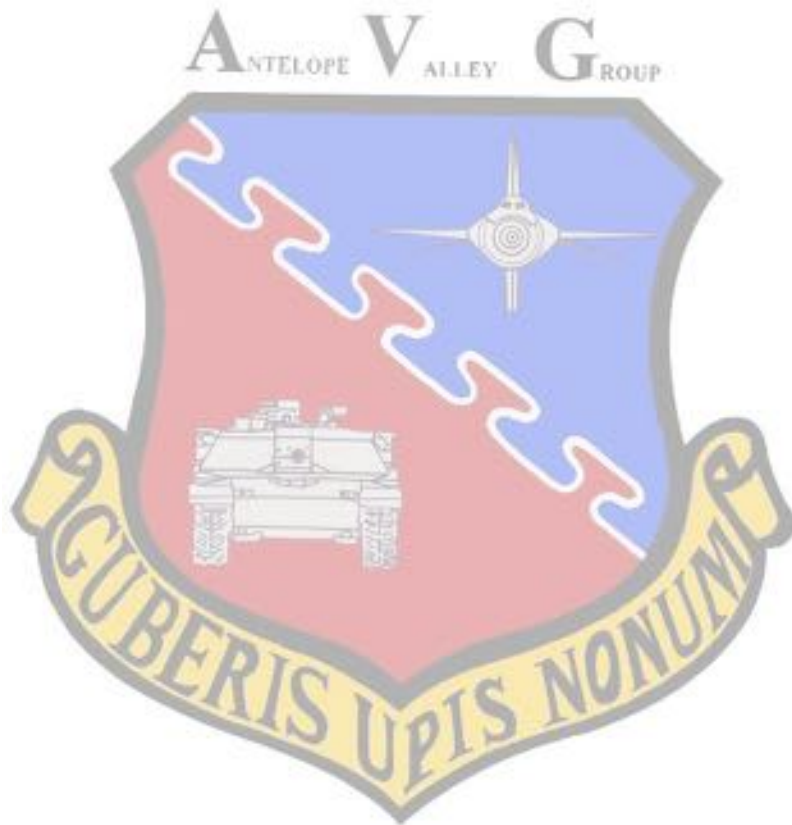


# The Smoking Hole

A Publication of the Antelope Valley Group IPMS

**Volume 26, Number 9**



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## Club News and Business

SEPTEMBER PHYSICAL MEETING 10:00 -12:00 am SEPTEMBER 18,  
RAWLEY DUNTLEY PARK, 3334 W. AVE. K, LANCASTER. VIRTUAL  
(ZOOM) MEETING, SATURDAY EVENING, 7 pm

### August Meeting General Meeting Notes:

We had our physical meeting at Rawley Duntley Park. Due to conflict with the Nats, we had our meeting a week earlier than our usual 3<sup>rd</sup> Saturday. A virtual Zoom meeting followed in the evening.

### Latest Club Status

Sounding like the proverbial broken record here. Kern Library is experiencing budget and staff shortages, so is still only open 2 days a week and isn't hosting meetings, and we haven't yet go a positive response from another indoor venue. Will likely continue with the outdoor meetings and Zoom for at least the near future.

### 2021 Desert Classic Cancelled

By reluctant consensus, the club officers have decided to cancel the 2021 Desert Classic. The officers appreciate the input we received from the membership.

Without commitment by AV College to provide the venue, and only 2 months remaining to secure a venue and plan and execute the contest, we faced daunting odds, and had real concerns that we could stage a successful contest to the level of quality for which the club is known.

The final blow was the news that the Planes of Fame airshow is scheduled for the same weekend as our contest, which would no doubt affect contest turnout.

We'll be back better than ever next year!

### August Physical Meeting

We had another outdoor meeting at Rawley Duntley park. Once again, we had a morning meeting to beat the heat and wind. Turnout again was about 8 members



Only a few builds this time

Rich R. had a couple of nice builds of Jurassic (or near-Jurassic) kits



Rich had a beautiful build of the old 1/72 Williams Brothers Northrop Gamma. This was one of Williams Brothers earliest static model kits and is known to be something of a flash monster. Rich built the model as Captain Frank Hawk's "Texaco Star", which once held the coast-to-coast speed record. Rich even found a set of original 1930's Post Cereal Air Hawk wings!

Rich also brought his Monogram F-100 featured last month. It's even more impressive in person. A Roger Jackson-level Monogram build.

Niilo had his T-33A. This was from by the old 1960's 1/72<sup>nd</sup> Heller kit, which is still a decent kit to this day.



It took Niilo a week to build and he painted it with Testors enamels. Niilo has this to say: The T-33A was the first jet aircraft designed specifically as a training aircraft.. Maiden flight was on Marc 22,1948. Over 30 countries made the T-33 part of their air forces. Many still use and fly the T-33 today  
The kit is a very simple kit to build. Good fit, minimum putty fill and sanding. Decals provided were for a French or Holland version and were only partially used. All other markings were gathered from my decal collection of previously collected kits. The final version was a U.S. Air Force T-33A used as an EAFB chase and the Test Pilot School aircraft. Couldn't find the correct tail # 21024 so I used the kit provided tail number 55119. Fun build -try it if you like..

### Zoom Meeting

Prez Dwight has scheduled a Zoom meeting for the 18<sup>th</sup> starting at 7:00 pm. He'll send out an email to the membership, but here's the info again:

#### Join Zoom Meeting

<https://us02web.zoom.us/j/83008349084?pwd=dUVmNFdVUGUzTkp3ZGVBMjZZR1krQT09>

Meeting ID: 830 0834 9084

Passcode: 671464

One tap mobile

+14086380968,,83008349084#,,,\*671464# US (San Jose)

+16699006833,,83008349084#,,,\*671464# US (San Jose)

#### Dial by your location

+1 408 638 0968 US (San Jose)

+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 312 626 6799 US (Chicago)

+1 646 876 9923 US (New York)

+1 301 715 8592 US (Washington DC)

Meeting ID: 830 0834 9084

Passcode: 671464

Find your local number: <https://us02web.zoom.us/u/kbJndVmWjI>

### Reflections on the Nats

I've been to a number of Nats since I joined IPMS – this is my 8th or 9th. I haven't been to as many as some AVG members (Mike V. in particular), but I feel I have enough experiences to offer some observations.

I didn't know quite what to expect from the first "post-COVID" Nats, but, for the most part, I was quite pleasantly surprised.

I'll caveat my comments with that I only attended the last 2 days of the convention. I normally attend the entire event, but Delta variant uncertainties and work commitments led me to truncate my normal attendance.

I thought the venue was pretty decent. Yes, it was typical Vegas (have to walk through the casino to get anywhere, \$17 hamburgers), but the convention center was well maintained and spacious. I thought the hotel was a bit stingy. The rooms were spacious and decently maintained, but no microwave and in-room coffee in an "all-suites" hotel (even at the convention rate) seemed cheap. Of course, how else can you sell things at inflated prices?

My registration was pretty painless, probably the easiest I've experienced, but I registered on Friday afternoon, so can't comment on how it was earlier in the week.

Attendance seemed really down – it never seemed crowded to me. Sometimes at previous conventions, it has been so crowded in the exhibition room that it was difficult to get close enough to examine the models.

I didn't experience that this time. Mike V. told me the vendors room was deader than he's ever seen it. There were, however, a large number of entries (north of 2800) and this was probably the highest caliber of build quality on average I've ever seen. Large number of "COVID builds", I suspect. With IPMS mostly made up of 'old coots' (of which I count myself as one), everyone just stayed home and built.

To me, the vendor room was really weak. I greatly missed many of the overseas manufacturers that usually vend, such as Eduard, Special Hobby/CMK and Zuiku Maui (I had a big Eduard list ready). There weren't a lot of deals to be had – most seemed to be near retail or even above. This is the first Nats I didn't purchase ANY kits. However, there were some great aftermarket vendors in attendance, which I took advantage of. But overall, I didn't find a whole lot I was looking for. I usually do better at a Keller show. It was kind of weird with no banquet. They had a 'cocktail hour' instead with overpriced drinks (\$12 beer anyone?). The awards ceremony went off pretty well, however, with no really serious glitches. Arras and Don really have their act down by now. This is the first awards ceremony I remember ending on time. And then it was the usual mad rush for everyone to get their models out of the exhibition room as quickly as possible.

Overall, I found it a pleasant, if a bit subdued, Nats.

It was great to see Member Emetetus Rick R. again and he gave a fascinating presentation on the B-2 flight test program.

Overall, I thought most of the winners were deserving. Best of Show was the scratchbuilt 1/48th CH-54 Skycrane helicopter that was at our 2019 show, built by Luis' friend. I was a bit surprised by the People's Choice (an aircraft carrier). It was nice, but IMHO, there was cooler stuff (like a scratchbuilt Ferrari transporter).

I of course, would be negligent if I didn't mention our AVG winners. I think only 3 of us entered this year. Both Mike O. and Jim P. took home awards – Mike for his T-55 Enigma tank and Ford Mustang diorama and Jim for his M109 mobile workshop truck he had at our meeting in the park a couple months ago. Congrats to the winners. I, on the other hand, rolled snake-eyes, as usual. I'm just not a national-level modeler. On an amusing (if somewhat embarrassing) note, my NKL-6 Aerosan got beat by a model of a

dumpster! It was admittedly a very nice, scratchbuilt dumpster, but it's still a model of a dumpster. It didn't even have any scale trash! The guy who took 3rd in the category was sitting at the table next to us, and let out an audible groan when he saw the dumpster placed higher.

Here is a small sample of the entries. It's not really completely representative, these are just some that caught my eye.



This Opel race truck was amazing!



1/32 F-82, Made from 2 Tamiya P-51's! Imagine the work...



I'm sorry, I can't do that, Dave



1/24 Ferrari Transporter. All scratchbuilt, with full interior. This was my People's Choice vote

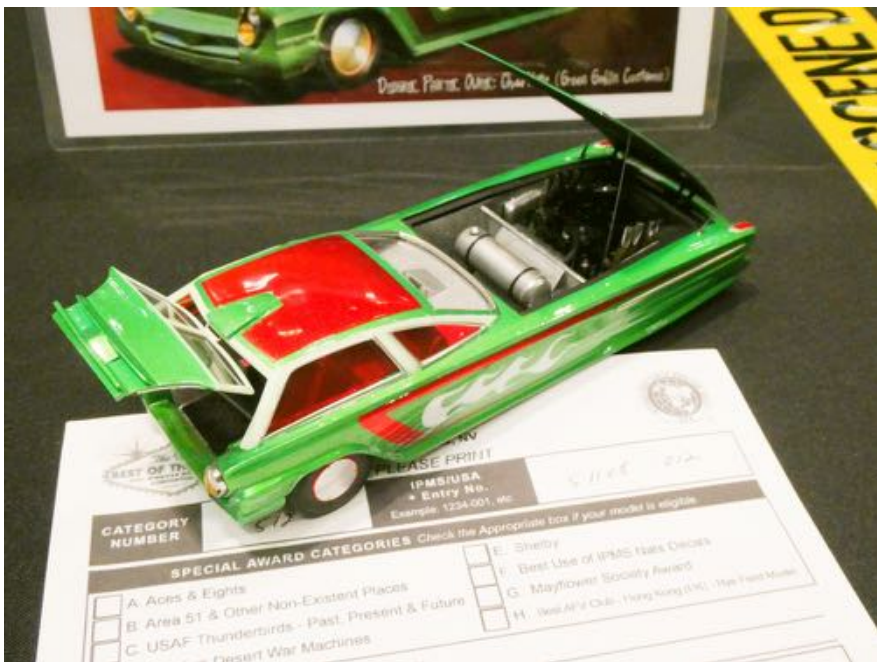


Hammerhead Corvette, from "Rogue One" Scratchbuilt





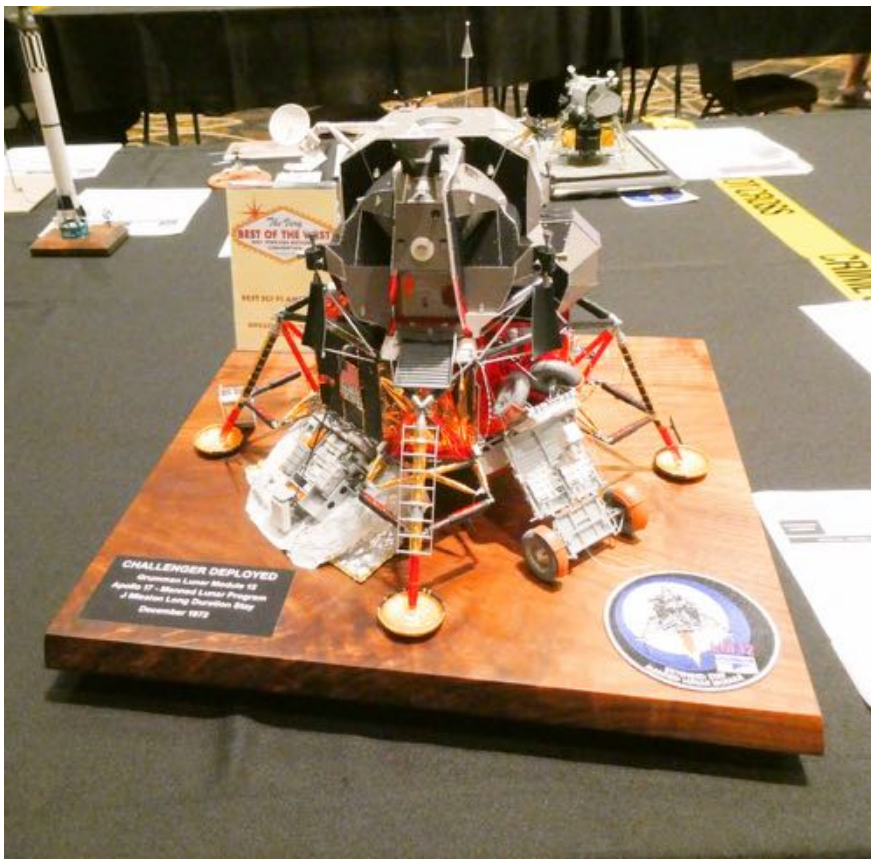
1/32 HpH Helldiver. Resin







Jasmine Models 1/48th F-6F. It's mostly photo etch



1/24th Lunar Module. Made primarily from 3-D printed parts from Shapeways. Fellow told me that since Shapeways raised prices, would cost about \$4000 to duplicate now



...and finally, the infamous dumpster...

## 2021 Meeting Schedule (Tentative)

Primary	Activities	Refreshments	Demo	Review
16 Jan	<b>CANCELLED, Virtual Meeting</b>			
20 Feb	<b>CANCELLED, Virtual Meeting</b>			
20 Mar	<b>CANCELLED</b>			
17 Apr	<b>CANCELLED</b>			
15 May	Physical Meeting, 1 pm, Rawley Duntley Park, Lancaster. Virtual Meeting 6:30 to 8:30 pm			
19 June	Physical Meeting, 8 to 10 am, Rawley Duntley Park, Lancaster. Virtual Meeting 6:30 to 8:30 pm			
17 July	Physical Meeting, 9:30 to 11:30 am, Rawley Duntley Park, Lancaster.			
14 Aug	Physical Meeting, 8 to 10 am, Rawley Duntley Park, Lancaster. Virtual Meeting 7 pm			
18 Sept	Physical Meeting, 10 to 12 am, Rawley Duntley Park, Lancaster. Virtual Meeting 7 pm			
16 Oct				
30 Oct	2021 Desert Classic <b>CANCELLED</b>			
20 Nov	2022 Club Officer Nominations			
18 Dec	Gift Exchange			

### The Tool Crib

No new items this month.

## Kit Reviews

### *Brengun 1/48<sup>th</sup> Kaman K-Max*



Aeronautical engineer Charlie Kaman was, along with Larry Bell and Igor Sikorsky, a pioneer in rotary wing aviation. At 26 he began development of a unique design he called the Syncro-copter. Kaman thought he could produce a more efficient helicopter if he could eliminate the tail rotor (which provides no lift) and came up with the novel idea of twin intermeshing rotors (something like an egg-beater. Perhaps that's where the helicopter nick-name came from), where the torque from one rotor counteracts the other. Early helicopters were difficult to control, so Kaman's other innovation was to control blade pitch by separate control surfaces near the tip of each blade. Kaman produced a small machine using his ideas, which he envisioned as an agricultural application aircraft. Sales, however, were very slow and Kaman was on the verge of bankruptcy when the U.S. Navy expressed interest in the helicopter as a trainer. Kaman produced a 2-seat version of his agricultural helicopter for the Navy as the HTK. Kaman went on to produce a number of reciprocating and turbine engine versions of the Syncro-copter for the military. The low disk loading of the design made the helicopter very efficient in a hover, but at the detriment of speed and range. The low disk loading, however, produced a large volume of low-velocity downwash, which was found to be useful for a crash rescue and fire suppression helicopter. This, coupled with the limited speed and range led to the most famous version of the Syncro-copter, the Air Force HH-43 Husky airfield crash rescue helicopter. Kaman also produced a conventional single-rotor helicopter, the H-2 Seasprite.

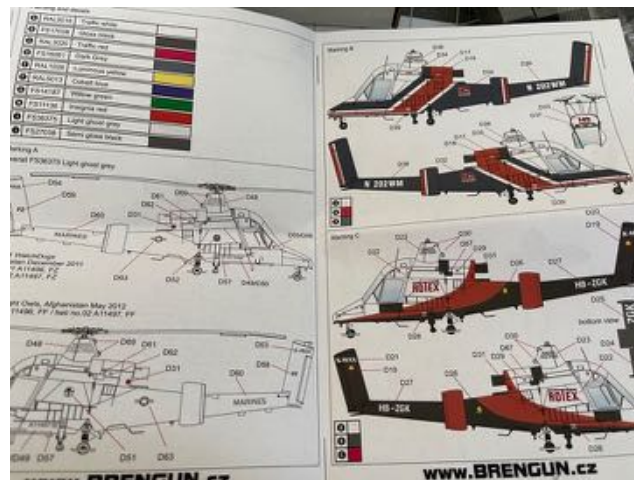
Upon Air Force retirement of the H-43, a number of civil operators recognized the superior hover efficiency of the Syncro-copter and purchased surplus H-43's for lifting and "flying crane" work. Their request for support from Kaman led the company to conclude there was a commercial market for a new Syncro-copter.

Taking the basic dynamic components and engine from the last version of the H-43, the HH-43F, they married them to a newly designed slim single-seat fuselage, advanced composite rotor blades and a stability augmentation system to produce the K-Max. The K-Max has proven a commercial success in the "flying crane", helicopter logging and firefighting industries, and is also used (under commercial contract) by the US Navy for the 'vert-rep' ship-to-ship cargo transport mission. Kaman recently introduced an "optionally piloted" unmanned version of the K-Max

The only previous kit of the K-Max was Attack Hobby's 1/72 resin kit. Attack had announced a forthcoming 1/48<sup>th</sup> version, but it was never released prior to them ending business. When Attack Hobby ceased trading, their line was purchased by Brengun/Hauler, who re-introduced the 1/72 kit, as well as this new 1/48<sup>th</sup> example (which may or may not be related to the 1/48<sup>th</sup> version announced by Attack prior to their demise)



The kit is multi-media, consisting of resin, photo etch and vacuform parts. The majority of the 318 parts are crisply cast in light gray plastic with excellent surface detail (including beautiful rivet detail). Many of the cockpit details, the landing gear 'bear paws', widow frame and fine details are on the photo etch sheet, and the cockpit glazing are vacuformed from a sturdy sheet of clear plastic and look like they will be easy trim. Printed film is provided by a printed film. Instructions are in a clear computer-generated style common to modern kit. Decals are provided for 5 helos, 4 civil (3 US, 1 Swiss) and an all-gray Marine example operated under contract for the vertrep mission (replacing the CH-46). And there's a club connection - John S. informed me that one of the helicopters (Superior Helicopters) is the exact airframe he worked on (albeit with a different paint scheme)



Limited test fitting indicates good fit, perhaps with some minor warping that should be east to fix. My only negatives are that the resin rotor blades don't seem to have any internal reinforcement and may droop excessively over time, and the decal sheet is somewhat basic and doesn't include the striping for the more elaborate schemes.

The kit retails for somewhere around \$100. I've seen it from a number of vendors at various prices. I obtained mine from Scott Zuebeck ("rebelalpha" on eBay) for \$94, which is the best price I found (plus he's local and provides excellent service)

If you fancy a model of an unusual helicopter, I highly recommend this kit.

### *Meng 1/48<sup>th</sup> Boeing F/A-18E Super Hornet*

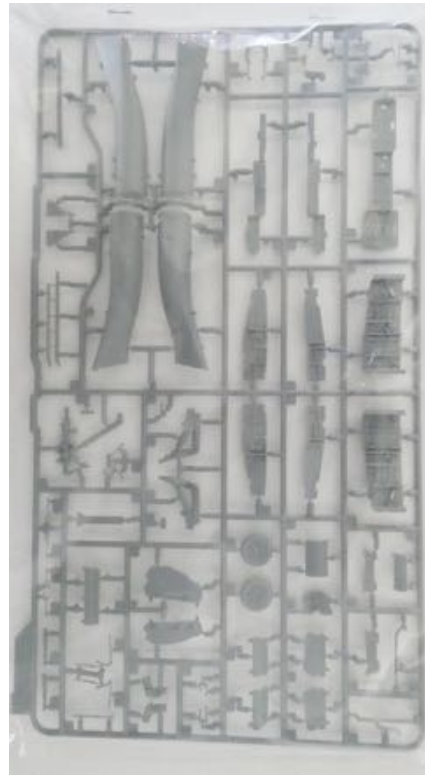


I'm sure everyone is pretty familiar with the Hornet, so I won't go into tremendous historical detail. In the late 1960's, Northrop proposed a light-weight fighter design designated the P.530 Cobra. A slightly enlarged version was entered in the Air Force Advanced Combat Fighter (ACF) competition as the YF-17. The ACF competition was won but the F-16, but the Navy expressed interest in a navalized version of the YF-17, due to its multi-engine configuration. As Northrop had no recent experience with naval aircraft, an arrangement was reached to make McDonnell Douglas Aircraft as the prime contractor, with Northrop as the subcontractor. A slightly enlarged and strengthened version was produced as the F/A-18. The F-18 initially experienced development problems, most notably higher than predicted drag which caused a significant impact on range and endurance. Improvements to the airframe eventually reduced drag to an acceptable level.

In the early 21<sup>st</sup> century, the Navy adopted the '3 Airframe' strategy, in which all naval aviation missions would be accomplished by 3 basic airframes – fighter/attack by the F-18, rotary wing by the H-60, and anti-submarine/COD/tanker by the S-3. With the F-14 and A-6 aircraft approaching the end of their service lives, the Navy undertook development of a larger and more capable F-18 version, incorporating advanced avionics and some low-observables technology. This became the F/A-18E and F.



What, you may ask, ANOTHER F-18 kit? Yes. The advanced F-18 has been previously kitted in 1/48<sup>th</sup> by the well-regarded Hasegawa kit and the less-so Revell (which has some significant shape issues). HobbyBoss has also announced an F-18E.



Initial inspection gives the impression the Meng kit to very similar to the Hasegawa. Panel line layout and size appears almost identical, as does much of the detail. So why choose the Meng kit over Hasegawa? To my mind, the Meng kit brings several improvements. Meng has put much effort into innovative engineering of their recent kits to make them easy to assemble. Some have said it makes their kits toy-like, but I challenge anyone to examine a built-up Meng P-51D and show where the simplified assembly has compromised the result. Meng has molded the wings as part of the upper fuselage, eliminating a potential seam. They provide both early- and late ('bard pipe')- styles of ECS exhausts (which Hasegawa does not). They have come up with an innovative way of depicting the wingtips folded and extended, positively locking them in place in either position. They provide an assortment of underwing stores (again, Hasegawa does not) and have an interesting arrangement of metal pins in the wing pylons that mate with poly-caps in the stores, allowing the stores to be interchanged.

The kit does have a few flaws. It lacks the 'creased' AESA nose radome and extended wingtip formation lights of late-block jets, and depicts the white position light on the right fin the same size as the antenna on the left. It also has a prominent seam down the center of the canopy that must be removed and polished out, but that is pretty common on modern jet models.



Decals are included for 4 aircraft, 3 operational jets, plus Tom Cruises 'movie' jet from "Top Gun: Maverick". The Top Gun jet has some really funky stars-and-bars (as did the Revell release). Will have to see if the movie jets really have those.

Those of us from the Cretaceous Era often get sticker shock from new kits. This model retails for \$100. That may seem high, but it's pretty much in line with the new Tamiya F-14's and F-4, which I think it approaches in quality. Street price is more like \$75, and Sprue Brothers recently had a 'Lightning Deal' on this kit for \$43 (a steal).

I think this is a real alternative to the Hasegawa kit, and actually superior in some areas. Can't wait to build it.

## Club Demos

None this month

## Member Show and Tell, 19<sup>th</sup> COVID Edition

Here's the roundup from the club e-mail thread

Stephen has completed a beautiful 1/48<sup>th</sup> rendition of an Edwards AFB F-15A Eagle chase jet from the Hasegawa kit. Those of us that have worked at Edwards for a while are well familiar with 028, and Stephen has certainly done it justice.





Stephen's comments: Just thought I'd share my 1:48 Hasagawa F-15A. Warts and all. I used the intake and exhaust covers from phase hanger resin, decals from Two Bob's. The Eagle was painted with Hataka Orange line lacquer. I thin it slightly with Mr. Leveling Thinner.

Mark L. has a new completion, another nice armor build. It's a 1/35<sup>th</sup> Tamiya Panzer IVH. Love the camo.



F



From Mark: Been a while since I've been able to settle down on my workbench; I got a chance over this past Labor Day weekend. I was able to finish up this classic Pzr IV H by Tamiya. Allow me to gush about how much I love Tamiya kits once again...

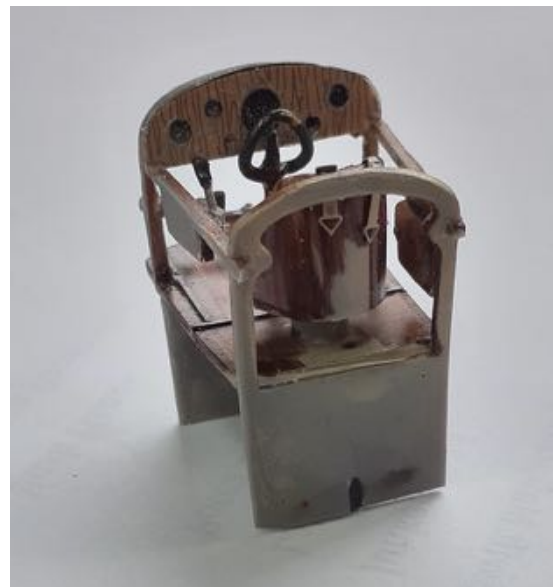
Rich R. has unearthed another treasure from his Jurassic archeological dig. The Monogram Flapjack! Bet you didn't know Tom Daniel did an airplane.





Rich says: Flap Jacks anyone? No, not XF5Us, But Tom Daniel's Flap Jack from 1973. AVG Brethren! After building Monogram's F-100 I needed a break from the serious. This one met the criteria: no cockpit, no landing gear, no decals, nothing to be "accurate about. Two AA batteries power a motor driven geartrain that flaps the wings, spins the prop and moves the guns in and out. It's all snap together except for two screws in the fuselage. Jurassic plastic to be sure, BUT... it isn't styrene, its' vinyl! I had to use Bulldog automotive adhesion promoter and SEM black flexible paint for plastic interior parts as a primer. Then some True Color Paint aluminum and a few shades of Alclad were shot for the NMF. Now that this is out of my system I can go back to that beautiful 1/48 Tamiya P-38 (and... a styrene injection molded kit from 1949!!).

John S. shows us a couple more of his unusual subjects. First is the 1/32<sup>nd</sup> Planet Models DFW T-28 Floh. This is one strange-looking airplane! Looks like it belongs in a 1930's Disney cartoon.



From John: I just finished photographing this resin Deutsche Flugzeugwerke (DFW) T-28 Floh 32nd scale model from Planet Models. This the second of two prototypes. The plane was i, with a Mercedes D.1 engine producing a maximum speed of 112 mph. (180 km/h) Its contemporary, the Fokker Eindecker, had a maximum speed of 87 mph. (140 km/h) Like the Eindecker, it featured a synchronized machine gun. The second prototype had aerodynamically balanced elevators, meaning curved extensions extending beyond the stabilizers.

The Floh was rejected from service due to its high landing speed and poor ground visibility. (I wonder what Corsair pilots would say about that.) Perhaps it was too radical a design and beyond many early pilots' skills to fly effectively. The rudder seems too small and maybe that contributed to difficult flight characteristics.

I decided to use a real wood prop, so I carved one from laminated walnut and cherry. I used a rotary tool and finer grades of sandpaper. a photo-etch propboss was the final detail. Another new trick was using wood grain decals for the cockpit sides and instrument panel. Aligning all of the parts during assembly was a challenge and some parts were useless. I made the interwing struts from toothpicks and reinforced the wheel struts with some .015 music wire. I also used the music wire to pin the stabs in place and 1.5 mm brass wire to attach the wings. The kit has 37 parts, but I spent about 30 hours building it. It's not for the faint-of-heart.

John's next build represents the latest in modeling technology, a 3-D printed kit. It's the Dekno 1/48<sup>th</sup> Spartan Executive.





John: This is a 3-D printed kit in 48th scale from Dekno. I thought that being computer generated, parts fit would be a breeze. No such luck. Still, at only 39 parts, it's a quick build. The resin is brittle and I didn't do a very good job sanding smooth the surface, so, in places, it looks like how not to do a 3-D kit. The decals are 3-D printed also and I'm not sold on them. The backing film is very thick and somewhat cloudy, but they do dry clearer. The resin windows call for comparison to bathroom windows and I toyed with the idea of painting them some kind of silver/gray/blue color. I'm not discouraged from 3-D kits, I'm calling it a learning experience.

And speaking of 3-D printed models, Nats-winner Jim P. has also finished a printed kit, a 1919 Christie tank.



Jim reports: This is the M1919 Christie medium tank, which I picked up at the IPMS Nationals show last month. There are nine parts... Just nine. There are undercuts, in-place grab handles. The track and suspension are printed as one piece! Based on the small amount of photos of the 1:1 item, seems the center suspension assy is set too far back, and should be more centered. I'll add the gun barrels soon.

Lastly, I finished my Trumpeter 1/35<sup>th</sup> NKL-6 Aerosan. I've given a brief history of aerosans in a previous newsletter. These odd combinations of sled, aircraft and boat-building technologies were ideal overland transport in remote parts of the Soviet Union where roads were scarce.



The NKL-6 was developed in the 1930's. Initially, aircraft and aerosan development was overseen by the same Ministries, but by the 1930's, the technologies had diverged to the point that a separate Ministry, the Otdel Stroitelstva Glisserov i Aerosanei, or OGSA. Aerosan production was through the 'Lesudomashstroii' or Wood Boatbuilding Organization. The sixth design from the OGSA was for a 6-seat passenger and cargo aerosan, the OGSA-6. In the late 1930's, oversight of *aerosani* was transferred to the Ministry of Forestry Production, the NarKomLes, or NKL, and the OGSA-6 became the NKL-6.

The NKL-6, like most *aerosani*, was constructed of plywood. Skis could be either wood or aluminum. It seated 6, a driver and mechanic, and 4 passengers. There was also a dedicated ambulance version, with a long side door for loading stretchers. Like many other *aerosani*, the NKL-6 was powered by a Shvetsov M-11 5-cylinder radial engine of about 125 hp. This was the same engine used in the Po-2 training biplane, and it is reported that many *aerosani* used former aircraft engines that had reached their time-before-overhaul. This seems logical – the consequences of an engine failure in an aerosan being much less dire than in an aircraft! Top speed was approximately 45 mph

The NKL-6 was initially a purely civilian vehicle, with many being used by the Soviet Post Office. However, the NKL-6 attracted the interest of the Red Army, and a version was developed with a ring-mounted 7.62 machine gun on the roof. Unlicensed copies of the NKL-6 were produced in Finland and for the German *Wehrmacht*

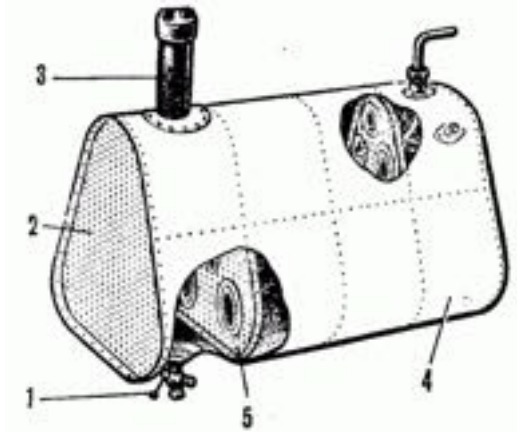
Trumpeter has produced a number of aerosan kits, including later variants of the NKL series and the small RF-8 reconnaissance aerosan, but this is the first non-military version. It appears to be a bit more accurate than their other *aerosani* (notably their NKL-26, which seems to be based on a set of known flawed drawings), but does have a few minor issues. Trumpeter seems to have relied on internet research (no NKL-6's still exist, likely due to their rather bio-degradable construction methods). The engine nacelle appears short, especially compared to their other NKL kits. I found a photo of one of the examples depicted by Trumpeter's decals, and I think this is attributable to the angle the photo was taken. The kit has a weird non-faired tail (most NKL-6's had a teardrop tail). Again, I found one photo of an NKL-6 with a tail like this, but it's not one of the vehicles depicted by the decals. And for some reason, Trumpeter forgot the exhaust stacks for the top 3 cylinders (they're in their other NKL kits)

Nacelle appears short in this view



Trumpeter did this tail. Isn't on NKL's above

Otherwise, this is a pretty fun build. It fits together as one expects from Trumpeter – little drams, although I did have to enlarge a couple mounting holes. The M-11 engine has about 10,000 tiny pieces -the push rods, intake pipes and ignition harness are all separate pieces. Trumpeter gives you extra copies of most of the tiny pieces in the kit in case you lose some. A nice touch. Getting the engine and propeller guards aligned is a fiddly process. There is a nice line drawing of the NKL-6 fuel tank on the internet. Trumpeter duplicated this, down to the fittings. It's then installed under the seats, never to be seen again. Oh well. I did extend the length of the engine nacelle to agree with my references and scratch built the exhaust stacks, but otherwise my build is box stock.



Trumpeter gives you this entire fuel tank. You'll never see it



There's not a ton of photos of NKI-6's, and none of the interior. My references say the interior was leather and wood, so I used Uschi van der Rosten plywood and planking decals, and also their new leather decals on the interior. I also used Uschi woodgrain on the propeller.

Paint is all acrylic lacquer. AK Interactive Real Colors makes several shades of white (White Grey, Off White and Cream White). The basic finish is White Grey, with 'cloud patterns' of Off White and Cream White to vary the surface, and an overspray of Off White on the lower surfaces to depict dirt. Weathering is with various AK products and Abteilung 502 oils. Faded White and Snow White were used for the dot-fading method. Pin washes and streaking from metal components were accomplished with Abteilung Light and Dark Rust, and Abiteiung Grease was used for grease streaking around mechanical components. I really enjoyed this build for a change of pace, but it didn't quite turn out to be the dumpster-killer I had hoped!

## Calendar

10/2/2021	OrangeCon 2021	Hotel Fullerton 1500 S. Raymond Ave. Fullerton, CA
10/3/2021	SOCAL Open (Car model contest)	Rancho San Antonio Boys Home Chatsworth, CA
10/10/2021	Spirit of Speed 6 (Car model contest)	NHRA Museum 1121 McKinley Ave. Pomona, CA
11/6/2021	ModelZona 2021	Red Mountain Community Church 6061 E. Virginia St. Mesa, AZ
1/29/2022	Spruefest	Brookhurst Hobbies 12188 Brookhurst St. Garden Grove, CA

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

### **Back to School and the Working Grind**

It's September, and, for this weekend at least, we have a slight local cooling trend. I am proposing that we meet this Saturday morning at 10 AM at Rawley Duntley Park, across from AVC on Avenue K in Lancaster. We are getting a decent core group of regular attendees even in the summer heat, and it has been exciting to see the prolific work being shared!

Several of us got the chance to drive to the Nationals last month. Some even had some work to enter and share! All of us who were able to go, I would venture to say, came away very impressed with the sheer volume of work on display. The vendors, even on Saturday, held many wonderful temptations to drain your wallet. I came away with a tidy stash of new kits and some intriguing research materials for kits I have.

Unfortunately, we will not be able to hold the Desert Classic again this year. Without a firm confirmation for our venue, we could not update and publish our publicity materials, which was bad enough. The final nail in the coffin, though, was that the Planes of Fame Museum in Chino has scheduled the return of its incredible Air Show the same day, and many of the vendors we had hoped to see in Lancaster have planned instead to go to the larger crowds on hand in Chino.

Obviously, we will want to discuss yet again rescheduling our show and contest, but in the meantime, let's discuss getting our local contests going again at our next meetings. I am still searching for meeting places big enough for our club, but until I find one, our desert sunshine will probably continue to prevail. That can allow for not only our club contests, but a local "swap meet" as well.

Anyway, those are some things to think about. I hope to see you Saturday morning in Lancaster, or Saturday evening on Zoom.

*Oops. Glued my knife to the workbench again.*