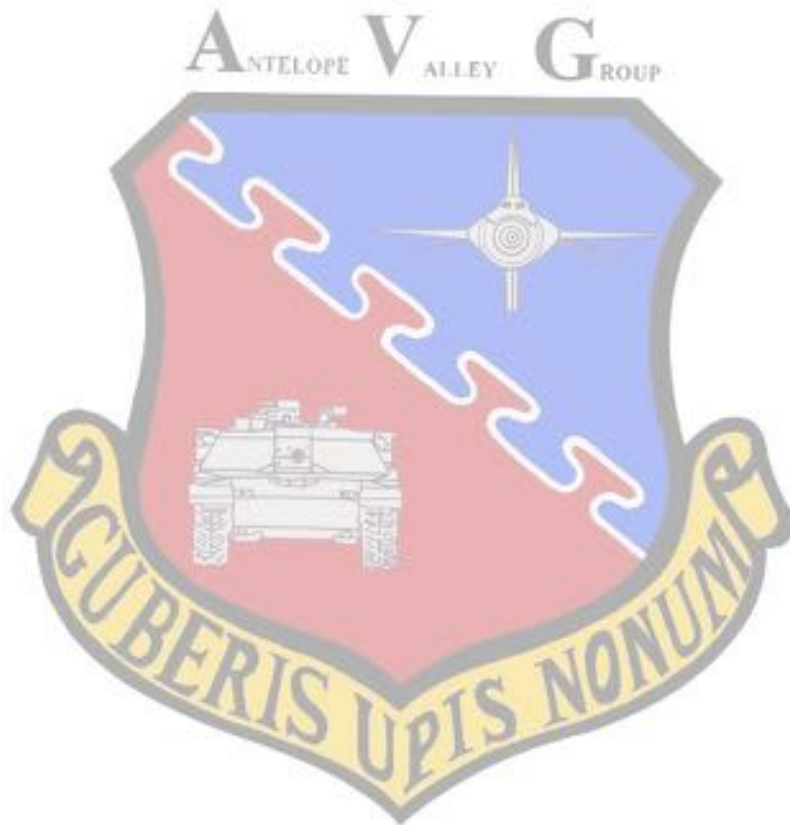


# The Smoking Hole

A Publication of the Antelope Valley Group IPMS

**Volume 25, Number 7**



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## 2020 Club Officers

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## Club News and Business

### JULY MEETING IS CANCELLED

#### June Meeting General Meeting Notes:

The June meeting was canceled, once again, due to the closure of the Kern County Library system. The Club Officers held a small in-person meeting to discuss the path forward, and Prez Dwight organized a test Zoom virtual meeting for the members.

#### Latest Club Status.

The Club Officers held a face-to-face meeting (properly socially distanced) at Admin Professional Matt's house over the 4<sup>th</sup> of July weekend to discuss how we proceed with Club business.

I've previously sent out a summary of the discussion, but I'll recap and update.

Contest: Regrettably, we have come to the decision to cancel the contest for October. After some consideration, we ultimately felt there was just too much uncertainty, both with availability of the college cafeteria, and the ability to administer the contest if the current status of the pandemic continues or worsens. We also had a big concern with liability - despite IPMS' insistence that the organization and its chapters are "not responsible for illness", California is a very litigious state, and there is a real concern that the club could be sued if someone were to contract COVID from the contest.

Our initial thought was should things improve in 2021, we considered that we could hold Desert Classic XIV in the spring. That would have us holding 2 contests during the year (one being a regional), but as all the preparation for DC XIV had been done. The only major effort would be to engrave the trophies.

Former VP Jim correctly pointed out that holding 2 contests in one year would be a big undertaking, and with the continued uncertainty with the path of the pandemic, there was no guarantee that conditions would be any better for staging a contest in the spring. Jim's suggestion is that we continue to plan for the regionals next fall (assuming IPMS OC doesn't roll their scheduled regional for this year into next) and use the categories and trophies for 2022. The officers concur that this seems to be the smartest option.

While on the subject of the contest, contest prep is a huge job for a single individual (the VP), so henceforth, we are looking to establish a Contest Committee to assist in organizing the contest so it all doesn't fall on the VP shoulders.

Club Meetings: It doesn't look like we will be having face-to-face meetings soon. The Kern Library system has not announced a date for physically re-opening the branches. Jim says they've extended the due date on his items until September, and Barry heard they may not remain closed for the remainder of 2020. Several folks are looking into possible other meeting places that are free of charge (or low cost) to non-profits, but for the moment, we're stuck in the "virtual" world.

Since we're 'virtual' for the immediate future, Prez Dwight arranged a test Zoom club meeting. About 8 of us participated, including Emeritus Member Rick R. from SC. It seemed to work pretty well. We are going to try a couple of other platforms, such as Google Hangouts to see which might work the best.

#### Nats Cancelled

In late June, the IPMS National Committee reluctantly announced the cancellation of the Nats in San Marcos, TX for this year. I'm sure no-one is terribly surprised, considering the uncertainty, restrictions and low preregistration, but it is certainly a disappointment to many. The current plan is to continue to hold the Nats in Las Vegas as scheduled next year, with the contest re-cycling to San Marcos for 2023.

#### West Coast Contests Cancelled, Postponed or Rescheduled

After recently announcing Orange Con was proceeding for this year, IPMS Orange County has cancelled their contest, as their venue has cancelled all remaining events for the year. OC had the Regional for this year. How this will affect our scheduling for the Regional for next year is uncertain. If the award of the Regional to OC rolls to next year, our Regional will likely be pushed to 2022.

Both the Nevada (Vegas and Reno) clubs have cancelled their contests for the year

The Silicon Valley Classic remains an open question. It still is on the IPMS Calendar and Mick's site still shows it in September (although hasn't been updated since May). Would not be at all surprised if they are forced to cancel also.

#### In-House Contests

Since it's not looking too good for in-person meetings this year, we are proposing to postpone all the 2020 in-house contests until next year.

We would hold "It's a Small World" in January, with the remaining 3 in February, March and April, respectively.. If we are able to hold to that schedule, any further in-house contests for 2021 would be determined at that time.

#### Club Dues

As we haven't had very many meetings this year, and the club's financial situation is very good, the officers have decided that the 2020 dues will apply to 2021. If you have not yet paid your dues (and are in the financial position to do so), please pay them, as we have already bought trophies for the contest and it will help defray the cost. Tres Niilo sent an e-mail to the membership with his mailing address.

#### Club Officers for 2021

The current administration has volunteered to serve through 2021 if the membership desires. However, if any of the members would like to try their hand at being an officer, any one of us would be happy to step aside.

## 2020 Meeting Schedule

Primary	Activities	Refreshments	Demo	Review
18 Jan	Member Dues Collected	Steve/Mike -Main Jim- Drinks Jay - Chips		
15 Feb		Bill, Mike O.		
21 Mar		<b>CANCELED</b>		
18 Apr		<b>CANCELED</b>		
16 May		<b>CANCELED</b>		
20 June		<b>CANCELED</b>		
18 July		<b>CANCELED</b>		
15 Aug (TBD)		Jim B. Dwight		
19 Sept (TBD)	In-House Contest "Jurassic Plastic" (POSPONED)	Luis, Stephen		
17 Oct (TBD)		Steve		
31 Oct	2020 Desert Classic (CANCELED)			
21 Nov (TBD)	2021 Club Officer Nominations	Dwight		
19 Dec (TBD)	Gift Exchange, In-House Contest "Your Personal or Professional Experience" (POSPONED)	Everyone!		

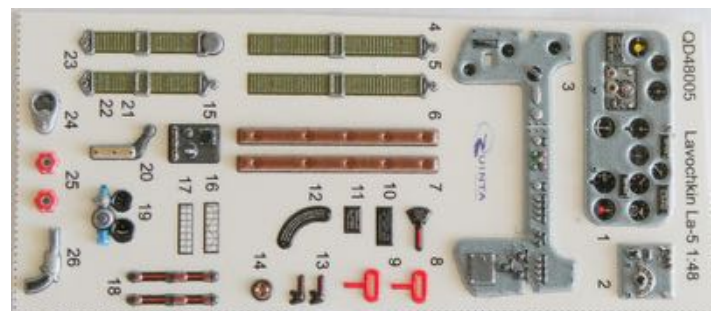
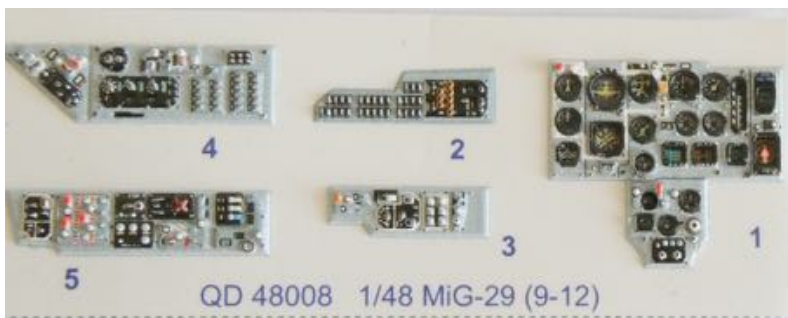
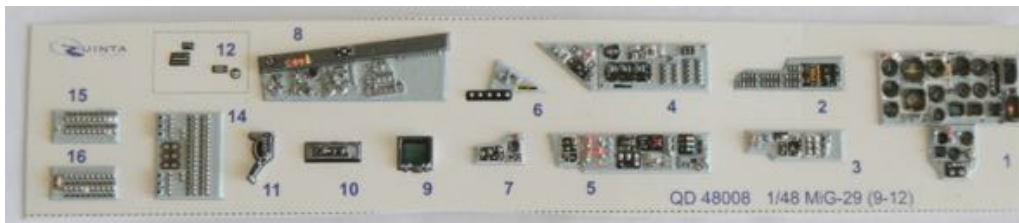
## The Tool Crib

Quinta Studios 3D Cockpit Decals

Toolman Rich discusses these in his piece later in the newsletter. I just received these, so thought I would give a quick overview. While not a "tool" in the strictest sense, it is an extremely interesting new accessory.



These are a new alternative to photo-etch or Eduard ‘Look’ resin cockpit details. They are, as the name implies, a 3-dimensional decal. In concept, they are similar to the resin rivet, weld seam and access panel decals that Archer Fine Transfers produces, but are much more elaborate. I’m not quite sure what process is used to produce these, they look like resin molded onto the decal paper like Archer but they may be directly 3-D, with the colors silk-screened on. Quinta says the material is a flexible vinyl resin, and they apply an additional coat of polyurethane over the instrument faces. Quinta states they can be applied like normal decals, but that some of the larger pieces can benefit from additional adhesive, such as thinned white glue or Tamiya X-22 clear. They also caution not to use decal setting solutions, as they may soften and damage the resin.



Detail is remarkable. The cockpit side panels are especially impressive, offering much more relief than the rather flat Eduard phot-etch panels. Some of the sets also include seat belts, but, to my eye, don't look as crisp as Eduard steel belts.

Quinta produce sets in 1/72, 1/48 and 1/32. Being based in Russia, most of the subjects are Russian, which is to be expected. However, they are branching out to Western subjects, with F-16 and P-38 sets and a set announced for the 1/32 Hobby Boss B-24.

I purchased my sets directly from Quinta, from their eBay store. Despite a promised delivery of 2 weeks, my sets took a very long time to arrive, almost 2 months, probably due to Russian Post. I have had things take a very long time to arrive from Eastern Europe when sent by surface mail. The products are also available from The 48ther's in the Netherlands, which may also offer faster delivery, and Linden Hill Models in the US lists them, but when I go to their Quinta page, there is nothing there.

Prices are comparable to Eduard, with smaller sets around \$10, with the more elaborate sets (1/48 2-seat jets) at around \$20

### Club Demos

Little bit hard to do demos during "social distancing", though suppose you could do a YouTube demo or Zoom session.

Anyway, hope to see some demos when we all get back together.

### Kit Review

*Tamiya 1/24<sup>th</sup> Ford Mustang GT4*



GT4 is an amateur racing series organized by Stéphane Ratel Organisation to Fédération Internationale de l'Automobile (FIA) GT-class rules. The series is sponsored by Pirelli Tires. GT4 cars are factory-built racing cars available to the public, and are the lowest-powered of the GT-series classes (GT1 through 4). They are based on production sports and GT cars. Typical GT4 cars are the Porsche Cayman, Chevrolet Camaro, Aston Martin Vantage, Ford Mustang, BMW M4 and the Mercedes Benz AMG Coupe.

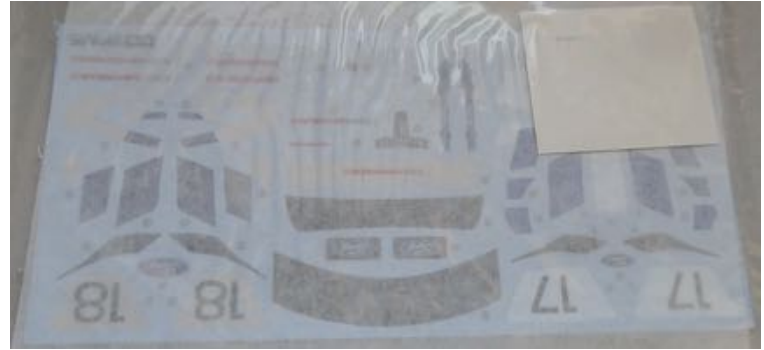
This was a bit of a surprise release from Tamiya. Incredibly, there are almost no kits available of the current generation (2015 -on) Mustang, only a very simple Revell snap kit and this one.

The kit will look familiar to anyone who has built a Tamiya car kit. The kit consists of 134 parts, molded in white, black and clear, with a small sprue of chrome plated pieces. The body is mostly one-piece, with a separate front fascia. The hood louvers are molded open and are separate inserts. The chassis is a platform, to which a separate interior floor attaches.



The kit is basically a curbside, with a simplified engine block with lower oil pan piece, but no upper engine components, and the hood is molded to the body. I've seen a lot of grumbling on the modelcarsmag.com forum about the lack of an engine, as many people think the engine is the heart of a racing car. I'm of two minds about this. I, too, feel the engine is the heart of a racer, but it adds a lot of complexity to the build to represent it well. I have 4 beautiful Tamiya Le Mans racer kits with complete engines, but they are all still sitting in the boxes as I don't really feel like tackling all the wiring and detailing necessary to do the engines justice. The GT4 engine is just a standard Ford Voodoo V-8 from the GT-350 and is not all that visually interesting anyway. I'm sure the aftermarket will provide an engine, or you could perhaps adapt the one from the Revell 2014 Mustang. I have read Tamiya omitted the engine to keep the cost of the kit down (similar to the omission of flaps and slats on their 1/48<sup>th</sup> F-14).

Tamiya provides their usual sheet of window masks, but as always, you must cut them out yourself. A nice set of racing tires are provided and the wheels attach to the suspension with polycaps. Seatbelts are provided on the decal sheet.



Tamiya provided decals for the two prototype cars produced by Multimatic Motorsports, one in gray (the one displayed at SEMA) and the other white. Honestly, these are not the most exciting markings, but fortunately Indycals produces a few other sets. Here's the one I plan to build:



In summary, a pleasant surprise from Tamiya. Usual high Tamiya quality. I'm not too disappointed by the lack of an engine if it keeps the kit cost down. The retail is in the mid \$50 range, but you can get it in the low \$40's if you look around. Highly recommend for race car fans!



## **Member Show and Tell, 5<sup>th</sup> COVID Edition**

Not a lot for me to write about this month, as a few members showed off their latest projects during the Zoom meeting.

Master of Difficult Kits Rich R. has been prolific during our 'vacation'. He just finished a couple of miniscule 1/144<sup>th</sup> Dora Wings Gee Bee kits. Here's his write up:

**Builder:** Rich Ribaudó

**Kit:** Dora Wings 1/144 Gee Bee R1 & R2 racers

**Construction Time:** 25 hours

**Finish:** MRP and Model Master enamels. Kit decals.

**Aftermarket:** None

**HISTORY:** The Gee Bee Model R Super Sportster was a special purpose racing aircraft made by Granville Brothers Aircraft of Springfield, Massachusetts at the now-abandoned Springfield Airport (Massachusetts). Gee Bee stands for Granville Brothers. The 1932 R-1 and its sister plane, the R-2, were the successors of the previous year's Thompson Trophy-winning Model Z.

Assistant Chief Engineer Howell "Pete" Miller and Zantford "Granny" Granville spent three days of wind tunnel testing at NYU with aeronautical engineering professor Alexander Klemin. The aircraft had a very peculiar design. Granville reasoned that a teardrop-shaped fuselage — especially as seen from directly above — would have lower drag than a straight-tapered one, so the fuselage was wider than the engine at its widest point (at the wing attachment point[s], within the length of the wing chord). The cockpit was located very far aft, just in front of the vertical stabilizer, in order to give the racing pilot better vision while making crowded pylon turns.

The R-1 won the 1932 Thompson Trophy race, piloted by Jimmy Doolittle. He also set a new world landplane speed record of 476 km/h (296 mph) in the Shell Speed Dash. The distinction of a landplane record was noteworthy because, at that time, specialized speed seaplanes outran landplanes, e.g. the Macchi M.C.72 with over 700 km/h.

The R-1 rapidly earned a reputation as a potentially very dangerous machine. This shortcoming was common to most air racers of the day. During the 1933 Bendix Trophy race, racing pilot Russell Boardman was killed, flying Number 11. During takeoff from a refueling stop in Indianapolis, Indiana, Boardman pulled up too soon, stalled the R-1 and crashed.

The R-1 was later repaired and now incorporated a fuselage extension of approximately 18 inches, creating the "Long Tail Racer." This aircraft carried race number 11 and was named Intestinal Fortitude. It was decided not to rebuild the wings, but to use the original wings from the R-2, which had been removed in February 1933 when a new wing with flaps was built and installed. This aircraft crashed in a landing overrun incident soon after it was built, but Roy Minor, the pilot, was not severely injured. After another rebuild, the Long Tail Racer was sold to Cecil Allen. Against the advice of the Granvilles, Allen modified it by installing larger gas tanks

aft of its normal center of gravity, which apparently made the aircraft unstable in pitch from tail-heaviness. Allen took off with a full fuel tank, crashed, and was killed. After this final crash, the aircraft was never rebuilt.

## R-1 Performance

- **Maximum speed:** 294.38 mph (473.8 km/h)
- **Cruise speed:** 260 mph (418.4 km/h)
- **Stall speed:** 90 mph (144 km/h)
- **Range:** 925 miles (1488 km) 630 miles, full throttle
- **full throttle:** 2.14 hours
- **cruising:** 3.65 hours

**BACKGROUND:** I've loved the Gee Bee racers since I first saw one in a book when I was 8 years old. Since then I've built the Williams Brothers 1/32 scale R-1, R-2 and Model Z and several of the old Hawk 1/48 kits. When I heard there was an internal "*Small World*" contest in our club I decided to do the little Gee Bees in 1/72. But then I saw Dora Wings not only offered a 1/72 scale kit, but for reasons beyond the bounds of sanity, they also released a 1/144 scale double kit with both racers included. Can't get much smaller than that!

**THE KIT(s):** Dora Wings' Gee Bees consist of 11 pieces each of flash-free, crisp, thin, perfectly molded plastic. A comprehensive decal sheet is included with markings specific to both the R-1 and R-2. Examination of the decals (under a magnifying glass!) reveals them to be crisply printed and within register. Dora Wings even includes two full sets of vinyl masks to do the scalloped red paintjob the Gee Bees were noted for. Free-hand masking that pattern in 1/144 scale would be nightmarish. I did it a few times in 1/32 and that was challenge enough for me. I can't overemphasize how well molded and finely detailed this kit is. Everything is TINY but nothing looks out of scale. The wings' trailing edges are so thin they almost disappear from the naked eye. The R-1 did not have navigation lights but the R-2 did, and Dora got that right. They even molded in the vertical stabilizer offset the Gee Bee had to counteract the torque from that massive radial engine.

**THE BUILD:** All the parts fit well, and I used about as much filler as would fit on the head of a pin for each model. The wings and tail planes are a simple "butt joint" with no location aids. That made handling the models during construction was extremely critical. More than once I lost a horizontal stabilizer or wing because I moved to fast or tapped it in the wrong direction. I knew from the beginning I was going to rig the model and that presented three problems. The first was what to use for rigging material. The second was where to get a tiny enough bit to drill the holes for the wire (my #80 bit was too big!). The third problem was how would I make the wire tight enough on such a tiny model. I originally tried using .005 stainless steel wire for the rigging but found I was unable to bend and tighten it without risking breaking the wheel struts or wings. In

the end used I stretched clear sprue painted and attached each individual length with Bondic cement. The holes I made with the #90 bit served as location pints for the sprue rigging.

**PAINT AND FINISHING:** A coat of flat white revealed any touch ups needed on the seams and gaps. I used Model Master gloss white of the overall color and Testors #1103 gloss red for the scalloped pattern. In practice the vinyl masks Dora provided were simply too thick to conform on such a tiny model. I used the kit supplied masks as patterns and applied them to Tamiya yellow tape. Then I slowly, methodically traced the pattern with a new #11 scalpel blade, yielding a set of tape masks that would conform to the model. I attached the landing gear after painting them as masking the scalloped pattern on a completed model would be very difficult. Once the paint dried, I shot two coats of Humbrol gloss clear on the models and applied the decals. Dora Wings includes a pair of canopy frame decals; very thoughtful as I didn't like the idea of masking a canopy smaller than a grain of rice. I finished the models with another two coats of Humbrol clear gloss. Once the final clear coat was dry, I reattached the cowls and installed the propellers.

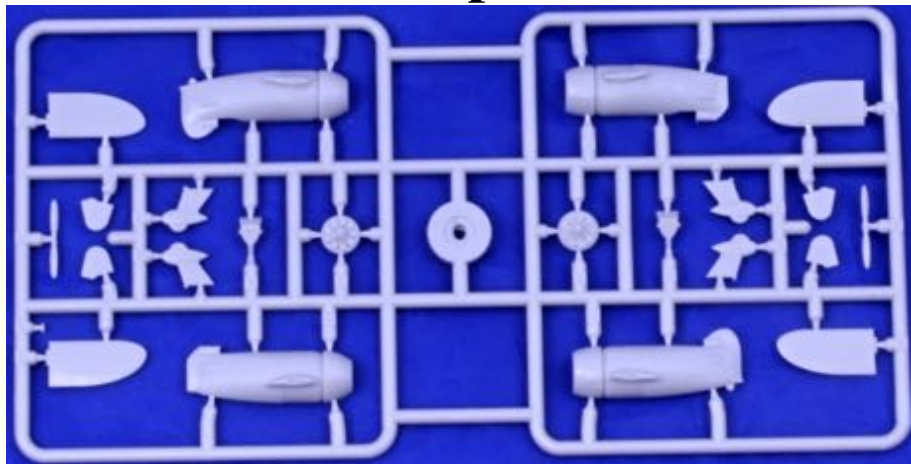
**WOODEN BASE:** I needed something to place these little models on that would help them be seen. Scott Durling is a wood worker who makes pre-finished wooded display bases and acrylic cases. He's usually at all the model swap meets and can also be found on eBay. I ordered one of his hardwood bases and added some ground cover and static grass to the top. The Gee Bees look as if in their natural environment sitting on a grass field. The base also elevated the models so that a magnifying glass can be focused above the models for easier inspection. I mixed up some Durham's Rock-Hard Water Putty for the ground cover and painted it with Model Master Russian Earth and dry brushed it with a few shades of green. The PowerPoint data plate was made on my PC. I found photos of Jimmy Doolittle and Zantford Granville and reduced them to 1/144 their actual height; Jimmy stood 5'5" and "Granny" was about 6'1". I mounted them to a piece of wire in front of the planes. The 1/144 bicycle and fire extinguisher were added for interest. Both items came from Brengun in the Czech Republic.

**CONCLUSION:** Eye strain, Carpal Tunnel Syndrome and neck aches aside, this was a really fun and challenging project. One really has to think many steps ahead when building something this small. Even using the usual tools modelers have on hand requires a very different handling technique than we are used to. The Gee Bee Racers are kind of an "acquired taste" in any scale and I think most people would pick another project given the choice. Building a pair of them in 1/144 scale probably isn't something anyone is likely to do (unless you're Dave Neuman) so I can only recommend this kit to die-hard Gee Bee fans who have a few of 1/144 scale kits (of small aircraft) under their belt. Now, I hope Dora Wings does a 1/144 Gee Bee Z!!!

## Kit Box Art



## Kit Sprue



## Decals, Canopies and Masks



**Gee Bee R-1**



**Gee Bee R-2**



## **Jimmy Doolittle and the Gee Bee R-2**



## Zantford “Granny” Granville and the Gee Bee R-1



**Dora Wings 1/144 Gee Bee Racers**



### Paper Pilots

Zantford “Granny” Granville on the left with R-2 #7 and legendary Jimmy Doolittle on the right with R-1 #11. I looked up their heights on Google, downloaded a photo of each of them and scaled them to 1/144. The information plaque was made on PowerPoint and printed on glossy photo paper. The pre-finished wooden base comes from Scott Durling. <http://Durlingwoodworks.com>





Rigging is clear stretched sprue painted aluminum. The wires are located in holes drilled with a #90 drill bit. The bicycle and fire extinguisher are from Brengun <http://www.brengun.cz/>. If you have never visited the Brengun/Hauler website, you owe it to yourself to do so. They have an astonishing collection of odd but useful resin and photo etched items for aircraft and armor in all scales, especially the tiny stuff.



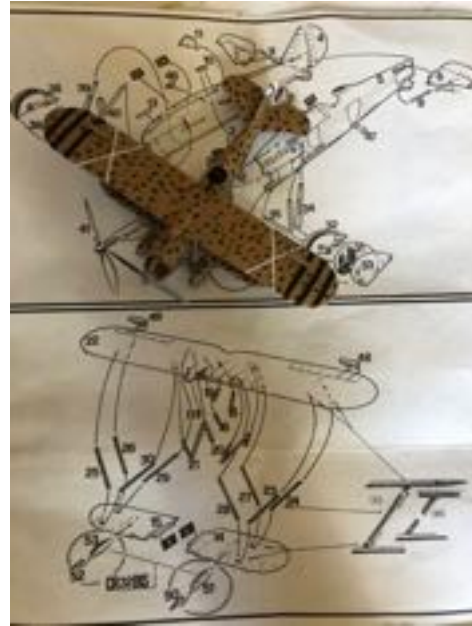
If you ever find yourself painting the spokes on a 1/144 photo etched bicycle, and you ask yourself “*should I add a valve stem to the tire?*”... **JUST STOP!!**

You’re looking into The Abyss.  
Call someone who cares about you before it looks back into **YOU!**



Mike O. has finished a vintage Stock Car model. It's a Plymouth (looks like a '64), as driven by Richard Pardue. Mike says it was originally a Jo-Han kit, reboxed by Lindberg, and was a very enjoyable build. I really liked Jo-Han car kits. Most were well done and offered some unusual subjects (like AMC cars). Shame they are no longer readily available. Well done, Mike!





The 'other' Mike, Mike S., has an interesting theme or 'binge' build, as he calls it – Spanish Civil War aircraft. Included are a Bf.109, a Cr-42 and a Ju-87. Here's what Mike has to say:

These are three 1/72 scale builds from the Spanish Civil war. The Fujimi Ju-87B is built straight from the box, with only an Eduard canopy mask to help out. The Bf-109B is the old Heller kit, and the Cr-32 the old Supermodel kit. All were painted with Tamiya and Citadel paints, which, oddly enough, can be mixed together.

Both the Bf-109B and Cr-42 had water-damaged boxes, and unusable decals, so I got an Xtradecal sheet that has markings for several Spanish Civil War aircraft. I'm kinda proud of the Cr-42. It's not an award-winner, but just getting the top wing on was a challenge. (Check out the 2-step instruction sheet!). Profile and Osprey books were used to help figure out the placement of struts and wings, which are very similar to Fiat's later Cr-42. I almost got it right. The green and orange spots were made with sharpies, which give a nice not-quite-opaque finish.

As usual I haven't gotten crap done. Still struggling with disintegrating B-36 wing walk decals. Have discovered a .005 Micron permanent marker is great for filling in missing wing walk lines! Have made some progress on another HobbyCrap (Trumpeter) kit, and have dug out my old Monogram S'Cool Bus to try and finish.

## Calendar

Postponed. Date to be announced	50 Years of Modeling Excellence	Fresno EAA Chapter, Hangar 379 4344 W. Spaatz Ave. Fresno, CA
Postponed. until 2021	San Diego Model Expo & Swap Meet	San Diego Air and Space Museum Annex 335 Kenny St. El Cajon, CA
Cancelled	IPMS/USA National Convention	Embassy Suites and San Marcos Conference Center 1011 E McCarty Ln. San Marcos, TX
Cancelled	Best of the West	East Side Cannery Resort & Casino 5255 Boulder Hwy. Las Vegas, NV
9/26/2020	Silicon Valley Classic VII	Napredak Hall 770 Montague Expressway San Jose, CA
Cancelled	IPMS Reno "High Rollers" 21 <sup>st</sup> Invitational Contest & Swap Meet	BPOE Lodge 597 597 Kumle Ln. Reno, NV
Cancelled	OrangeCon 2020	Hotel Fullerton Anaheim 1500 South Raymond Ave. Fullerton, CA
Cancelled	Desert Classic XXIV	Antelope Valley College Cafeteria 3041 W Ave. K, Lancaster, CA

## The “*Shape*” of Things to Come

By Rich R.



It seems you can't visit a model building forum these days without someone posting about 'the future of our hobby'. Most of the time it's a grave concern about disappearing product lines, lack of product availability in certain countries, elevating prices of kits and, more often than any of these concerns, the worry that our hobby is dying out altogether. I don't buy it!

I've been a student of our hobby since 1964. I started building kits before I turned 5. In retrospect, things were kind of stagnant between then and the mid-1970s. New kits came out all the time but improvement in quality and accuracy was spotty, minimal and slow in progression. Aftermarket items were pretty much limited to Micro Scale decals. In the 1980s better kits became available and we started to see foreign manufacturers' kits on our store shelves. Names like Tamiya and Hasegawa became commonplace and we fell into a better era of model building. It even prompted Western kit companies to step up their game in order to compete.

In the late 80s and into the 90s photo etched parts, resin, white metal, vacuum forming, and other materials became available to the modeler. Some kits even included these new parts. New materials and products were constantly released. Then, with the fall of the "Iron Curtain", some fabulously talented folks in Europe we had not heard from before took aftermarket products to an unprecedented level. The advent of the internet caused our hobby to explode in such a manner that we could get anything available shipped to us from anywhere, at competitive prices, often within days of ordering it. So, in my humble opinion, the improvements in our hobby have not only continued but accelerated at a staggering pace.

The latest addition to our cornucopia of modeling improvements comes in the form of 3D printed parts. I have a few parts and upgrade sets that are of high quality and excellent fidelity. They are rapidly approaching the quality of resin cast parts and there are even a few companies that exceed resin quality. In

fact, one company even produces color 3D printed parts for cockpits that apply like decals. The applications and possibilities are exciting in this new medium. But I think we are on the cusp of something only dreamt about: instant product delivery moments after purchasing them.

Two things emerging technology never fails to achieve are rapid improvement and rapid drop in price. Home computers were once considered to be the stuff of science fiction or only for the very wealthy. Now, thanks to free enterprise, they are on the way to becoming as common as having a telephone in your home. In fact, we've even moved past that "home phone" and replaced it with a cell phone that is a computer in itself!

The next jump in model building technology, I believe, will be 3D printers. In the past few years 3D printers of various mediums and capabilities have been available, and their prices are competitive. Their capability to produce beautiful parts for models is proven. But what if these printers become so ubiquitous, user friendly and affordable (especially if they cross over to other home applications outside of model building) that they become as common as a cellphone? 3D printers may become as important to modelers as an airbrush or a Dremel tool.

And now that we've seen that "that whole Internet thing has caught on" allow me to make a prediction that only seemed possible on Star Trek a few years ago.

I believe that before long we will be able to select an aftermarket part from a website (like we do now) pay for it online (like we do now) but completely eliminate the process of shipping. Electronic files could instantly be sent to us in an e-mail that we download to a 3D printer right on our workbench. The part(s) we order would be created immediately with no appreciable waiting time for delivery. Hard to think we could get faster delivery than Sprue Brothers, right?! And not having the parts we want in the scale we want could very well be a thing of the past. Even unique off-scale parts could be printed for scratch-built projects, or those old "box scale" kits we looked past as serious contenders for our efforts. Scaling things in the computer is simply an equation, rather than the costly fabrication of masters, molds and castings. One-time usage or buying a file outright might be the way business is conducted, much the way we can either rent or buy a movie on our TV today.

So, there are my thoughts on where the hobby might be headed. I see evidence that the state of our hobby is healthy and improving. Computer technology is a natural element in which younger folks and kids are comfortable, and 3D printers may be an attractive lure to get them into our hobby. Many high schools already have 3D printers as part of their S.T.E.M. and Advanced Placement curriculum. But in the end, it's up to us to get the word out to folks and youngsters about modeling. I think it's easier than ever to grow the hobby with all the on-line outlets we have available to learn, do a better job and share information. New folks to the hobby have the opportunity to improve their skills better than any of us who have been at it for a while ever did. I've seen the proof of it firsthand at our meetings and the contests I attend.

I believe our hobby is doing fine and if we promote it things will only get better. Patronize what few brick and mortar hobby shops we have whenever you can. Try new products. Hang up our club contest posters wherever you can. Visit hobby websites and search YouTube for how to videos. And most of all, try showing a youngster your finished models and give away a few of those kits you no longer have an interest in building. If they lose interest, you have lost nothing. If they bring it back built you've made a new potential modeler. Kids will naturally gravitate to the technology and "on-line component of our hobby and may even show us a thing or two we didn't know.

Rich,  
Jurassic Kit Game Warden.



## **From the Oval Office – Notes From the Prez**

I suspect Prez Dwight is busy preparing for the upcoming school year and probably has a little “COVID fatigue” (No he DOESN’T have COVID)  
I’m sure we’ll have more inspirational words of wisdom from him next month.