we are the meeting leaders, and you have to look at our mugs once a month. Please try to get your profile questionnaire filled out and returned ASAP. Otherwise, I will have to make up some stuff about you. Trust me, you don't want that.

We don't have anything specific planned for this Friday, so if you have a quick seminar you would like to share, we would be more than happy to turn over the floor to you with our heartfelt thanks.

CHECKIN' SIX

The April meeting was not heavily attended, possibly due to many folks shrewdly avoiding the aforementioned "heated discussion" on the touchy subject of Gays in the Milit...no, that's not it, oh yeah, Chicago-style rules, as previously discussed in past installments of the **Hud**. Opinions were strong, and came from both sides of the issue. Due to circumcisions beyond my control, the time limits were overrun considerably, the end result being that almost everyone was left with a bad taste in their mouth. I have a hunch that some member's feelings may have gotten a little trampled, and to them, I sincerely apologize. It was naive of me to think that it would not get out of control. Anyway, I hope that we didn't alienate anyone permanently.

As last month's discussion was advertised in the previous **Hud**, and everyone had the opportunity to attend and voice their opinion, we consider the matter to be closed. It would be greatly appreciated if any further discussion on this issue would be carried out (and left for curbside pickup) on your own time.

Dave Shirley showed off a new technique for doing tricky camo jobs such as Italian "smoke ring" or Luftwaffe mottling using chalk pastels and an artist's stump. The hard part is finding amputee artists that will let...Oh, there I go again! But seriously folks, it's a great technique and has a lot of applications. Great for you armor guys too.

Dave also filled us in on the problems he has been encountering in trying to nail down a location for our Nationals bid in 1995. Seems almost all local hotels are way too small. Who'd a think it?

Some other junk probably happened but I can't remember it. Oh yeah. Buzz Jones, from Red River IPMS in Shreveport, LA dropped in for a visit. He

probably heard that some of our club members actually build models on a regular basis. Speaking of which, here's a breakdown of the turnout of models for the April meeting. As usual, the following abbreviations apply: IP- in progress, CP-completed. CV- converted, PV- perverted

Paul K. - All 1/35 and Tamiya kits. A CP KV-1B, a CP T-62 w/CV turret, a CP M-113 and an M-60A1. All very nice.

Dave S. - An IP Hasegawa Macchi 202 in 1/72 with neat smoke ring paintjob.

Roy S. - An IP Hase Fw-190D-9 in 1/72 w/paint & decals, an IP 1/72 Fujimi A-4.

Rodney W. - His IP (still!) 1/24 Airfix P-51's, a 1/48 CP Hobbycrap La-5, and a 1/24 Olds Aerotech from Monogram. Cool

Gary B. - Three more for his Sherman collection, all 1/35, CV and CP. An Italeri/MB M-36B1, a Tamiya/Chespk/Verlnd M-4 w/dozer, a Tamiya/Commndrs M-4A3 w/hedgerow and a CP 1/72 Fujimi A-4C for the collection. Way cool.

Bill D. - A CP 1/72 Fujimi XA4D. Sweet.

Jim S. - An super detailed IP 1/32 Revell Tornado F.1, an IP 1/48 Hase F-18A. Bad!

Ray W. - An IP collectn. 1/72 Fujimi A-4E

Cliff K. - A CP 1/35 Minicft/Lo M-48A CV, an old 1/128 Monogm B-58. Yikes!

Dave H. - 2 IP Hellcats in 1/72, a 3-tone VF-27 a/c, a CV F6F-6. An IP Monogm F9F-4 Panther in 1/48th. Jooyyyy!

Jim P. - An IP 1/72 Hase. Betty. Nice...

Robin M. - A CP 1/35 Tamiya Matilda, a 1/35 CP Italeri M-901, and an IP Tamiya T-34/76, also, surprise surprise, 1/35.

Alan W. - A CP 1/72 Hase. Hellcat. Sweet

Bill F. - An IP 1/72 Avtn Usk I-152 and an IP 1/72 Hasegawa P-51B, looking good.

Mike B. - An IP 1/72 Frog Canberra B1 Mk.8, an IP 1/72 Matchbx Canberra Pr.9, a 1/72 IP Hase Lightning F.2, good stuff.

Ben P. - An IP 1/48 Monogm P-47D and a 1/48 IP Mono/Medallion F-4F. Crankin'.

Mike O. - A 1/48 CP Monogram Typhoon Mk.1b. Looks nice.

Keith L. - A really superb CP 1/35 scratch-built Invisi-tank. Or so I'm told. Huh?

Model of the Month goes to **Gary Benson** for his neat M-4 With Dozer blade. Congrats to Gary, they were all nice. Competition was tough as there were many really good models on the tables. That's the type of problem we love to have.

NEW KIT NEWS

At last, the wait is over. The DML Ju-88G-6 has been released, and it's a beaut! The kit has been designed in such a way as to permit the kitting of

all but the very earliest A-1 variant. Oh, happy day. Mike Braun has promised to write a review for the **Hud**, so I don't have to do everything myself. Nagging? What nagging? I wasn't alluding to the fact that, once again, I have no review to print. The 1/48 Hobbycrap P-35 and P-36 are also in the stores, and look really crisp. Rumors have the Hasegawa P-38 out in Japan. Shouldn't be long now. A batch of new decals from both MSAP and Aeromaster should be in the stores shortly. Rumors also have the long-awaited P-51A from Meikraft coming out soon.

MODELLING HINTS

I want to pass along a couple of painting tips that I have used for some time. When airbrushing exhaust stains, use a dark grey with a hint of brown to capture the grimy feel of piston emissions. Thin the paint almost 50/50 and spray in many light passes. It is easier to control and harder to overdo.

When painting tires, never use black. Take a look at real tires. Unless you Armourall them everyday, they are dusty, and dark flat grey. The tread area is most often an even lighter shade. I like to paint my tires with Polly S paints (It's really great paint, bro!). This allows me to hand paint the wheel hubs with an enamel, without fear of lifting the tire paint. You can then finish touch up the tires for a really clean job. Badly painted tires really detract from a beautiful model.

Applying a wash to wheel hubs and gear struts really helps your model look more realistic. Even frequently cleaned white gear struts on real a/c trap dirt in the crevices. Also, narrow seams and raised areas cast deep shadows in full scale, while the scale replica is too small to reproduce this effect without help. A carefully applied wash and subtle drybrushing really brings the gear alive. Try it!

FINAL APPROACH

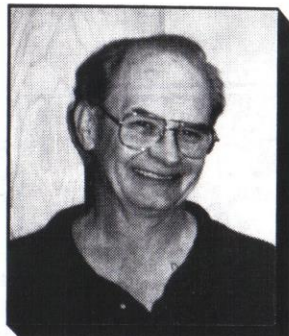
As I have spent the first week of May moving in to my new digs, I'm afraid that's all for now, lads. Please note the new address on the cover. I would not want any of your submissions or Profiles going astray. Oooh, another dig! Also, I will be asking people building for the collection for a status report on your entry. Staying home won't get you out of it. I know where you live. The Nationals are three months away...say no more. See you Friday.

Happy Modelling!!

Roy S.



YES YES YES – THIS IS who we were and what we were up to builds wise WAY BACK WHEN ?? Oh My GOD! Make these records disappear
Since this issue was published, we have all gotten much better looking and now can appear in color versions of this sort of thing. Great, huh?



FREMONT HORNETS GLUERS PROFILE

Name: Dave Shirley **Age:** 52

Years in Hobby: 45 years building models, 5 years building plastic kits.

First Kit: Strombecker P-47 (balsa), 1/72 Hasegawa T-33 (styrene)

Areas of Interest:

- 1) Aircraft (all types and scales)
- 2) Armor (1/35 scale)
- 3) Cars, ships, whatever strikes my fancy.

Paints Used: Testors, Humbrol, Xtracolor, Tamiya and others

Glues: Weldon #3, CA (superglue) **Putty:** All kinds

Favorite Kits:

- 1) 1/72 Hasegawa Tornado series.
- 2) 1/48 Aeroclub Pitts Special
- 3) 1/48 Trimaster Fw-190 series.

Subject You Want To See Kitted:

- 1) 1/48 scale F7F Tigercat (good one)
- 2) 1/72 scale AJ-1 Savage (good one)
- 3) 1/48 Hasegawa F-86 Sabres.

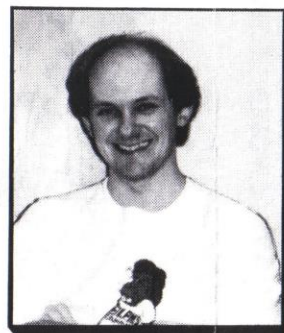
Future Dream Project:

- 1) A highly detailed Spad.
- 2) Scratchbuilt Thomas-Morse Scout in 1/16.

Bio: I started building models when I was seven with solid balsa kits. I moved on to building and flying control-line a/c, then onto Radio Control. I built from kits and scratch, and competed in numerous categories, including Scale, Scale Aerobatic and Aerobatic (and taking many trophies, as you'd expect!-Ed.). In between, I built O and HO trains for extra money. Other interests over the years have included: RC boats, Drag Racing and Hotrods, competitive Silhouette Shooting, competitive tournament Archery, Bowhunting and painting in oils and watercolors. I have been married to the same lovely lady (Jean) for 35 years. I have 3 sons and a daughter, all of whom built models (one still actively) at one time or another. I started building plastic models 5 years ago.

All my memories of modelling are good. My viewpoint is to have fun! Don't let your ego and feelings get too wrapped up in your models, so that you forget that they are just that...models, and you built it to have fun.

My longterm goal is, when I retire, to build something to compete for the George Lee Memorial Award at the Nationals.



FREMONT HORNETS GLUERS PROFILE

Name: Roy Sutherland **Age:** 34

Years in Hobby: 25 years building plastic kits, building "seriously" for the last 12.

First Kit: 1/72 Hawk F4D Skyray with only nine parts and a stand.

Areas of Interest:

- 1) Fleet Air Arm A/C - 1930 to present
- 2) RAF Aircraft - 1930 to present
- 3) WWII Luftwaffe (esp. late war fighters)

Paints Used: Pactra Military series, Tamiya, Polly S, Gunze Sanyo.

Glues: Weldon #3, CA (superglue) **Putty:** CA/accelerator, Acryl Blue

Favorite Kits:

- 1) 1/72 Hasegawa (new) Fw-190 series.
- 2) 1/72 Airfix Supermarine Spitfire Vb
- 3) 1/32 Echelon BAC Lightning (vacform)

Subject You Want To See Kitted:

- 1) 1/48 scale DeHavilland Sea Hornet
- 2) 1/72 accurate Sea Vixen FAW 1 & 2
- 3) 1/72 accurate Me-110G Nachtjager

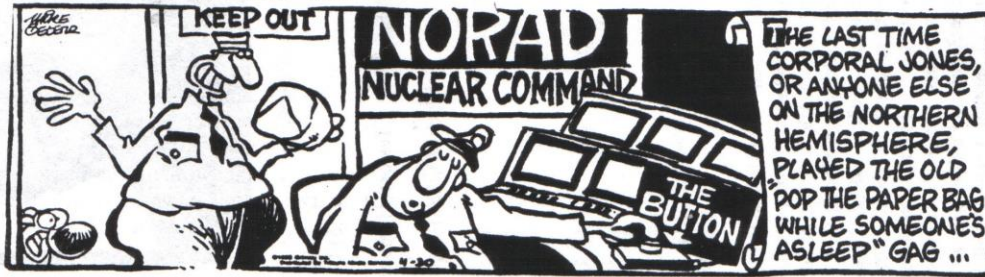
Future Dream Project:

- 1) Scratchbuilt 1/24 scale Supermarine Seafire 47.
- 2) Scratchbuilt 1/24 scale Westland Wyvern S.4

Bio: I was born in Toronto, Canada to an English father and a Norwegian mother. We moved to Ohio, and then to New Jersey, where I lived for 17 years. Almost 6 years ago, I moved to the Bay Area. I have worked as a Assistant Pressman, Copier Service Rep, and over three years as a Professional Modelmaker. I worked for Scale Models Unlimited, where I worked on projects ranging from 1/1200 buildings to a 1/8 scale C-130 with a wingspan of 27 feet! This model weighed over 1200 lbs. and was constructed of wood and fiberglass. I have been married to a wonderful, patient woman (Carolyn) for 3 and 1/2 years. She was the driving force behind the birth of Cooper Details, which is now approaching it's third anniversary. My other interests include music, writing songs and playing guitar, humor (twisted), writing and drawing.

I am prone to getting caught up in superdetailing, which can drag projects out and choke the fun out of them. I am also a stickler for shape. Accuracy, to me, is key, which is also a pain. The last 2 years, I have returned to the basics, trying to limit the amount of crazy stuff. I finish a lot more kits now, and enjoy it! I build to please myself, but contests give me the incentive to finish. I would like to complete my 1/72 collections of Spits, Fw-190's and 1950's FAA a/c in 1/48.

MOTHER GOOSE & GRIMM • Mike Peters



THIS FRIDAY - OUR HUGE ANNUAL KIT AUCTION!!
DON'T MISS IT!!!!

IPMS FREMONT HORNETS



next meeting:
This Friday - May 14th, 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



OKAY SO NOW YOU HAVE THEM
IN FULL GLORIOUS BLACK & WHITE
AS THEY WERE ORIGINALLY MADE TO
BE PUBLISHED FOR ALL TIME !

THE FIRST TWO "GLUERS PROFILES "
PUT OUT IN " The HUD " Way Back In
1993 !!

Here ahead will be the JUNE 1993 ISSUE
WITH YET TWO MORE OF THESE OH
SO INFAMOUS PROFILES, THANK YOU

CLIFF KRANZ for having kept up such a
great archive of Fremont Hornets material
As sent to the membership "back in the day"

AND YES I NOW HAVE THE ORIGINAL
MATERIAL FROM ROY S. HIMSELF for
THESE JEWELS of HISTORY.

WILL PRESERVE PROTECT AND
PRETEND I DON'T KNOW WHAT
YOU ARE TALKING ABOUT IF I AM
APPROACHED TO BUY THEM BACK

OKAY WE HAVE THE JUNE ISSUE NOW
and then we'll begin wrap up of BUZZ #81

Cliff Kranz



THE HUD

a publication of:
IPMS FREMONT HORNETS



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DEBRIEF

Welcome to another action-packed edition of the Hud. I'll be your host for the next fifteen minutes, or so, of thrilling reading. Well, it seems that my nagging has paid off, for this month at least, as we have, not one, but *two* excellent articles submitted, and I didn't even have to twist anyone's arm...not literally, anyway. By the way, go easy on Mike Braun this Friday, as his shoulder will probably still be a little sore.

The search for a suitable venue for our Nationals bid seems to be leading to a frustrating dead end. How can a city as big as San Francisco (including the whole bay area) not have Hotels with decent sized convention facilities? I mean, not even *close* to enough room. I never would have believed it. The fight's not over yet, but time is quickly running out. Dave Shirley will give us an update this Friday.

As anyone who is the least bit "in touch" knows, Jurassic Park will be hitting the screens the evening of our meeting. From the early reports I've heard, including a friend that worked at I.L.M (the gurus of special effects guys), that the dinosaurs are the most stunning, and believable, effects ever committed to film. The dinosaurs were designed with the help of leading paleontologists, and are supposed to be "accurate," by today's thinking. If only they would take that much care when they made war movies. But *no*...we get Texans with huge crosses and bogus camouflage, M-60's painted to represent Tiger Tanks. Arrrrgh!! But, I digress.

We, once again, are seminarless this month. If anyone has a quickey, or even a longey(?), we would welcome you with open arms, figuratively speaking. None of that touchy-feely stuff here. Nope, we're a manly club. The only *bonding* going on here involves crazy glue (ooh!). You know what I mean.

CHECKIN' SIX

The big kit auction was the featured attraction of

the May meeting, and it was a ripping success.

Some of you reported not finding mention of the Auction in the newsletter last month. Look again. Under the cartoon, in **huge 90 bazillion point type**. As plain as the nose on your plane...face, I mean face! Sorry if you missed it.

The Auction drew a standing-room-only crowd, and the vast collection of donated kits contained many gems, with surprisingly few Iskras and other flotsam of the model world. Only one kit went unsold, a crude vac kit of the MiG-3, made, in Russia, out of discarded plastic milk bottles, or something. The proceeds from the sale brought in \$583.00!!!! This brings our account up to a healthy \$583.25. No seriously, our account is very healthy, at over \$1,500, and I think we may have to start keeping close tabs on our treasurer, Gary Bentson, to make sure he doesn't try to leave the country.

I would like to extend the club's sincerest thanks to everyone who donated kits to the Auction. Every year, you guys turn over a truly astounding array of rare and interesting subjects. This makes our little Auction an event not to be missed. Special thanks must go again to Al Gerace at Hobbies Unlimited for donating a first class, high priced kit. I would like to remind you that Al's shop is one of the truly great little hobby shops. Next time you are in the neighborhood, drop in and say thanks, and Support the shop that supports us generously. Thanks. Al.

The business portion of the meeting was mercifully short, but boring nonetheless. We moved quickly on to the show-and-tell portion, which was lighter than usual, due to the distraction of the Super Auction. Here's the lineup. The following abbreviations apply: IP-in progress CP-completed CV-conversion

Chris J.- Showed off his Polish friend's scratchbuilt 1/25 scale tanks. An Elephant, a Sturmgeschutz III-G, a Puma. All models are completely scratchbuilt from wood, aluminum, etc. All CP and superb.

Bill D.- An IP 1/72 Excrutiaform XP-7 Blackhawk. The bondo bomber!
Roy S.- Club project 1/72 Fujimi A-4 IP, and the still unfinished 1/72 190D-9 IP
Dave H.- A (big!) IP 1/72 Minicraft B-50, A IP 1/72 Rareplanes Guardian, and a IP 1/72 Wings 72 Seawolf. Mr. Vacuum!
Kevin G.- A CP 1/35 Tamiya M-1A1. Nice.
Paul K.- CP 1/35 Tamiya M-1A1. Deja Vu!
Robin M.- A CP 1/35 Italeri M-901 Toe ...I mean Tow! Way cool, bro.
Kent M.- An IP 1/76 BA-20, IP 1/76 Staghound. Both resin from Armor Cast. Tiny.
Jim L.- From Hasegawa in 1/200, a CP 737 and a CP 727. Mr. change of pace.
Ben P.- IP DML 1/48 Horton 229 trainer and CP 1/48 Monogram P-47D. Good stuff
Tom N.- A CP 1/72 Fujimi B6A1 Grace, a CP 1/48 Monogram B-25J. Pretty.

Model of the Month goes to Kevin Gonzales for his 1/35 Tamiya M-1A1. Congratulations, Kevin. Boy, you drop your guard for a second, and you wind up with an infestation of *Armor modelers*. Get the bug spray! They're winning all the Trophies!

CONTEST CALENDAR

This Sunday is the semi-annual Sacramento contest. It's always guaranteed to be the most fun you can have in Sacramento, except for maybe *cow tipping*. How much do you tip a cow, anyway? Ten percent? Fifteen percent? If you have never gone, see me or Dave during intermission for more info.

Next month, July 10th, is the first annual IPMS Castle contest. I will have copies of both flyers on the front desk, so pick one up, and plan to attend!

MORE CONTEST STUFF

It has been a really long time since we have put on a club contest. I would like to propose holding a contest scheduled in September, or, better yet, November. Maybe not quite to the high standards set by Ninecon I, but a class act, nonetheless. Lets run it up the flagpole and see who kicks it around.

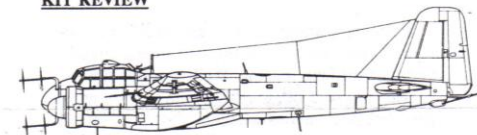
T-SHIRT TIME, AGAIN

It has also been some time since we have had club T-shirts printed, and many of you newer members have not known the intense pride that comes with ownership of such a fine garment. Last time around, they were grey polo shirts with black emblems on the left breast. This time around, I would like to go 4-color, on spandex midriff T-shirts, to show off our totally buffed physiques. Hmmm, now *there's* an appetizing thought...Yeah. We'll talk more on Friday.

NEW KIT NEWS

The 1/48 DML Mistel should be in any day now. It includes 3 different noses, which will allow you to model a Ju-88G-1, and save the Fw-190 for another project. Also, the all new, but pricey (at \$33), Bf-109G-6, G-14 and K-4 in 1/48 from Fujimi, are due soon. From early reports, they are beautiful, with separate flaps and slats. But that *price!* Oy!! Hell must be freezing over, as I have heard that the Meikraft 1/48 Vindicator is to be released shortly. For us 1/72 devotees, the excellent Aeromaster decal line will soon be shrunk down to *real* scale!

KIT REVIEW



Ju 88G-6

JUNKERS JU-88G-6
1/48 SCALE DML

By Mike Braun

The British had the Mosquito, the Americans had the B-25 and the Germans had the Ju-88. Three of the most versatile fighting aircraft of the Second World War. These three did it all; bomber, fighter, nightfighter, anti-shipping, recon, clandestine missions, you name it, and they probably filled the role. Which one was the best? With the last name of Braun, which one do you think I think was the best?

After several failed attempts (with the exception of the Koster kit), we finally have one bitchin' 1/48 scale Ju-88! Thanks to DML, you can plunk down your 50 or so bucks (ouch!), and get a box full of cool little grey plastic parts, and, with time and patience, fuse them together to make one big grey (RLM 75 and 76, of course) plastic part.

I recently started this procedure, so I figured I'd fill you in on how it's going so far. Starting with the cockpit, aside from the instrument panel (which looks, well, not very German in its instrument faces design), it is very well appointed. Nice seats, rear radio panel and side panels, with separate throttles and prop pitch controls. Rudder pedals and control column are also well done. The radar panel is accurate, with the proper FuG 220 and Naxos 350 scopes, but the rear-facing FuG 227 Flensburg scope is missing. This is usually located in the rear of the cockpit with the radio operator/gunner, although I have seen it up front, with the rest of the radar gear.

The main and tail landing gear are jewels, and quite accurate. Be careful upon assembling, as the instructions are not very clear, and can cause problems. One very interesting note is that this is one of those rare kits that requires *weight in the tail* to get it to stay on all three wheels! No more Polish tail weight jokes!

So far, the fit of the kit is excellent. The tailplanes and rudder, wings and wingtips all fit beautifully, with no filler. One problem that I have encountered is the fit of the engine nacelles to the nacelle mount, that fits into the wing (part nos. D5 and D6 to part no. D17). The shape is not quite correct, and requires some work to get the nacelles to fit flowingly onto the mount. So far, the key to assembling this kit is to dry fit and check for mismatches. No big secret here, but it will save time, and should allow you to fit this bird together with hardly any filler. Another potential problem appears to be that some of the fuselage panel lines don't match up. (DML stands for: Doesn't Match Lines - Ed.) This seems to be a continuing plague among DML kits, although this kit is better than most. More on the kit as I get it farther together.

Kit Markings. 1) Ju-88G-6 "3C-PN" wkn. 620643 of 5/NJG 4, Denmark 1945. Having several good photos of this aircraft, we can correct the flaws in the decals and instructions. The colors of RLM 75 over RLM 76 are correct, but do not follow the kit suggestions for application of the mottling. The grey-violet mottling does not extend down past the lower rim of the canopy, and there is *no* mottling on the fin and rudder. The dipoles of the FuG 220 and the FuG 227 tail warning radar are black, and not red and white striped. Also, by the look of one photo I have, the upperwing crosses appear to be black, not white. The fuselage codes are correct in size and color, but the "P" is not shaped correctly. It should be more squared across the curved portion. The werke number is solid black, not the stencil type found on the kit decals. The "shrage musik" is not shown in the photos. It may, or may not, have carried them, but as photos show, the a/c was being disassembled, and they may have already been removed. All other kit information seems correct.

2) Ju-88G-6 4R-WR wkn. 622830 of 7/NJG 2, Germany 1945. Pilot Oberleutnant Breigleb, Staffelkapitan. Having studied photos of the actual a/c, it appears that it was painted in standard 75 and 76 greys with a field-applied mottling of 81-82 late-war green and brown. This mottling was heavily applied far down the fuselage sides, and sprayed around the markings, even farther down than the kit instructions show. The kit werke number is the correct style, but appears to be slightly too small. The white letters "LA" and the

werke number should be positioned as shown in the following diagram, not as shown in the kit instructions. The fuselage codes are too round and need replacing with letters that are more squared at the curves. Also, there is no white surround around the "B." The kill markings appear correct, although

Pilot Breigleb is accredited with 25 kills, not 26 as the kit decals show.

This particular aircraft was fitted with an internal auxiliary fuel tank, to participate in "Operation Gisela," a long range interception that harassed RAF bombers while landing over England. In the interest of saving weight, one oblique cannon was removed (left side). Also, in the photos, the rear Mg 131 rear gun is missing. They were often removed by crews as unnecessary weight, although this photo could have been taken at disarming at the War's end. An interesting note: Often the Gisela nightfighters were fitted with bombs, to damage the RAF landing strips (Bloody Jerries!-Ed.). This particular a/c could have been fitted with bomb racks, but there is insufficient evidence from available photos. All other kit information appears to be correct. Stay tuned for part 2.

OLD MODEL NIGHT

Hosted by Twiggy and Lauren Hutton. Not. Listen up, you guys. Not this meeting, but July's meeting, we're going to have an "old model" night. Bring in a couple of your projects from your modelling past. Something interesting, that we haven't seen before, or at least in a long time. A kit we don't often see built. Bring in one large, or two or three small, kits. C'mon, blow us away. They don't have to be contest winners, just *interesting*.

FINAL APPROACH

Thanks to Mike Braun for a superb kit review. Thanks also to Joe Manibusan for a neat article that I didn't have room to fit in this issue. It will appear in the next issue, I promise. Well, that's a rap. Yo! I will see you on Friday, and until then, do what you can, but behave yourself...oops!

Happy Modelling!



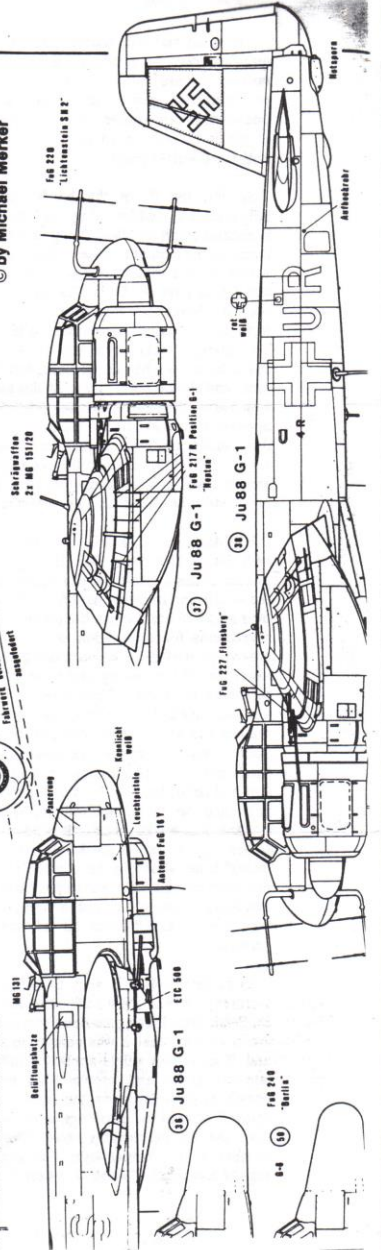
Roy S.



FLUGZEUG

- (36) G-1 mit je einem Bombenräger ETC 500 unter den Innenflügeln (auch bei G-6, →(72) (87)).
FuG 220 ausgebaut. Anstrich weißgrau 76 über alles, Oberseiten gefleckt grau 75 (auch grün 83 möglich). BK und HK schwarzgrau/weiß. Kennung: + DS schwarz.
(37) Frühe G-1 mit Variation Motorverkleidung und Abgasflammdämpfern, →(56) (74) (88).
Zwei MG 151/20 Schrägwaffen im Mittelrumpf, →(70).
Funkmeßgeräte 220, 217 R und 227 eingebaut. Anstrich Unterseite hellblau 65, Rumpf und Oberseiten segmentgetarnt in Gelb 70/71, BK und HK schwarzgrau/weiß.
(38) G-1 mit FuG 227. Typische Motorenverkleidung, vgl. (37) (39). Kurze Luft-einläufe unter der Motorgondel, →(72) (87), vgl. →(36) (37) (39).
Anstrich weißgrau 76 über alles, Oberseiten gefleckt grau 75. BK und HK schwarzgrau/weiß, BK leicht überbeil weißgrau 76. Kennung schwarz.
(39) Späte G-1 mit Variante Motorverkleidung, →(87) (89). Lange Einläufe unter den Motorgondeln, vgl. (36) (37) (38), →(73) (89). Zweite Lufthutze am Hinterrumpf BB wie G-6.
Anstrich weißgrau 76 über alles, Oberseiten gefleckt grau 75. BK und HK schwarzgrau/weiß, Funkrufkennung schwarz.
(40) G-6 mit FuG 218 V2R Hirschgeweihantenne, vgl. (40a). Rückwärtswarnantenne, wie (43) oben, sehr wahrscheinlich. Antennenmast FuG 10 P eingefahren.
Schrägwaffen 2xMG 151/20 möglich, →(40b).
Anstrich weißgrau 76 über alles, Ober- und Seitenflächen fleckig dicht mit Olivgrün 81 über grün 83 getarnt. BK und HK nur schwarz. Kennung schwarz, 'H' in Weiß. Hohheitszeichen mit weißen Sternen übermalt.
(40a) Variante FuG 218 Hirschgeweihantenne an G-6, vgl. (40), →T(43).
(40b) Schrägwaffen 2xMG 151/20 im Hinterrumpf. Standardneubau späte G-6, →(66).
(41) G-1 mit zwei Bugwaffen MG 151/20 (Mündungsfeuerdämpfer), →(54) (75) (85). Anstrich Weißgrau 76 über alles, Oberseiten gefleckt grau 75. BK und HK grau 74, Kennung 4R schwarz, 'A' wahrscheinlich blau. Folgender Buchstabe schwarz, wahrscheinlich 'C'.

© by Michael Merker





FREMONT HORNETS GLUERS PROFILE

Name: Bill Dye **Age:** 43

Years in Hobby: Normal childhood of "build em and burn em." 20 years as an adult.

First Kit: Probably Lindberg XF-90 in 1/48.
First adult kit - Hasegawa 1/32 Fw-190A

Areas of Interest:

- 1) 1/72nd (yeah, yeah, I know...wimp scale)
- 2) Jets (some props and whirly things, too)
- 3) Big Bombers (the stranger the better)

Paints Used: For years I used enamels, now Gunze Sanyo, SNJ

Glues: Superglues and epoxies **Putty:** Dr. Microtools, Bondo, Milliput

Favorite Kits:

- 1) 1/72 Conrail XB-70 (like turning shit into cake!)
- 2) 1/72 Heller Yak-23 (a fun little kit!)
- 3) 1/72 Hasegawa F-111 was nice.

Subject You Want To See Kitted:

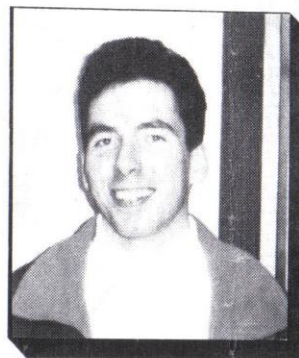
- 1) 1/72 F-94C Starfire
- 2) 1/72 Sea Mariner
- 3) 1/72 DH Sea Vixen or Short Sperrin. (Ewww!-Ed.)

Future Dream Project:

- 1) Build all kits in closet, on the floor, on shelves... in other words, retirement.
- 2) Enter the Hobby Industry (writing or whatever.)

Bio: I was born in Pittsburgh, PA. I pointed to the sky, at two years old, and said "yub yub." My parents said "no...airplane!" I earned (some years after that incident) a B.S. in Aerospace Engineering from Parks Air College/St. Louis U. in 1971. I worked on the Space Shuttle doing wind tunnel testing. I later did rocket testing at United Technologies in Coyote, CA. I then went to Lockheed, where I have been doing "space stuff" for the last 20 yrs. I'm planning a career in the hobby someday *soon*. I'm married (no kids) with 3 cats. (hair in the paint *all* the time.)

I've learned a lot from contests, especially judging! I started in '73, built 2 1/32 kits, but I found them to be too big. The only 1/48 jets then were Testors T-33's, so I settled into 1/72. I started, and completed, a 1/72 P-80 to F-104 collection. Navy jets became my next infatuation. I recently became interested in Foreign Airforces, especially British, Russian and Swedish a/c. I also like big bombers and metal finishes (can't paint). My goal and dream is to keep working on my book ideas, and get them into print.



FREMONT HORNETS GLUERS PROFILE

Name: Dave Hansen **Age:** 26

Years in Hobby: Have been building for the last eighteen years - 12 seriously.

First Kit: Monogram 1/110 scale B-58Hustler
(as far as I can remember...)

Areas of Interest:

- 1) 50's & 60's jet aircraft - 1/72 & 1/48 (USAF, RAF)
- 2) Late 40's piston-engined fighters - 1/48
- 3) Air Defence Command a/c - weird stuff

Paints Used: Humbrol, SNJ, Model Disaster thru Badger 200 airbrush.

Glues: Testors Liquid, Zap CA, Zap-a-Gap. **Putty:** Zap w/accel, sheet styrene

Favorite Kits:

- 1) 1/48 Hasegawa P-51D (don't care about spinner)
- 2) 1/48 vac Falcon Spitfire FR Mk. 18
- 3) 1/72 Fujimi F-4K/M (retooled 2nd edition)

Subject You Want To See Kitted:

- 1) 1/48 Spitfire XIV, XIX, 21 (good kits)
- 2) 1/48 F-86 D/L Sabre Dog
- 3) 1/48 Fairey Firefly FR Mk. IV

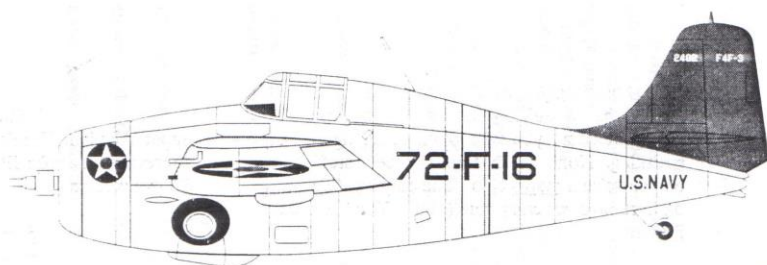
Future Dream Project:

- 1) A 1/72 B-32 Dominator
- 2) A 1/48 Blackburn Firebrand TF Mk. V

Bio: I started building models around age 7, because they looked more like real a/c than the toys dad brought me. I flew 1,500 backyard combat sorties, being shot down no less than 1,499 times! However, I was always able to escape my captors in time for dinner. Did the typical Avro Lancaster thing (5-all shot down), B-17's (10), Halifaxes (2-set on fire) and countless Wildcats, Corsairs, etc. Started filling seams in 1979, airbrushing in '80, and started actually finishing models in '85. I am currently finishing my B.A. in Economics at S.F. State. I work part time as a Draftsman/Designer.

Strongest memories are of the IPMS Minneapolis Annual exhibition - no trophies, no egos, but literally thousands of airplanes, mostly 1/72 (with media coverage). Successfully infuriated Bob Steinbrumm, Tim McGovern, Jack Mugan and Marc Copeland before being exiled to California. Goals - To build a complete collection of the a/c mentioned above, to a consistent standard. Personal viewpoint - If the seams are filled, the wings aren't crooked, and the paint wasn't hosed on at point-blank range with a spray can, it usually turns out OK. Remember, build for yourself, not some anal-retentive dweeb lacking in social skills. They usually can't build, anyway.

F4F-3 Wildcat, Bureau Number 2492 (?). VF-72 USS Wasp, 1941. Overall aluminum lacquer finish with Orange Yellow upper wings carried around leading edges. Tail surfaces gloss black. Forward cowl, fuselage band, and chevrons on upper and lower wing surfaces Lemon Yellow thinly edged in black. 20" fuselage insignia.



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IPMS FREMONT HORNETS



next meeting:
This Friday - June 11th, 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



Cliff Kranz

OKAY FOR OUR PORTION OF THE TIME MACHINE THIS ISSUE COVERING THE FREMONT HUD Newsletter, WE ARE NOW WRAPPING UP WITH THE JUNE 1993 Issue

GREAT STUFF, NO?

A Quick Recap/Review, we now see that Roy is keeping up with the year correctly now since the March Issue, so 1993 is indeed our publish year

We have now TWO SETS of GLUERS PROFILES published now with this issue ahead of the June Free Hornets Meeting, and Roy has signaled that these are going to go on hiatus until after the IPMS NATS for 1993 in Atlanta which are now imminent.

OH WAIT YOU DON'T KNOW THAT YET AS THE NEWS IS IN THE NEXT MONTH ISSUE...

JULY 1993 HUD will be a Real Barn Burner for opening The Time Machine for Buzz # 82 and I will assure you that.

Right now, I leave you with an ask to review the first page of the June Issue here, whereupon a plaintive cry of "WTF?" is wrote by Roy regarding the IPMS USA Nationals and the SF Bay Area, Modelers. It was in reference then to the 1995 Western bid that in fact went to the IPMS Albuquerque team. Think you might hear a bit of future déjà vu in there.

OKAY NOW THE "MISSING PAGES" of the HUD from the 6 month span we just reviewed. So you can contrast and compare the SJSM show with "Chicago Experiment" to the following shows with "norms". Except for Sacramento, which there's no flyer for.

The San Jose Scale Modelers Present Their:

(almost) **Annual Model Contest**

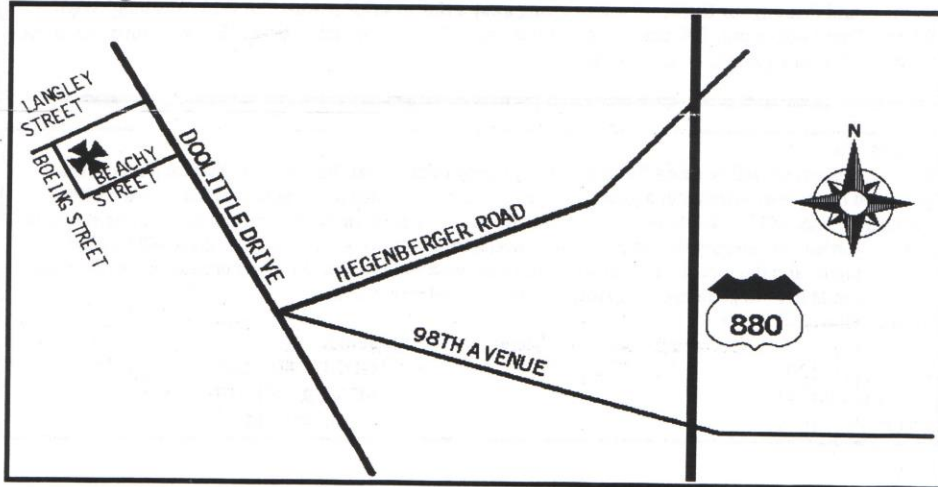
WHEN: February 20, 1993
10 AM - 4 PM

WHERE: The Western Aerospace Museum
8260 Boeing Street
Oakland, CA (North Terminal Oakland International Airport)

THEME: "The Quest for Speed"
(Rate of travel or rate of action)

COST: \$3 Per Person Admission to the Museum
\$1 Registration and \$1 Per Model - Adult (Age 17 +)
\$1 Registration and \$.50 Per Model - Junior

How to get there:



Categories, Adults and Junior

- A. - Armored Fighting Vehicles, Heavy (Tanks, Rail Guns, et)
- B. - Armored Fighting Vehicles, Light (APCs, Wheeled and Tracked)
- C. - Military Vehicles (Trucks, Jeeps, et)
- D. - Aircraft, Propeller Driven and Gliders
- E. - Aircraft, Thrust Driven (Jets, Rockets)
- F. - Automobile - Street Stock
- G. - Automobile - Closed Wheel Competition
- H. - Automobile - Open Wheel Competition
- I. - Automobile - Street Rod and Custom
- J. - Ships - Sail and Paddlewheelers
- K. - Ships - Turbine Driven
- L. - Ships - Submarines (non edible)
- M. - Figures- All Type
- N. - Space Vehicles - Fact
- O. - Space Vehicles - Fiction
- P. - Diorama - All
- Q. - Miscellaneous

For Further Information
Call Bill Ferrante
(408) 226-0666

Attractions:

- A museum full of aircraft (Shorts Flying Boat, Avenger, A3D Skywarrior, A-7E Corsair II, TBM "Avenger", Lockheed Electra and others)
- A model contest (naturally)
- A raffle

SPECIAL RAFFLE PRIZE

As the Grand Prize in our Raffle, we will be giving away a ride in a North American P-51 "Mustang" WWII fighter. There will be only 200 tickets sold for this prize. The cost of each is ticket \$5. Don't miss out in your chance to ride in a piece of aviation history.

Judging Theory:

For this contest, we will be using "Chicago" style judging rules. What this means is that each model will be judged on its own merits, not against the other models in its category. A point system, based on IPMS national criteria, will be used to determine if the model wins a gold, silver or bronze award. Multiple awards can be awarded per category (ie two golds, four silvers, three bronzes, ect). A judging sheet will be filled out for each model and the modeler gets to keep this to see where the judges found the omissions on the model. No one should have to go home wondering why their model placed as it did.

Award Criteria -

Senior (100 points maximum) Score
GOLD - 90-100
SILVER - 80 - 89
BRONZE- 70 - 79

Junior
GOLD - 80 - 100
SILVER - 60 - 79
BRONZE - 45 - 59

SCHEDULE

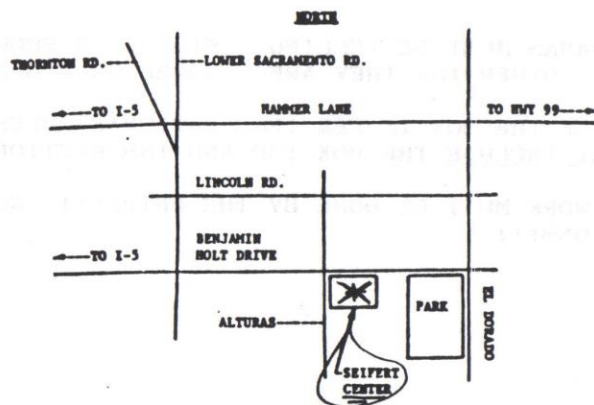
- REGISTRATION - 10:00am - 1:00pm
- JUDGING - 1:00pm - 3:00pm
- AWARDS - 4:00pm
- RAFFLES - THROUGHOUT THE DAY



CONTACTS

VENDORS CONTACT: BOB PHILLIPS
(209)951-9757

GENERAL INFORMATION: BRAD BAUMGARTENER
(209)551-7516



I.P.M.S. STOCKTON TOMCATS

PROUDLY ANNOUNCE



OUR SIXTH

PLASTIC MODEL CONTEST

AFFILIATED WITH:
SEIFERT COMMUNITY CENTER
CITY OF STOCKTON
PARKS AND RECREATION

SATURDAY MARCH 20, 1993. 10:00am-4:30pm at the
SEIFERT COMMUNITY CENTER. At the corner of
BENJAMIN HOLT DR. and ALTURAS, STOCKTON, CA.

SPECIAL THEMES and AWARDS: BEST KOREAN CONFLICT
SUBJECT, BEST MADE and USED by the USA, BEST
GRUMMAN BUILT AIRCRAFT, BEST CIVILIAN SUBJECT.
26 SENIOR, 6 JUNIOR, and 1 SUB-JUNIOR CATEGORIES.
RAFFLES and VENDORS. OPEN TO THE PUBLIC FOR
ENTRY OR VIEWING.



CATEGORIES

SENIOR (18 years old & up)

- A) SINGLE ENGINE JET 1/72 & SMALLER
- B) MULTI ENGINE JET 1/72 & SMALLER
- C) SINGLE ENGINE JET 1/48
- D) MULTI ENGINE JET 1/48
- E) SINGLE ENGINE PROP 1/72 & SMALLER
- F) MULTI ENGINE PROP 1/72 & SMALLER
- G) SINGLE ENGINE PROP 1/48 ALLIES
- H) SINGLE ENGINE PROP 1/48 AXIS
- I) MULTI ENGINE PROP 1/48
- J) JET & PROP 1/32 & LARGER
- K) CIVILIAN AIRCRAFT ALL SCALES
- L) ROTARY WING ALL SCALES
- M) AFVs 1945 & EARLIER 1/35 & LARGER
- N) AFVs 1946 & AFTER 1/35 & LARGER
- O) MILITARY VEHICLES SOFT SKIN 1/35 & LARGER
- P) MILITARY VEHICLES ALL TYPES & ERAS 1/48 & SMALLER
- Q) STOCK CIVILIAN VEHICLES ALL SCALES
- R) ROD & CUSTOM CIVILIAN VEHICLES ALL SCALES
- S) COMPETITION VEHICLES ALL SCALES
- T) MOTORCYCLES ALL SCALES
- U) SHIPS ALL SCALES & TYPES
- V) SPACE & FANTASY ALL SCALES & TYPES
- W) FIGURES ALL SCALES & TYPES
- X) OUT OF THE BOX ALL SCALES & TYPES
- Y) DIORAMAS ALL SCALES & TYPES
- Z) MISC.

JUNIOR (13-17 years old)

- AA) AIRCRAFT PROP ALL SCALES & TYPES
- BB) AIRCRAFT JET ALL SCALES & TYPES
- CC) MILITARY VEHICLES ALL SCALES & TYPES
- DD) CIVILIAN VEHICLES ALL SCALES & TYPES
- EE) SHIPS ALL SCALES & TYPES
- FF) MISC.

SUB-JUNIOR (12 years old & under)

- GG) OPEN (ANY TYPE OR SCALE MODEL)

SPECIAL AWARDS

- 1) THE BEST MODEL REPRESENTING ANY ITEM USED DURING THE KOREAN CONFLICT (1950-53). IPMS STOCKTON IS PROUD TO REMEMBER "THE FORGOTTEN WAR".
- 2) THE BEST MODEL REPRESENTING ANY ITEM DESIGNED, MADE AND USED BY THE USA. (100% USA IN ALL WAYS)
- 3) THE BEST MODEL DEPICTING A GRUMMAN AIRCRAFT.
- 4) THE BEST MODEL REPRESENTING A CIVILIAN SUBJECT.
- 5) BEST OF SHOW JUNIOR.
- 6) BEST OF SHOW SENIOR.

FEES

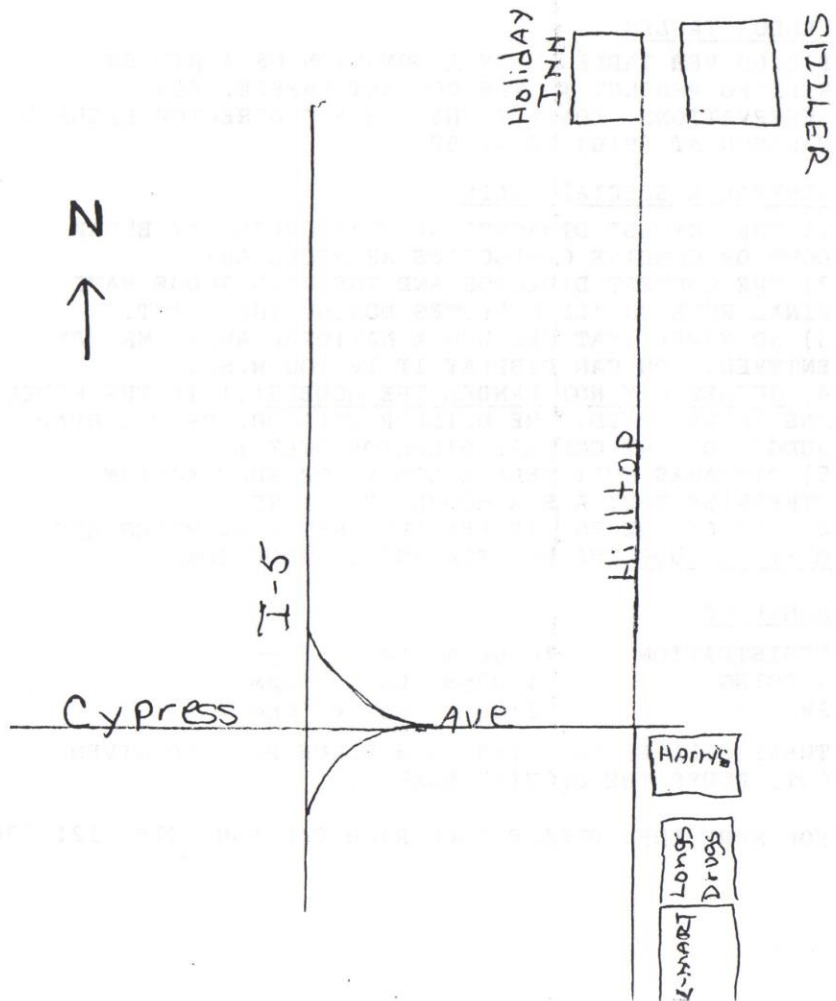
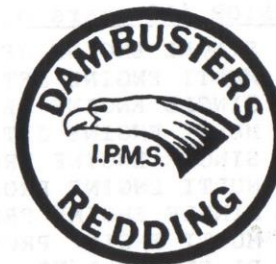
- SENIORS - \$2.00 REGISTRATION & \$1.00 PER ENTRY
- JUNIORS - \$1.00 REGISTRATION & FREE ENTRIES
- SUB-JUNIORS - FREE REGISTRATION & FREE ENTRIES

VENDOR TABLES

\$15.00 PER TABLE PLUS A DONATION OF A KIT OR FEATURED PRODUCT TO THE CONTEST RAFFLE. FOR RESERVATIONS OR ADDITIONAL INFORMATION CONTACT THE VENDOR DIRECTOR. THE NUMBER IS LISTED UNDER THE CONTACTS SECTION OF THIS FLYER.

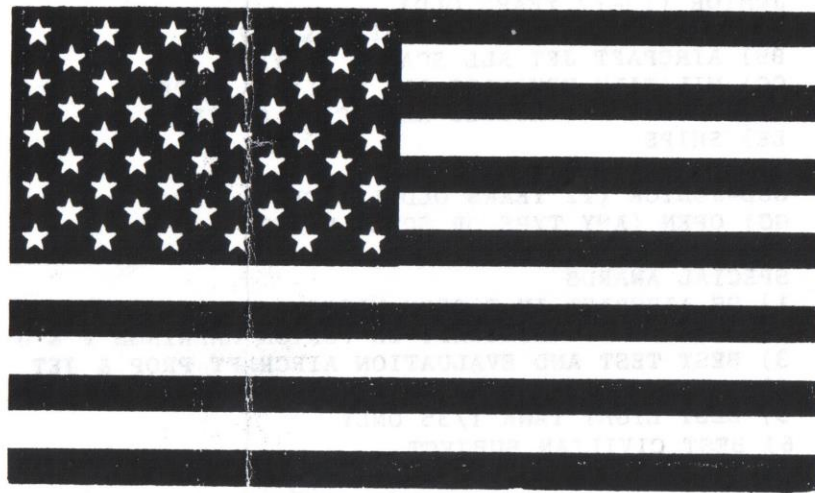
GENERAL/SPECIAL RULES

- 1) THE CONTEST DIRECTOR MAY BREAK DOWN OR COMBINE CATEGORIES AS DEEMED NECESSARY AT THE TIME OF THE CONTEST.
- 2) THE CONTEST DIRECTOR AND HEAD JUDGE HAVE FINAL RULE ON ALL DISPUTES DURING THE CONTEST.
- 3) NO MODEL THAT HAS BEEN ENTERED IN NATIONAL COMPETITION MAY BE ENTERED, BUT YOU MAY DISPLAY IT IF YOU WISH.
- 4) IPMS JUDGING TECHNIQUES WILL BE USED.
- 5) MODELS ARE NOT TO BE HANDLED! INCLUDING ALL JUDGES!
- 6) DIORAMAS MUST BE TELLING A STORY, OR SHOW ACTION. OTHERWISE THEY ARE A MODEL ON A BASE.
- 7) OUT OF THE BOX IS PER IPMS NATIONAL RULES AND MUST INCLUDE THE BOX TOP AND INSTRUCTIONS.
- 8) ALL WORK MUST BE DONE BY THE ENTRANT! NO EXCEPTIONS!!!



I.P.M.S --- REDDING --- THE NORTH VALLEY DAM
 BUSTERS, PROUDLY ANNOUNCE, THE REGION NINE
 CONVENTION, IN REDDING CALIFORNIA, OCT. 10 1993
 TIME: 10am to 4pm DAY: SUNDAY
 WHERE: HOLIDAY INN REDDING CA. on HILLTOP DRIVE

SPECIAL THEMES BEST US AIRCRAFT IN FORIGN MARKING:
 BEST SOVIET AIRCRAFT IN FORIGN MARKINGS. BEST
 TEST AND EVALUATION AIRCRAFT. BEST P-51 MUSTANG.
 BEST LIGHT TANK. BEST CILIVIAN SUBJECT BEST OF
 SHOW JUNIOR. BEST OF SHOW SENIOR. MOST POPULAR
 REGION NINE COORDINATOR AWARD.



CATEGORIES

SENIOR (18 years old & up)

- A) SINGLE ENGINE JET 1/72 & SMALLER
 - B) MULTI ENGINE JET 1/72 & SMALLER
 - C) SINGLE ENGINE JET 1/48
 - D) MULTI ENGINE JET 1/48
 - E) SINGLE ENGINE PROP 1/72 & SMALLER
 - F) MULTI ENGINE PROP 1/72 & SMALLER
 - G) SINGLE ENGINE PROP 1/48
 - H) MULTI ENGINE PROP 1/48
 - I) BI-PLANES 1/72 & SMALLER
 - J) BI-PLANES 1/48 & LARGER
 - K) JET & PROP 1/32 & LARGER
 - L) CIVILIAN AIRCRAFT ALL SCALES
 - M) ROTARY WING ALL SCALES
 - N) MILITARY VEHICLES ARMOR 1945 & EARLYER 1/35
 - O) MILITARY VEHICLES ARMOR 1946 & AFTER 1/35
 - P) MILITARY VEHICLES ALL TYPES & ERAS 1/72
 - Q) STOCK CIVILIAN VEHICLES ALL SCALES
 - R) ROD & CUSTOM CIVILIAN VEHICLES ALL SCALES
 - S) COMPETITION VEHICLES ALL SCALES & TYPES
 - T) SHIPS ALL SCALE & TYPES
 - U) SPACE & FANTASY ALL SCALES & TYPES
 - V) FIGURES ALL SCALES & TYPES
 - W) OUT OF THE BOX ALL SCALES ALL TYPES
 - X) DIORAMAS ALL SCALES & TYPES
 - Y) HYPOTHETICAL AIRCRAFT ALL SCALES
 - Z) MISCELLANEOUS
- JUNIOR (13-17 YEARS OLD)
- AA) AIRCRAFT PROP ALL SCALES & TYPES
 - BB) AIRCRAFT JET ALL SCALES & TYPES
 - CC) MILITARY VEHICLES ALL SCALES & TYPES
 - DD) CIVILIAN VEHICLES ALL SCALE & TYPES
 - EE) SHIPS
 - FF) MISCELLANEOUS
- SUB-JUNIOR (12 YEARS OLD & UNDER)
- GG) OPEN (ANY TYPE OR SCALE MODEL)

SPECIAL AWARDS

- 1) US AIRCRAFT IN FOREIGN MARKINGS PROP & JET
- 2) BEST SOVIET AIRCRAFT IN FOREIGN MARKINGS P & J
- 3) BEST TEST AND EVALUATION AIRCRAFT PROP & JET
- 4) BEST P-51 MUSTANG
- 5) BEST LIGHT TANK 1/35 ONLY
- 6) BEST CIVILIAN SUBJECT

- 7) BEST OF SHOW JUNIOR
- 8) BEST OF SHOW SENIOR
- 9) REGION NINE COORDINATORS AWARD MOST POPULAR

REGISTRATION FEE ENTRY FEE PER MODEL \$1.00
\$5.00---- ALL AGES
NOTE: ONE RAFFLE TICKET WILL BE GIVEN FOR EACH
MODEL ENTERED. ADDITIONAL TICKETS WILL BE ON
SALE DURING THE CONTEST.

VENDOR TABLES

\$20.00 PER TABLE PLUSS A DONATION OF A KIT OR
RELATED PRODUCT TO THE CONTEST RAFFLE. FOR
RESERVATIONS CONTACT THE CONTEST DIRECTOR RICHARD
CARLSON AT (916) 221-2369

GENERAL & SPECIAL RULES

- 1) THE CONTEST DIRECTOR, OR HEAD JUDGE MAY BREAK
DOWN OR COMBINE CATEGORIES AS NECESSARY.
- 2) THE CONTEST DIRECTOR AND THE HEAD JUDGE HAVE
FINAL RULE ON ALL DISPUTES DURING THE EVENT.
- 3) NO MODEL THAT HAS WON A NATIONAL AWARD MAY BE
ENTERED. YOU CAN DISPLAY IT IF YOU WISH.
- 4) JUDGES MAY NOT HANDEL THE MODELS!!! IF THE MODEL
HAS TO BE MOVED, THE BUILDER WILL DO, OR THE HEAD
JUDGE, OR THE CONTEST DIRECTOR ONLY!!!
- 5) DIORAMAS MUST TELL A STORY, OR SHOW ACTION,
OTHERWISE THEY ARE A MODEL ON A BASE.
- 6) OUT OF THE BOX IS PER IPMS NATIONAL RULES AND
MUST INCLUDE THE BOX TOP AND INSTRUCTIONS.

SCHEDULE

REGISTRATION	10:00am	to	1:00pm
JUDGING	1:00pm	to	3:00pm
AWARDS	3:00	to	4:00pm

THERE WILL BE 1st, 2nd, 3rd PLACE PLAQUES GIVEN
OUT, PLUSS THE SPECIAL AWARDS.

FOR MORE INFO PLEASE CALL RICH CARLSON (916) 221-2369

***THAT does it for this installment of The FREE HORNETS News and DIRECT HISTORY for Region Nine in the year of 1993.
COMING NEXT - AN ANSWER FINALLY TO "WHAT DID THE GROUP BUILD OF SKYHAWKS DO AT THE '93 NATS?"
and OTHER SHOCKING WHIMSY & ACTION !!!*** See you next issue - mickb