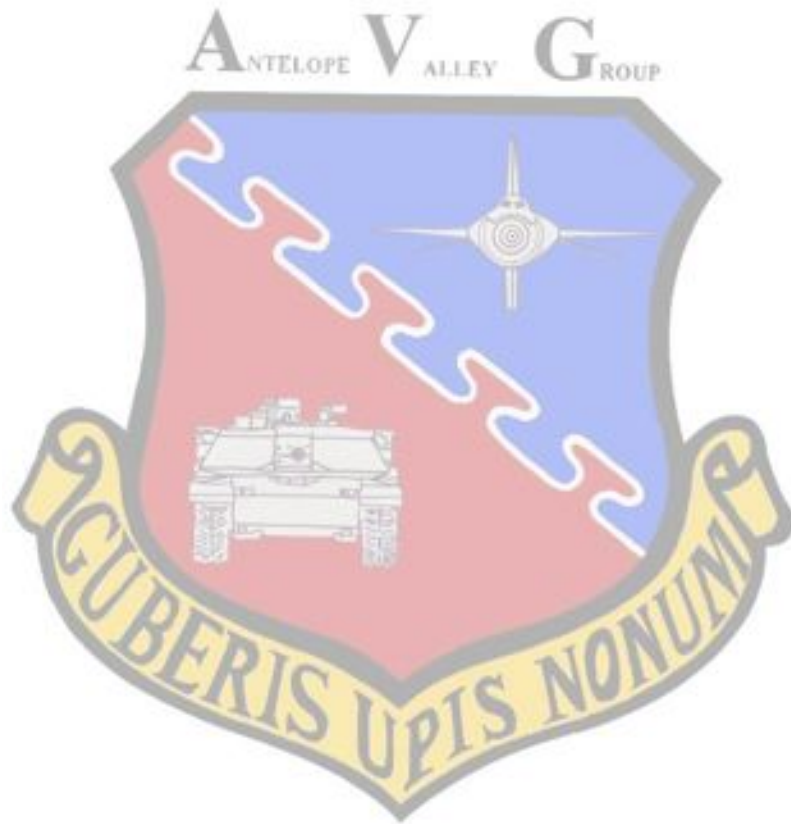


The Smoking Hole

A Publication of the Antelope Valley Group IPMS
Volume 22, Number 8



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Secretary

Matt Graham

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Club News and Business

NEXT MEETING AUGUST 19 2017, 1:00 PM AT ROSAMOND LIBRARY

June General Meeting Notes:

At the July meeting, we had a contest discussion, Prez Tracy gave a recap of the San Diego chapter contest, I gave a couple kit reviews and we had the “Jurassic Plastic” in-house contest! Whew!

Contest Discussion

The majority of discussion was category sponsorship. Prez Tracy has reached out to the Regional IPMS chapters and several hobby shops for possible sponsorship. Fresno, Vegas and Fremont have agreed to sponsor. Brookhurst Hobbies and Burbank House of Hobbies have expressed possible interest, as well as Ventura Hobbies. And AV Harley Davidson may also sponsor.

As of July, we have had 15 member sponsor categories (5 special, 10 regular). You can still sponsor a category. Cost is \$45 per category. If the trophies have not gone out for engraving, your sponsorship will be noted on the trophies. Talk to Niilo at the meeting.

Robby suggested possibly purchasing a special banner for the Regional (we already have a standard contest banner). Robby sent an e-mail to the membership with costs (which look quite reasonable). We'll vote on this at the contest.

“Jurassic Plastic” In-House Contest

July marked our second in-house contest for the year, “Jurassic Plastic”. Subject was any pre-1970 tooled kit. We had several aircraft entries and a really cool old Revell 1/720 “Prinz Eugen” cruiser from Niilo. And the winner?



Um, me (again) I guess... With a 1/48th Hawk Cessna 337 Skymaster. Hurray for me! No, not really...

Meeting Visitor

Rich R. brought his friend Brian Bowler to the meeting. Brian is originally from the UK (via New Zealand). Brian's career has been in aviation – he used to be a 'fitter' (aircraft mechanic), working on such interesting types as the de Havilland Sea Hornet and Hawker Hunter.

2016 Meeting Schedule

Primary	Activities	Refreshments	Demo	Review
21 Jan	Member Dues Collected			
18 Feb	Project Build Meeting	Rich M. / Steve		
18 Mar		Matt/Niilo		
15 Apr	In-House Contest "6 Day War"	Mike O. / Rick		
20 May		Rich / Jay		
17 June		Jim /Joe	"Things Under Wings – ARM-US"	
16 July	In-House Contest "Jurassic Plastic"	Steve S. / Robby		
19 Aug		Frank / Stephen		
16 Sept		Bill P. / Tracy		
21 Oct		David / Henry		
28 Oct	2017 Desert Classic			
18 Nov	2018 Club Officer Nominations			
16 Dec	Christmas Potluck Gift Exchange 2018 Officer Elections	Everyone!		

The Tool Crib

Nothing from Rich the Tool Man, but I'm sure he'll have more for us soon!

Club Demos

If you'd like to do a demo for the club, let me know and I'll put you on the calendar.

Member Show and Tell



Name:

Mike Otis

Time To Build:

2 to 3 weeks

Kit & Scale:

Trumpeter Sea Hawk Mk. 100/101

1/48th scale

Aftermarket Items:

Eduard photo etch seatbelts. Brass wire for aft antennas

Paints Used:

Model Master Light Gray

Tamiya Dark Sea Gray XF-54

Comments:

Pretty decent kit. Scratchbuilt epoxy seat cushion, oxygen hose from solder and ejection handle



Name:

Rick Reinert

Time To Build:

About 40 hours over a month

Kit & Scale:

Tamiya Spitfire Mk. VIII

1/32nd scale

Aftermarket Items:

HGW belts

Paints Used:

Model Master Ocean Gray and Sea Gray enamels. Model Master Acryl Green. Tamiya White

Comments:

Typical Tamiya quality. This is an excellent kit with little, if any, fit issues. I attempted to use Maketar masks and found them somewhat lacking. Masks need to be aligned with each other perfectly, or your marking will be offset. Even if a little off, very obvious. Discover the hard way. And masks can only be used once or twice prior to degrading. So, not a lot of leeway if you miss your mark. Kit decals are typical Tamiya –

	<p>thick! And a disappointment, considering the cost of the kit. I do not recommend masks, since rework is guaranteed. Spitfire was black-based prior to camo colors</p>
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Name:

Mark Lampe

Time To Build:

Approx 25 hours

Kit & Scale:

Testors SdKfz 234/3 Armored Car
("Stummel")1/35th scale

Aftermarket Items:

None

Paints Used:

Polly S Panzer Dark Yellow, Delta
Creamcoat Forest Green, Americana Flat
Black, Burnt Sienna and Burnt Umber

Comments:

There was a lot of cleanup & restoration involved on this old girl. At some point she had been in a diorama or on a base, and the wheels and suspension were caked in plaster..or something. Once I got through cleaning all that off, further cleanup and repainting of the main hull and interior was relatively easy. I used Polly S Panzer Dark Yellow (over a burnt Sienna primer) as the base; Forest Green and Burnt Umber are the camo colors. The spares box provided various bedrolls and other kit fitted on the exterior, and thankfully I had some viable Panzer Lehr Division decals in the decal box to use for markings. This particular version of these

armored cars was a rare bird, only 85-90 having been produced. Panzer Lehr Division was one of a handful equipped with them in their Recon Battalions. The 75L24 is the same one used on early versions of the Panzer IV, and was considered to still be a viable weapon even late in the war. It could fire hollow charge rounds, which put it on par with the 50L60 gun used on the more well known "Puma" armored car. This was a fun project; I entered it in the ModelFest contest (back in February) on a lark, and she placed 3rd in SoftSkins (woo hoo!)



Name:

Mark Lampe

Time To Build:

Approx 30 hours

Kit & Scale:

Testors SdKfz 7/1 with Quad 20mm & crew

1/35th scale

Aftermarket Items:

None

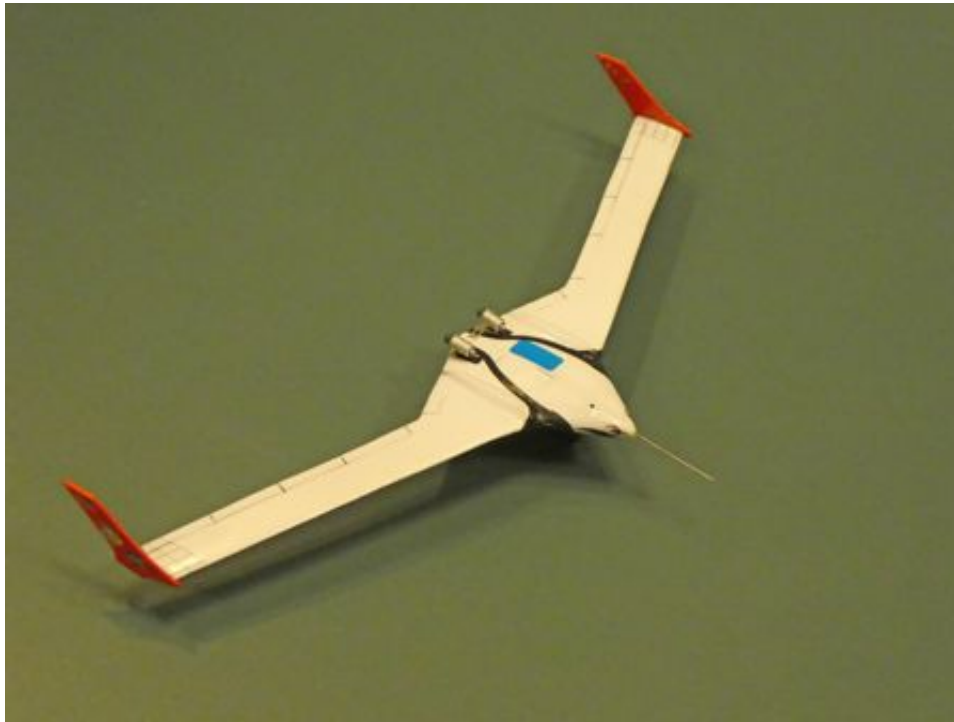
Paints Used:

Pactra Flat Afrika Yellow, Americana Burnt Umber, Burnt Sienna & Flat Black, Alene's Acrylic Deep Sage; Delta Creamcoat Dapple Grey; Polly S Panzer Dark Yellow; Americana Mink Tan and other various fleshtones for the figures. Various greys & dark greys for accessories and gear.

Comments:

This venerable old kit is another of my restoration jobs. After cleaning up and repairing the running gear, tracks, and side panels, I repainted the entire halftrack with a base of Pactra Flat Afrika Yellow; over a primer coat of Burnt Umber. Burnt Sienna and Deep Sage are the camo colors. The quad 20mm needed some minor repairs as well. The crew are wearing reversible Tan Water Pattern winter uniforms. I decked

her out with camo netting, bedrolls and other gear scratched from tissue and gauze (kickin' it old school). I had to scratch a replacement steering wheel. Another one of these is in my queue; she will get a 37mm AAA and summer uniform crew. These mobile AAA halftracks could be found in the Regimental Troops / HQ battalion of a Panzer Division, as well as in the AAA Battalions that were part of Panzer Divisions. Approximately 800 were produced by the end of 1944.



Name:

David Newman

Time To Build:

Kit & Scale:

X-56A (scratchbuilt)

1/72nd scale

Aftermarket Items:

Paints Used:

Testors black, Chevy Engine Red.
Tamiya white

Comments:

Alps decal



Name:

David Newman

Time To Build:

2 months

Kit & Scale:

Zvezda R-12 BMW w/sidecar and Arii '58 Subaru 360

1/35th and 1/32nd scale

Aftermarket Items:

Cut 'n Toss

Paints Used:

Testors Flat Gray, Gloss Light Blue, Gloss Chevy Engine Red

Comments:

Who's gonna stop me?



Name:

David Newman

Time To Build:

On and off for years

Kit & Scale:

Monogram P-36A

1/72nd scale

Aftermarket Items:

Paints Used:

Testors Gray, Green, Dark Blue

Comments:

27th PS 1939 experimental camo



Name:

Niilo Lund

Time To Build:

40 hours over 2 months

Kit & Scale:

Revell German Cruiser "Prinz Eugen"

1/720th scale

Aftermarket Items:

None

Paints Used:

Testors rattle can red. Model Master Flat Black and Sand Wood
 Propellers – copper
 Aircraft- Tamiya IJN Green
 Prismacolor pencils – chain black
 Sharpie over 250 portholes (I don't think I got them all)

Comments:

Tried a "thinner" spread technique for weathering on deck but didn't turn out the way I wanted. Put on "dullcoat" as a final covering to eliminate shine and spotting. Was going to do rigging and railing but didn't because it was not included in the box and I didn't think it was allowed.



Name:

Matt Graham

Time To Build:

15 hours

Kit & Scale:

Hawk Cessna 337 Skymaster

1/48th scale

Aftermarket Items:

None

Paints Used:

Tamiya synthetic lacquers (Pure White, Deep Metallic Blue. Light metallic blue is custom mix. Intermediate Blue for interior). Some Model Master and Alclad

Comments:

Hawk was one of the oldest model manufacturers, dating back to the 1930s. Based in Chicago, they produced recognition models in WW2 into the '50's (the 1/72 At-6, F4U and F4D Skyray were kit versions of recognition models). Hawk produced one of the first all-plastic kits in the mid-'50s, the "Mr. Mulligan" air racer. Hawk and IMC were purchased in 1970 by Rockford Paper Mills, the maker of Testors paints, and many kits were re-released under the Testors

	<p>label.</p> <p>The Skymaster dates from 1968, and was produced during the John Andrews era at Hawk. John wanted to produce more detailed and accurate models (he later became famous for designing the Testors “F-19” kit). The Skymaster was released as a civil 337 and a military O-2. The parts for both are included in all the kits, although a proper military interior is not included and the openings for the O-2’s extra observation windows must be cut in the plastic. The civil 337 was also released in the famous Hawk “Autheni-Plate” chrome plated series. My kit dates from the early ‘70s and was molded in ‘milk jug’ translucent white plastic. Fit was generally good for a kit of this age, the major problem areas being the tail booms (which are slightly smaller than their mating area on the wing) and the rear engine cooling air scoop.</p> <p>The kit is quite a tail-sitter and requires a lot of weight in the nose. This causes the plastic main gear struts to flex. These would be better replaced by a metal strut on a non-OOB build.</p> <p>The color scheme is provided entirely by decals. Considering the age of the decals, this was not going to work, so I</p>
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	<p>decided to paint the entire scheme. I made the registration numbers on my Alps, and they correspond to a real registration for a 337 with this color scheme.</p> <p>This isn't a bad kit, it has a very accurate shape, and with some extra detail (opening the forward engine intakes and adding a Minicraft light plane engine, opening the rear cowl flaps), a really nice light civil aircraft model will result.</p>
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Name:

Rich Ribaldo

Time To Build:

Approx 30 hours (most of which was treating fit issues and masking)

Kit & Scale:

Roden Carvair ATL 98

1/144th scale

Aftermarket Items:

None

Paints Used:

Testors Model Master True Blue,
Light Blue, Floquill bright Silver,
Tamiya Gloss White

Comments:

Wikipedia tells us...

"The Aviation Traders ATL-98 Carvair was a large transport aircraft powered by four radial engines. It was a Douglas DC-4-based air ferry developed by Freddie Laker's Aviation Traders (Engineering) Limited (ATL), with a capacity of 25 passengers and five cars, loaded at the front. The Carvair was used by Aer Lingus, BUA and BAF among others, and was used in Congo-Kinshasa during 1960-1964, under contract to the United Nations. Aircraft for Aer



Lingus were quickly convertible between 55 seats and 22 seats with five cars. Some aircraft were pure freighters with only nine seats. One aircraft had 55 high-density seats and room for three cars. BAF were the last operator in Europe of the aircraft, keeping them flying into the 1970s."

Some of us will remember Freddie Laker's most famous enterprise; the Laker Skytrain fleet of DC-10s offering super economy fares from New York to London back in the early 1980s. I was in A&P School during Sir Freddie's NY to London days, so when I saw a kit of one of his earlier aircraft I wanted to add it to my collection. One of these odd aircraft also appears in the movie "Goldfinger" where Auric Goldfinger's Rolls Royce can be seen as it is loaded into the nose in preparation to a flight to Switzerland.

The majority of the kit is the same as Roden's DC-4. Unique parts are a new pair of fuselage halves with the bulged nose gear doors and appropriate windscreen. There are no window openings aside from the cockpit; windows are provided on the decal sheet. However, as the blue stripe decal did not work well I made windows with a punch and die set from black decal material.

There is no interior detail or even a flight deck, but it's tough to see in there anyway and painting the fuselage interior black completely hid the



absence of internal details. Nose weight is needed for this little guy but there's ample space for it. 20 grams of bird shot in the nose kept the model on its nose gear.

Fit issues were found over the entire kit. Scraping, grinding and sanding are in your future if you plan to build this little beast. There is no shortage of step height issues either. I used a Dremel tool, sandpaper and 3M Acrylic auto body filler on just about every seam this kit had. After restoring the panel lines and polishing everything out the results were pretty good. The cleanup work only became tedious on the smaller parts like wheels and gear struts. Considering all this, the kit's windscreen fit better than I expected.

Markings are for a single carrier, British Air Ferries. The decal sheet provides the fuselage striping and the nose anti-glare panel as well as registration numbers and letters. Despite serious effort to make it work the light blue fuselage stripe did not want to fit, so I painted the stripe on the fuselage. Same goes for the anti-glare panel. The lower surface was painted with Model Master True Blue enamel. A very nice full color and markings guide is included with Model Master Paint references. The only bare metal on the model is on the engine nacelles and I chose Floquill Bright Silver for this.

As many of you know I have an affinity for unusual or one-of-a-kind

	<p>subjects. The ATL-98 is certainly something you don't see much on contest tables. I also don't have much in the way of commercial aircraft in my display case so this colorful scheme helps offset all the green and gray colored subjects that surrounds it. I recommend this kit to modelers of moderate experience who don't mind working on resolving fit issues and filling seams in order to get a colorful, odd model in their collection. This was a "side burner" project for me so beating it into submission came in small doses and that helped me to not to shelf the project indefinitely.</p>
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Name:

Rich Ribaudo

Time To Build:

Approx 25 hours

Kit & Scale:

Trumpeter De Havilland Sea Hornet

1/48th scale

Aftermarket Items:

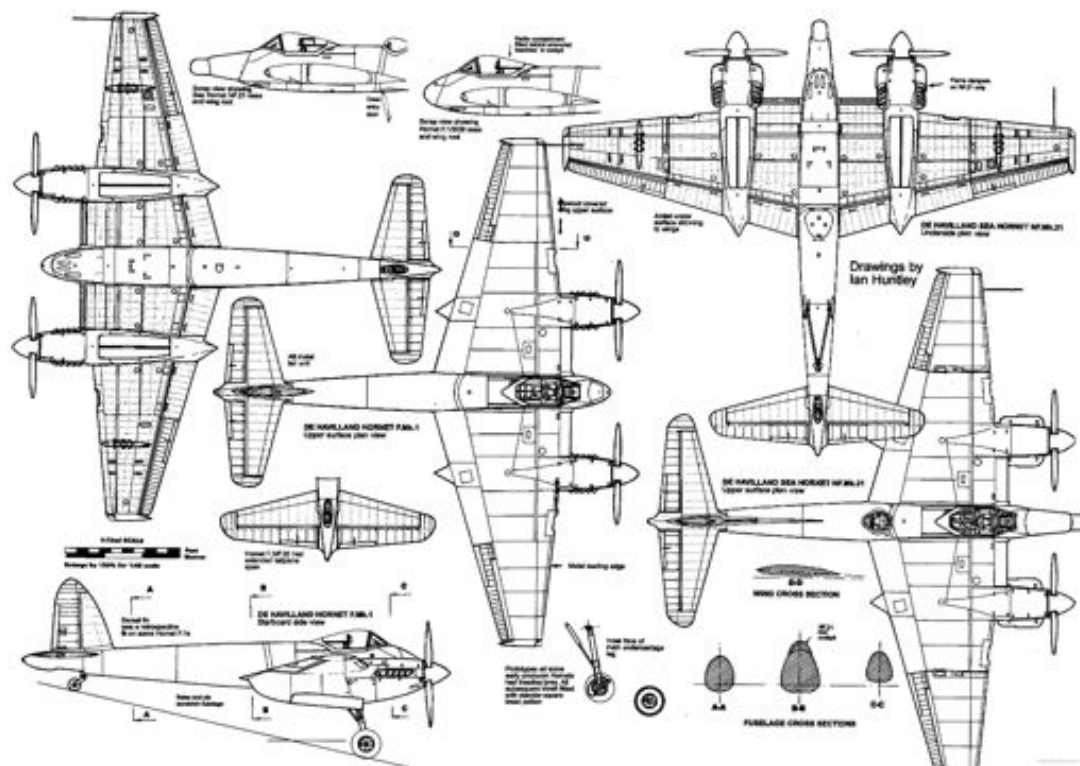
None

Paints Used:

Model Master Dark Sea Gray, Sky Type S

Comments:

Back in the 90s Classic Airframes gave us the first injection molded De Havilland Hornet, followed by the Sea Hornet. I built one of those Hornets when they were first issued. The kits are nicely appointed and accurate in shape with resin bits and great decals. But as limited run kits they demanded a bit more time and skill with fitting and aligning than main stream model kits do. Lately the cost of these Classic Airframe kits has been driven up by their scarcity.



Trumpeter's Sea Hornet is a simple build. I had no fit or alignment problems. Where the kit goes wrong is only obvious to the folks who do a bit of research on the Sea Hornet. The windscreen to fuselage joint is angled oddly, and the control surfaces are (over)rendered in fabric where they should be solid. I chose not to do anything about the windscreen issue, but had it within my time constrained resources (more on that in a bit) to fill the dips and sags in the control surfaces. I used 3M Acrylic Body Filler for this task but if I had to do it again I'd use super glue gel.

The pilot and radar operator cockpits are sufficiently appointed with knobs and controls, but I added seat harnesses taken from a photocopied Eduard P.E. set. The pilot's instrument panel has a decal with the instruments arranged on a single carrier film, but I chose to punch each instrument out and apply them individually to the plastic panel. This kit required very little filler. In fact, aside from the control surfaces I can't even remember where I applied the putty. After spending the first few evenings treating the fabric effect a very fast and straightforward build followed. The model was painted with Model Master Dark Sea Gray on top and Sky for the underside. An overall coat of Humbrol Clear Gloss was applied prior to affixing the markings. The



decals behaved perfectly using a setting agent of 50% distilled water and 50% Future floor polish and then the entire airframe was sprayed with Humbrol Clear Satin. The final assembly took less than an hour and consisted of adding the landing gear and doors (good provisions for location), props, arrestor hook, radome, outer wing panels and canopy. The build of this Sea Hornet comes under odd circumstances. My friend Brian was a Royal Sea Scout in his youth and spent some time around Sea Hornets at Culham Naval Air Station near Oxford. There, brand new Sea Hornets were fitted with radio equipment and armament after leaving the factory and Brian got to witness a great deal of Sea Hornet activity. After telling me about this I decided to build a Sea Hornet for him as a birthday gift. I missed finishing the model in time for his birthday by a couple of weeks, but to my surprise when I gave him a book on the Sea Hornet he handed me the Trumpeter kit at the same time for *my birthday!* He, of course, had no idea I was making that very same kit for him. It was very gratifying to hand the finished model to Brian when I surprised him at the July AVG meeting. He had no idea I had one in work when he gave me the kit as a gift. Considering some of the older, tougher kits I've taken on lately (and will again) this build was a very therapeutic and welcome change.

	<p>I recommend this kit to modelers of limited experience. There are a few odd shape issues (windscreen area and control surfaces) but the parts fit was virtually trouble-free and, aside from the control surfaces very little filler was needed on the rest of the kit.</p>
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AVG Modeler's Bio

Sorry, no mug shot!

Name: Nick Kiriokos

Profession: NASA Aviation Ground Safety

Family:

IPMS Member? : Yes, but not current

How long have you been a member of AVG?: Founding Member along with Steve Spandorf, Mike Valdez, Curtis Stidham, and David Newman.

How long have you been modeling?: Almost 50 years, started at age 9 in 1969!

Do you remember what the first kit you built was?: Oh yes, Monogram 1/48 JU-87 Stuka with the gun pods, I think it was the D model

Favorite subjects and scales?: Military and sci-fi (rare though) Favorite scale is 1/72, but I do have a good selection of 1/48 and of course 1/35 for armor.

Paint. Acrylic or Enamel?: Both.

Anything else you'd like us to know? Other hobbies or interest? Comments? Manifesto?: I can't do NMF to save my ass.

Calendar

09/23/2017	REDCON 2017	Orleans Hotel and Casino 4500 W. Tropicana Ave., Las Vegas, NV
9/30/2017	OrangeCon 2017	Pavilion and Conference Center, Cal State Fullerton 800 N State College Blvd., Fullerton, CA
10/28/2017	Desert Classic XXI	Antelope Valley College Cafeteria 3041 W Ave. K, Lancaster, CA
11/12/2017	Kit Collectors Exposition and Show	Garden Grove Community Center 11300 Stanford Ave. Garden Grove, CA