The Smoking Hole

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2023 Club Officers

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Club News and Business

JANUARY MEETING 1:00 - 4:00 pm JANUARY 28, AT DESERT CHRISTIAN HIGH SCHOOL, LANCASTER

December Meeting General Meeting Notes:

The December meeting marked our annual Christmas gift exchange and a remembrance of David Newman

January Meeting

The meeting is a week late this month, as Jay had a last-minute family conflict.
We'll have lots to discuss this month, planning for our Regional, in-house contests for the year and contingency planning if our meeting space isn't available for our normally scheduled meeting date.

Dues are due, so do the dues their due. Doobie, doobie, do

It's January, so you know what that means. It's time to pay you club dues. Unaffected by inflation, dues remain $36 for the year. Where else can you get this level of comradery and entertainment for such a low price? What a bargain.

Nillo will accept cash or check. Please make an effort to remember to pay your dues as soon as you are able.

2023 Club Officers.

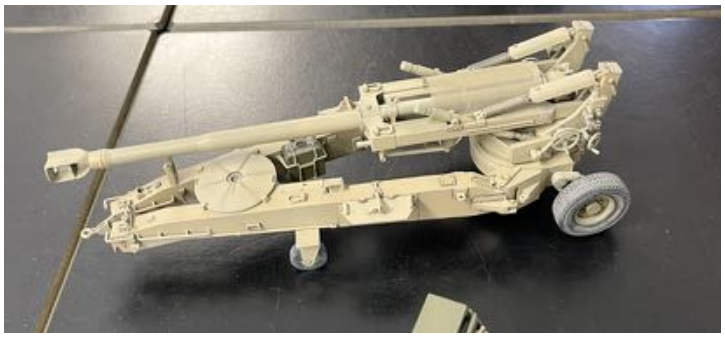
The current slate of officers have agreed to continue into 2023. Jay has agreed to be a backup for Rowdy as Veep.

December Meeting

A good portion of the meeting was devoted to remembrances of David Newman. Dave was a founding member and a huge influence in the club. A number of members had great stories to share. There were discussions on how to honor David's legacy, both within and outside the club. Within the club, it was suggested that the X-plane contest award should permanently carry David's name, and that one category at this year's Regional (likely 1/73 and Smaller) be dedicated to him, and that we have an in-house contest this year with one of David's modeling interests as a theme (1/144th scale and smaller, biplanes or Edwards experimental aircraft). For outside the club activities, there were suggestions of establishing a scholarship at AV College in his name or donation to a favorite charity.
We had our annual gift exchange. There were no dog (that I could see). Luis got the big score, the new 1/48th Tamiya F-35A. Me, well, I got a rock. Just kidding.

There was a small selection of models on display from several of the members.

Jim P. had 2 models, the 1/35th AFV Club M110 Howitzer and a 1/35th Trumpeter M198 155mm towed Howitzer.



Jim was impressed with the quality and finesse of the AFV M110, especially noting the finely-molded hydraulic lines. He painted it with AK Real Colors and has yet to apply the weathering.
Jim says the Trumpeter Howitzer is also a good kit.

Mike O. brought his 1/48th Tamiya 2.5-ton truck.

Mike says this kit has a cast metal chassis and he used Value Line stowage.

John S. displayed his 1/48th Dora Wings Bellanca CH-400 Skyrocket. John's full build review is later in the newsletter

Rich R. brought his very impressive 1/72nd Academy Boeing 377 Stratocruiser. Rich's blow-by-blow recounting of his trials and tribulations constructing this kit is also later in the newsletter.

2023 Meeting Schedule

Primary	Activities	Refreshments	Demo	Review
28 Jan	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
18 Feb	Meeting at Desert Christian High School, Lancaster, 1 – 4pm.			
18 Mar	Meeting at Desert Christian High School, Lancaster, 1 – 4pm.			
15 Apr	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
20 May	Meeting at Desert Christian High School, Lancaster, 1 – 4pm.			
17 June	Meeting at Desert Christian High School, Lancaster, 1 – 4pm.			
15 July	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
19 Aug	Meeting at Desert Christian High School, Lancaster, 1 – 4pm.			
16 Sept	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
21 Oct	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
18 Nov	Meeting at Desert Christian High School, Lancaster, 1 – 4pm, 2024 Club Officer Nominations			
16 Dec	Meeting at Desert Christian High School, Lancaster, 1 – 4pm , 2024 Club Officer Elections, Gift Exchange			

The Tool Crib

Nothing new this month

Kit Reviews

1/48th Special Hobby AH-1G Cobra "Spanish and IDF/AF Cobras"

The Cobra is probably one of the most recognizable helicopters. I gave a brief history in my review of the 1/32 ICM kit, but you may have slept since then, so here it is again:

"*The Bell AH-1 began as a private venture by the Bell Helicopter Company to produce a dedicated attack helicopter. In 1962, Bell constructed a mock-up of what it called the "Iroquois Scout", combining a slim fuselage with tandem crew seating with the dynamic components of the UH-1B Huey. The Army was impressed enough to request a proof-of-concept, and Bell constructed the Model 207 Sioux Scout, based on the Model 47J-2. The Army felt the Sioux Scout was too small and underpowered and embarked on the Advanced Arial Fire Support System (AAFSS) program, which ultimately led to the AH-56 Cheyenne The Cheyenne was exceedingly complex and experienced numerous developmental delays, so the Army requested and interim attack helicopter design. Most of the aircraft proposed were modifications of existing airframes (CH-47 Chinook, Kaman H-2), but Bell spent company money to develop the Model 209. Similar in concept to the Iroquois Scout, it used the dynamic components of the UH-1C. Bell constructed a prototype, which flew in 1965. The performance of the 209 was superior to the other contenders and the Army awarded an initial contract for 110 aircraft. The 209 prototype (and 1st production airframe) incorporated retractable landing skids, but the small increase in speed did not warrant the complexity, and all subsequent production airframes had fixed gear. Bell christened the aircraft "HueyCobra" ("Cobra" being the callsign used by some Huey gunships), and the Army adopted "Cobra" as the popular name for the AH-1, making it the only Army helicopter not to bear the name of a Native American tribe.*

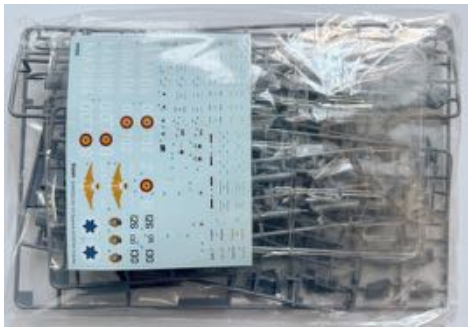
The AH-1 entered service in 1967 and was an immediate success. Heavily armed, it's speed and slim fuselage made it difficult to hit with small arms fire. The basic potential of the airframe is illustrated by its long development and service history, with the helicopter being ultimately developed into much larger, twin-

engine variants for the Marines. The US Army, the original operator, retired the Cobra from operations in the late 1990's (replacing it with the AH-64), but Cobra variants remain in service with the Marines and numerous foreign operators, such as Japan, Turkey and Jordan. The Israeli Defense Force also operated a large Cobra fleet, and several retired Army airframe have migrated to civilian operators. The states of California and Washington use Cobras for firefighting operations."

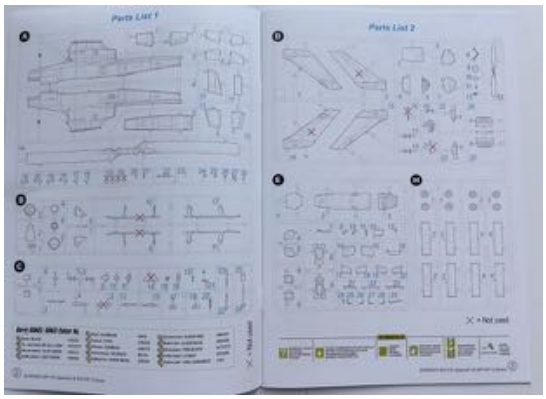
Despite the Vietnam-era AH-1G's iconic status, it has been poorly served in 1/48th. The first kit of the Cobra was from Monogram from about 1967. The kit depicts the prototype, and while generally accurate in shape, it's lacking in detail and has overly pronounced surface detail. Fujimi released and AH-1G in supposedly 1/48th scale (it's really 1/49th) in the early 1970's. Like many Fujimi kits of the era, it's more of a caricature of a Cobra, with a poor shape and details. It was later re-boxed by Testors and is best avoided. Fujimi released several much better proportioned and detailed Cobra kits in the 1980's, but oddly skipped the AH-1G, producing only the twin-engine Marine AH-1J and several variants of the flat-canopy Army AH-1S. For many years, the best way for the modeler to get a decent 1/48th AH-1G was to cross-kit the AH-1J, for it's nose and round canopy with the single engine from the early AH-1S kit. There was also a resin AH-1G conversion for the AH-1J produced by Cobra Company, which is still available from Lone Star Models.

All these efforts have now been superseded by a state-of-the-art release from Special Hobby. Like the 1/32 ICM kit, this is a joint venture between Special Hobby and ICM and is available in boxings from both companies. There are several boxings available, of both early and late configurations. Special Hobby offers a Hi-Tech release that includes resin, 3-D printed and etched details, while ICM has a "Vietnam Forward Base" boxing that combines their OV-10 kit in the same box with the Cobra., along with a set of figures.

My example is a 'low-tech" boxing, with markings for foreign Cobra operators, in this case, the Spanish forces and the Israeli Defense Forces.



The kit consists of 179 finely molded light gray parts with fine surface detail, including proper raised rivets. One sprue of clear parts are included and a set of pre-cut masks are provided. This boxing contains no resin or etched parts, but the level of detail is high and it really doesn't necessarily need them. Like the larger ICM kit, all the parts are included to build either an early (pusher tail-rotor) or late (tractor tail-rotor) variant.



The fuselage is modular: vertical fin parts are separate from the tailboom to allow for the different tail rotor configurations, and the nose is separate, suggesting later versions are in the pipeline (indeed, I just saw an announcement for an AH-1Q/R kit). External armament provided consists of 4 19-shot rocket pods, 2 sets of 2 7-shot pods and also the XM-35 external 20-mm gun installation. Unlike the 1/32 kit, it doesn't include the TOW missiles carried by later Cobra variants (the AH-1G never carried the TOW)

Instructions are clear, in the standard color-coded Special Hobby style. Decal options for 4 helicopters, 2 dark blue Spanish examples and 2 sand-colored IDF aircraft. The blue Spanish "*Armada"* and "*Marina"* aircraft are especially attractive, but I intend to build mine as a NASA test aircraft, using an old Superscale sheet.

This is a long overdue kit of a popular aircraft oddly neglected for many years.

The kits retail for between $52 for the standard kit to $81 for the Hi-Tech. The "Forward Base" kit is over $100, but includes 2 excellent kits and figures. The kits are, of course, available for less. An ICM boxing of the standard kit (in Army arctic marking) is available from Ukraine for $36, and I got my kit for $34 during a Christmas scale. If you're a fan of helicopters and want to build a Vietnam-era Cobra, this is your kit! Highly recommended.

Club Demos

None this month.

Member Show and Tell, 37th COVID Edition

Here are the detailed write-ups for some of the models displayed at the meetings.

Bellanca CH-400 Skyrocket

Manufacturer: Dora Wings
Scale: 1/48
Kit #: DW 48025
Price: $35.00
Decals: Three options
Reviewer: John Summerford
Notes: Home-made decals

History

The Bellanca CH-400 Skyrocket is a six-seat utility aircraft built in the United States in the 1930s, a continuation of the design lineage that had started with the Bellanca WB-2. Retaining the same basic airframe of the preceding CH-200 and CH-300, the CH-400 was fitted with a more powerful Pratt & Whitney Wasp radial engine.

Upgrading of the design was done by Robert Noorduyn, who went on to found his own company and create, arguably, the best bush plane ever, the Norseman.
Three examples were purchased by the U.S. Navy under the designation RE. Two were used for radio research, and one as an air ambulance for the U.S. Marine Corps. This latter aircraft was reconfigured to carry two stretchers.
A deluxe version was also available for private pilot owners, fitted with a more powerful Wasp variant providing 450 hp (336 kW) and detail enhancements.
Perhaps the most significant variant of the Skyrocket is the *Miss Veedol*, which was the first plane, piloted by Clyde Pangborn, to fly non-stop across the Pacific. Flying from Tokyo, Japan he landed in, of all places, Wenatchee, WA. (The airport is named after him.) For the flight, an additional fuel tank was imbedded in a fairing on the underside of the fuselage, giving the plane a pregnant look. Also, the landing gear was jettisonable.

The Kit

Seven light gray sprues, one clear sprue, plus a small bag with a fret of photo-etch, vinyl masks, and decals come in a single bag wrapped in bubble wrap. A 12-page booklet of a parts map, instructions, paint and decal diagrams, period photos, and color codes rests atop the bag. The assembly sequence is conventional and calls out 114 styrene parts and 25 photo-etch parts. Some flash is present on this example, but easily dealt with.
Options are available for rudder shape and landing gear. Dora Wings missed an opportunity to produce a *Miss Veedol* option.
Decals are for the Navy and Marine Corps aircraft.

The Build

Having no enthusiasm for the military examples, and wanting to keep this project simple, I didn't bother looking for drawings and decals for a *Miss Veedol*. Instead, I settled on making a fictitious civilian aircraft inspired by a photo of a restored Skyrocket found on Wikipedia.
Seats were assembled and glued to the cabin floor. With no color call-outs for the cabin, I sprayed the interior parts with rattle-can mid-gray. Seat belts, control sticks, and instrument panel were added in place.
Before installing the interior, the windows were pressed from the inside. The edges were given a slight chamfer to increase the gluing surface. After the glue cured, the windows were masked. A test fit was done to determine how the rear bulkhead fits to the floor and fuselage. With that done, the entire interior was installed and the fuselage closed up.
Once the seams were sanded down, I deviated from the instructions and installed the windshield and the stab/elevator.
Backtracking in the instructions, the engine was assembled and put aside. In the next step, the nose section is built up and added to the fuselage. The illustration is not clear on the proper sequence. I settled on using the front ring part as the starting paint. There is a small locating tab at the bottom that keys the lower nose part. As the glue was still curing, the side pieces were attached, followed by the top. I found that it was easy to align the five parts, The engine mount ring came next, while the exhaust pipes were left for post painting installation. Also left for later was the engine and ring cowl.
Next to be added were the wings and their struts, plus the landing gear struts. At this point, I was planning on adding the photo-etch wing strut rigging after painting, but I feared that I'd make a mess of it. So, I changed my mind and decided to glue the pieces in place at this time. It took me about half-an-hour to figure out how to position the model and use the tweezers to maneuver the

pieces between the wings and struts and then apply the cyano glue. I did mess up the first one a bit, but the second one went on in a couple of minutes

I'm glad I waited until that rigging was in place before to gluing on the fin and rudder. It was easier to position the model flat on its back when dealing with the photo-etch. With all of the main parts in place, it was time for paint.

Paint and Markings

White rattle-can primer was applied as a base for the colors. Acrylic aluminum was sprayed onto the nose, then masked. Normally, I apply my colors lightest to darkest, but this time, a thin line of black was sprayed over the raised stripe detail on the fuselage sides. These were masked with strips of .70mm wide tape before the rest of the model was sprayed orange-red.

A light coat of clear gloss prepared the wings and rudder for the decals that were printed at home. Another gloss coat went over the decals.

Final Construction

After unmasking the windows, the exhaust stubs that lead to the collector ring hidden inside the nose (not included in the kit) were installed. Thankfully, Dora Wings provides several extra stubs in case any become a snack for the carpet monster. Next came the exhaust pipes on the underside. Pressing from the backside, the engine was glued into the cowl ring, then the nose piece over the gear box. It's easy to attach the engine to the nose, there isn't a designated top cylinder, so the glue was spread evenly around the mating surfaces and it was pressed into place.

What followed was my least favorite part of the build: adding the photo-etch control horns/wires. Despite my best efforts, I managed to smear cyano in several areas. After the horns were added on the underside, the wheels were glued in place plus the boarding steps.

With the model resting on its wheels, the rest of the horns were attached. That left the pitot and prop to conclude the build.

Conclusion

I found this kit to be one of Dora Wings' simpler builds, so I think it's a good one as a first-time build from them. Note that some filing is needed in some areas, particularly the windows, but there aren't any vices. I spent a typical amount of time on this kit, somewhere around 20 hours. The military versions available in the kit are obscure subjects, so they may not be interesting. A bush plane rendering might be more attractive. Even though the *Miss Veedol* is a one-off, its history is important and I'd be first in line to get one of those kits.

Builder: Rich Ribaudo
Kit: Academy 1/72 scale Boeing 377 Stratocruiser
Construction Time: 40 hours
Finish: Tamiya White, various shades of Alclad and Floquil Metallic paints
Aftermarket: Metal nose gear, Vintage Flyer decals & window, Cobra Company B377 resin set,
10-year aged Widow Jane Bourbon: Batch #509, Bottle 1501

Wikipedia tells us…

The Boeing 377 Stratocruiser was a large long-range airliner developed from the C-97 Stratofreighter military transport, itself a derivative of the B-29 Superfortress. The Stratocruiser's first flight was on July 8, 1947. Its design was advanced for its day; its innovative features included two passenger decks and a pressurized cabin. It could carry up to 100 passengers on the main deck plus 14 in the lower deck lounge; typical seating was for 63 or 84 passengers or 28 berthed and five seated passengers.

On November 29, 1945 Pan American World Airways (Pan Am) became the launch customer with the largest commercial aircraft order in history, a $24,500,000 order for 20 Stratocruisers. Earlier in 1945 a Boeing C-97 had flown from Seattle to Washington, D.C. nonstop in six hours and four minutes; with this knowledge, and with Pan Am President Juan Trippe's high regard for Boeing after their success with the Boeing 314 Clipper, Pan Am was confident in ordering the expensive plane.

The 377 shared the distinctive design of the C-97, with a "double-bubble" fuselage cross-section, resembling an inverted figure-8, with 6,600 ft³ of interior space shared between two passenger decks. Outside diameter of the upper lobe was 132 inches, compared to 125 inches for the DC-6 and other Douglas types (and 148 inches for today's 737). The lower deck served as a lounge, seating 14. The 377 had innovations such as higher cabin pressure and air conditioning; the superchargers on the four Pratt & Whitney R-4360 engines increased power at altitude and allowed constant cabin pressure.

In all, 4,000,000 man-hours went into the engineering of the 377. It was one of a few double deck airliners, another being its French contemporary, the Breguet Deux-Ponts, as well as Boeing's own 747 and the Airbus A380. A total of 56 were built, one prototype (later reconditioned) and 55 production aircraft.

The 377 was one of the most advanced and luxurious propeller-driven transports, but it was troubled by reliability issues and maintenance costs. Problems included catastrophic failures of propellers, failures of propeller pitch control leading to overspeed incidents, problems related to the poor thermal design of the engine, and aerodynamic problems arising from design constraints imposed by the engine's thermal problems. Its service

record was marred by a high incidence of in-flight emergencies and hull-loss accidents related to those issues.

By 1960 Stratocruisers were being superseded by jets: the de Havilland Comet, Boeing 707, and Douglas DC-8. The last flight of the 377 with United was in 1954, the last with BOAC was in 1959, and the last with Northwest was in September 1960. In November 1960 only a weekly Pan Am Honolulu to Singapore flight remained, and the 377 was retired by Pan Am in 1961. High operating costs (notably the fuel consumption and maintenance of the Wasp Major engines) led to rapid abandonment of the 377 with the onset of the jet era.

And all this time we thought the 747 was the first to have a spiral staircase to the lounge!

THE BUILD:

Academy, like Boeing, got a lot of mileage out of their B-29 kit's engineering. Like Boeing, they released the B-29, KB-29, B-50, C-47, KC-47 and Stratocruiser. All these kits share many common parts.

2022 saw the launch of *"Operation Clean Out the Fridge"* at Jurassic Headquarters. That's my effort to finish a bunch of projects that have been, let's say, "in work" for a shameful amount of time. These projects, through no fault of their own, we're just put aside when something else caught my eye. Some were within just a couple of hours of completion while others were not even at the halfway point. And no, I won't admit to how many of these unfinished projects I have! Be honest, you do too. Regardless of their status, I decided to take up the resolve to finish some of them this year and in 2023. The 377 already had its wings, cockpit and tail planes built and ready to install so I had a good head start.

ASSEMBLY:

The fuselage had long, wavy seams running its entire length, requiring incremental cementing every couple of inches. Some very oddly positioned clamps were used in order to minimize the step height differences. Joining the fuselage halves took about 3 days as I wanted to be sure the cement on these seams was fully cured and rock solid. While the clamping technique helped, it did not completely eliminate the large amount of sanding, filling and polishing this big kit demanded. I also added some surface area to the wing spars with sheet styrene. A big wing like that just wasn't going to stay put on the skinny spar Academy provides.

The entire nose on this kit is molded in clear plastic making for easier treatment of seams as it puts them far away from the windows. But it required careful fitting before committing to glue. Puddles of gap filling super glue were "troweled" along the fuselage where it met the clear nose part in order to fix the step height difference. I cured the puddles with accelerator and polished them.

6 1/2 ounces of weight was added to the nose to keep it from being a tail sitter. That's a bunch. I built a tray under the flight deck and filled it with bird shot, along with some styrene tubes, behind the flight deck. All that weight would surely put a heavy load on the nose wheel strut, so I replaced the kit part with a metal one from Aircraft Scale Dynamics. These seem to me to be little more than exact copies of the kit styrene parts they are supposed to replace. In the end I don't believe it offered any more strength than the kit part, nor have any more detail.

A large model like this can be unwieldy to handle without damaging it. Test fitting revealed that the wing to fuselage fit was so good that I decided to paint and decal the wings before final assembly. I haven't done that that since the mid-1960s, when I was a very young kid building old Aurora airliner kits (remember those?). Only some minor touch up was required at the mate joint after the wings were on.

I used the Cobra Company Boeing 377 resin update set. It includes engines, cowls, nose wheel, nose strut steering dampener, turbo exhaust pipes and 4 square tipped white metal props (not used on this particular Pan Am Stratocruiser). The Cobra set was in the kit when I bought it at a swap meet.

The flaps are separate parts from the wings. About 2 hours were spent "decking" the flaps to meet the outer mold line of the wings, both on top and bottom. This included filing, sanding and polishing.

PAINT:

Most of this model is finished in bare metal. Several days were spent polishing, inspecting, re-polishing and inspecting everything again from all angles. As always, that revealed touch up areas.
The wings were primed with Tamiya fine gray primer and then base coated in Floquil Bright Silver. Various shades of Alclad and Floquil metal colors were applied to all panels independently.

The upper fuselage received a coat of Tamiya white primer. The lower fuselage was shot with Tamiya fine gray primer. After touch up and polishing the model was buffed out with a cotton handkerchief to get it smooth. Tamiya gloss white was applied to the top and Floquil Old Silver went on the entire bottom. Once the fuselage was painted in the base colors it was time to mask and apply different metal shades on selected panels.

THEN TRADGEDY STRUCK…

I brought the fuselage down from my upstairs shop to mask some panels while watching TV when (and no alcohol was involved here) I missed the last step on the stairs and dropped the fuselage! The nose transparency popped off, the fuselage split, the cockpit became unfastened and, worst of all, about half of the bird shot fell out on the floor. Ever

see 3 ounces of birdshot scatter on a tile floor? Of course not, nobody does… that's because lose bird shot moves at the speed of light and is invisible against a gray floor.

The Horror… The Horror!

The usual first 4 stages of grief came and went in a flash and I settled into mild shock and disbelief! It's odd how the mind tries to cope with tragedy; I thought to myself "I finally have a story as bad as Rick Reinert used to tell (and I felt an odd sense of pride and achievement in that). I then quickly intonated one of the more colorful metaphors Rick used in his tales, but it didn't make me feel any better.

After I put the dogs in the bedroom, I sealed the library like a crime scene. My knees still today hurt from crawling around on a 14 x 14 stone floor looking for tiny bits of bird shot. It took hours to comb every inch of tile and grout. While I was on my knees, doing my penance for carelessness, I had time to think about how to recover. A quick trip to all the online stores came up empty for a replacement kit; OOP for years. However, I found 4 new kits on eBay, but the only one in the USA was in Honolulu. Now not just my knees, but my wallet was atoning for my carelessness. I got the kit in a week; opening it was a mixture of relief and chagrin. MORAL OF THE STORY; carelessness is co$tly.

I was able to reuse the cockpit and refilled the ballast tubes with shot, which were now double sealed with epoxy. Another week of clamping and gluing the fuselage, filling the seams, polishing, blah, blah, blah. You already read that part. The paint went on again as previously described and the panel masking was done UPSTAIRS this time. All total I lost about 16 days.

Vintage Flyer Decals offers a late Pan Am scheme for the 377 and I thought that looked better than the all-metal scheme supplied in the kit. These are the thinnest decals I have ever used, but it takes great care not to tear or crease them. Getting the stripes around curves wasn't easy and lots of Micro Set and Micro Sol was used (more colorful metaphors, too). In some stubborn spots I had to slit the decals and apply Mr. Mark Softener to get the stripes to lay down. It was quite an ordeal and I can't recommend theses decals to beginners or folks who don't care for the decaling process.

Once the airframe was painted and the decals were on, I installed the landing gear struts. A big, heavy model like this is unwieldy. Repeatedly turning it upside down to apply cement, install the struts and braces and make sure the struts are aligned could have been *another* disaster if I didn't go about it slowly. The last thing I needed was to hit a wingtip or

horizontal stabilized on something. I built a jig from a cardboard box to set the model in an upright position while installing the gear. That allowed me to suspend the gear vertically for alignment while the cement dried overnight. Once all three struts were secure I added the wheels.

The last of the small bits like antenna blades and navigator's bubble were added. Finally, the lengthy antenna wires above and below the fuselage were added. I used 2 pound test fly fishing monofilament painted with Old Silver. Super glue secured them taught.

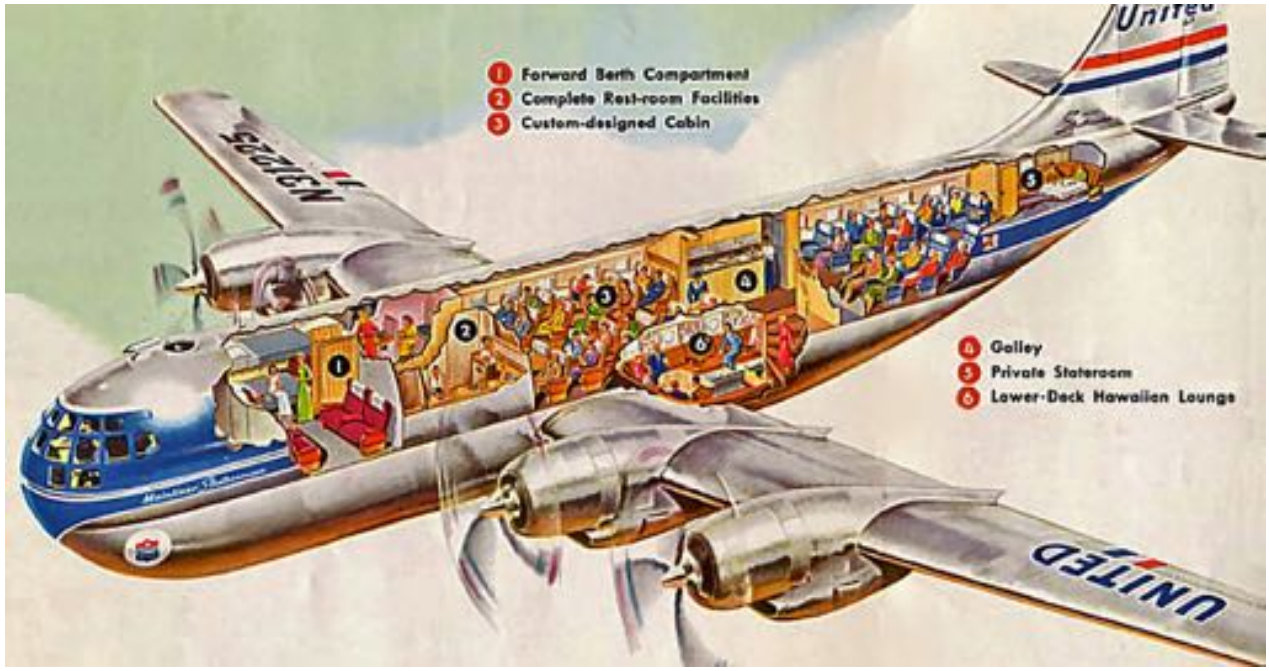
Because of the catharsis that happened in the middle of this build, it took two weeks after completing this model for me to realize I actually liked it. Its big, imposing, has a lot of features to look at and the metal finish catches the eye. The 377 is just a cool airplane. I'd have loved to fly on one.

This is no kit for a beginner. I would recommend it to a modeler experienced in complex builds and metal finishes, and who is willing to invest time finishing seams and polishing the surface as best as they can.

I might add here that all major joints that were going to bear a load, or were subject to flexing, were assembled with" Tamiya Thin" liquid cement and "Styrene Tack-It II" (formerly Tenax-7). Nothing works like actually welding styrene together for strength, and the bead from pressing the mating surfaces together becomes a small measure of filler. Super glue is great, but I prefer liquid cement.

By the way, if anyone building a B-29, B 377, C-97, B-50 or KC-97 needs parts, other than a fuselage and nose glazing*, I'm your guy*.

The subject of my project



Cutaway of the Boeing 377

Boeing 377 Cockpit with flight engineer and radio operator stations

The unique figure 8 fuselage

Monster Prat & Whitney R-3360 4 row engine

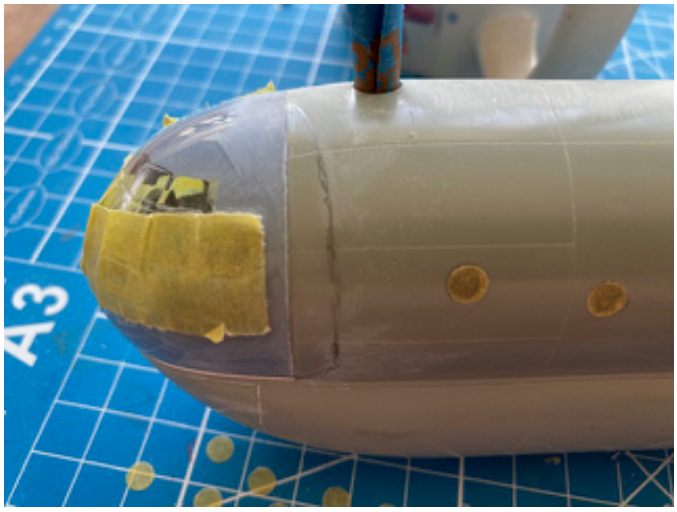
Spacious cabin seating, bartender in lower cocktail lounge and sleeping berths
JUST LIKE AIRLINERS TODAY, *RIGHT?*

I'd trade that cold coffee, crappy bag of peanuts and tortuous seat ANY DAY if I could fly like this. I don't care the flight is twice as long or it's a little noiser.

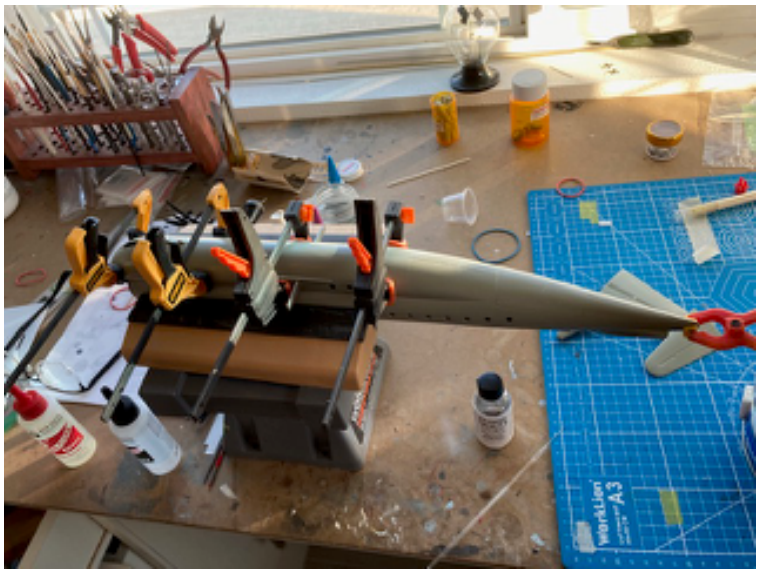

PAN AMERICAN


PAN AMERICA
1776
TR

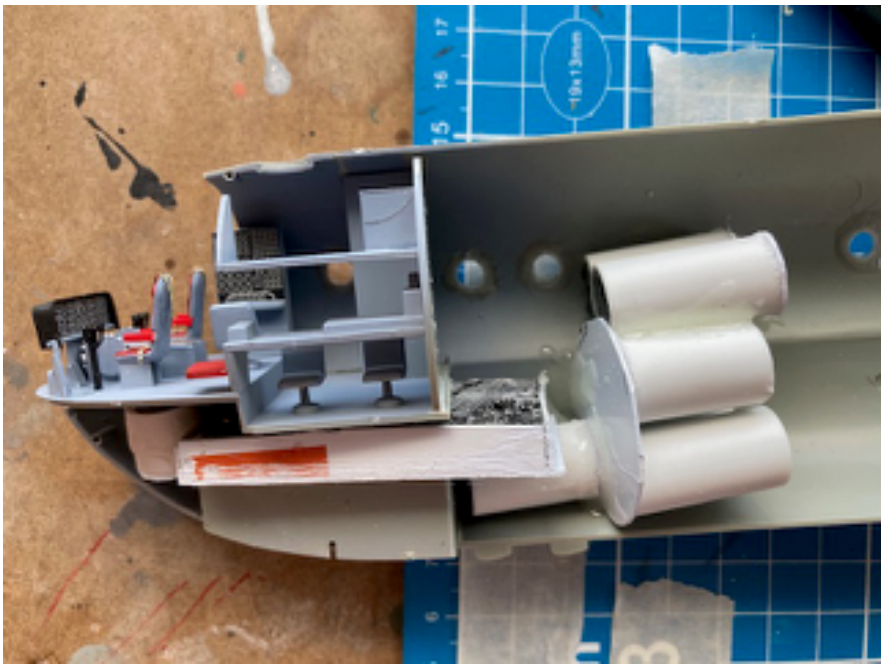
ACADEMY KC-97 and BOEING 377



Big, deep area to fill aft of transparency



Creative clamping



6 ½ ounces of bird shot ballast gluing

Spar built up for better

The original victim. Tuna anyone?!

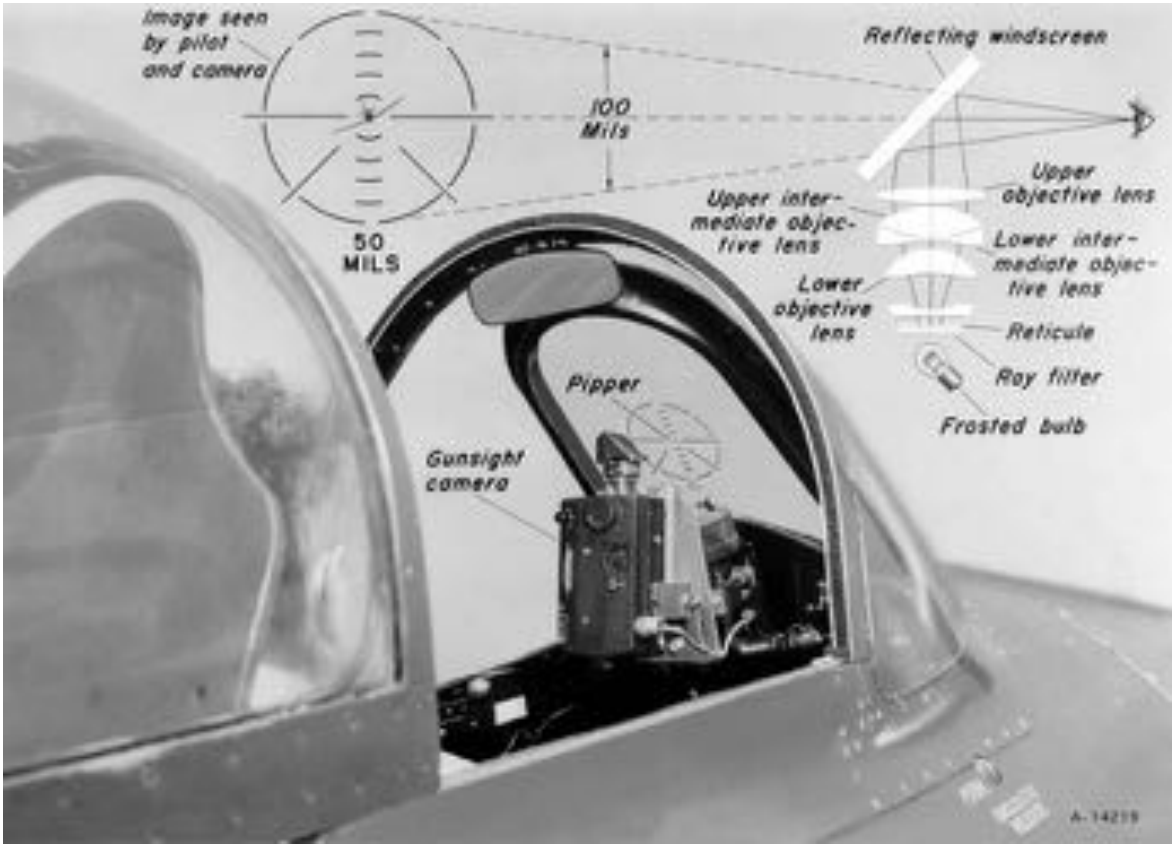
Calendar

2/26/2023	Modelfest Contest and Swap Meet	Seaside park (Ventura City. fairgrounds) 10 Harbor Blvd. Ventura, CA
3/19/2023	Kit Collectors Swap Meet	UFCW Union Hall 8530 Stanton Ave. Buena Park, CA
4/23/2023	Herb Deeks' Floats, Rolls & Flys	Doubletree by Hilton 7000 Beach Blvd. Buena Park, CA
5/20/2023	Return of the Scale Model Show	Fundemonium Expressway Center, 579 Rohnert Park Expressway Rohnert Park, CA
6/3/2023	San Diego Model Contest and Swap Meet	San Diego Air & Space Annex at Gillespie Field 335 Kenney Street El Cajon, CA
8/19/2023	Best of the West 2023	Orleans Hotel and Casino Las Vegas, NV

President's Historical Snippets #3

NACA Ames Research Gunsight Tracking, Guidance and Control Displays Tests

From 1946 to 1965, NACA/NASA at the Ames Research Facility utilized various aircraft to evaluate gunsight tracking and guidance displays for their ability to precisely track target aircraft. Early flight tests were performed by comparing the tracking performance of two straight-wing fighters, the P-51H and the F8F-



1, against two swept-wing fighters, the F-86A and F-86E. These tests utilized only simple, fixed gunsights.

Photo – Early fixed gunsight installed for testing in a Grumman F8F Bearcat.

Later, a lead-computing gunsight was evaluated in the F-86D. With this sight, pilots were able to compensate for a wide range of stability and control characteristics without any variation in tracking performance. At first, another aircraft acted as the "target" for these tests, but Ames engineers subsequently

developed a simulated maneuvering target display where the pilot would track a spot of light projected on the windscreen. This technology was eventually adapted to train Navy pilots in guidance procedures for the Bullpup radio-controlled AGM, while the USAF used it to simulate the Hughes E-4 fire-control radar presentation for the F-86D during its intercept attack phase.

Remote piloting technology was also developed during this time, as demonstrated when an SB2C-5 Helldiver was remotely guided from an F6F-5 Hellcat. Overall, a variety of stability and control studies were conducted in conjunction with the target tracking experiments. A table of the various aircraft involved in these tests is shown below.

AMES AIRCRAFT MODIFIED WITH GUNSIGHT TRACKING GUIDANCE AND CONTROL DISPLAYS		
Aircraft Name	Arrival or First Flight Date	Departure Date
F8F-1 (Bu. No. 94819)	April 2, 1946	June 1, 1953
P-51H (AAF44-64415 NACA 130)	December 18, 1946	April, 1961
SB2C-5 (Bu. No. 83135 NACA 147)	December 18, 1948	June, 1955
F-86A (AAF48-291 NACA 116)	August 29, 1949	January 11, 1960
F6F-5 (Bu. No. 79669 NACA 208)	June 19, 1950	September 9, 1960
F-86E (AF 50-580)	April 8, 1952	April 18, 1952
F-86D (AF 51-5986)	June 12, 1953	November 7, 1957
F-86F (AF 52-4535 NASA 228)	October 10, 1953	September 13, 1965
TV-1 (P-80C Bu. No. 33868 NACA 206)	October 12, 1953	February, 1960
F-84F (AF 51-1346)*	March 1, 1954	March 11, 1954
F9F-8 (Bu. No. 131086)*	January 6, 1955	February 7, 1955
F-86D-5 (AF 50-509A)	January 6, 1955	April 3, 1956
F-86D-5 (AF 53-787 NACA 216)	March 17, 1955	February 1, 1960
F-102A (AF 56-1304)*	April 10, 1957	Unknown
F-102A (AF 56-1358)*	December 23, 1957	March 21, 1960

F-106A (AF 57-235)*	September 4, 1958	December 14, 1959

*An F-84F was lent to Ames for a brief time for fixed-sight tracking tests. It appears that the F9F-8 Cougar evaluated a "toss-bombing" technique. F-102A and F-106A tests
evaluated fire-control (Hughes MA-1 for the F-106A) and auto-maneuvering systems.

P-51H Mustang

F-86E Sabre

Curtiss SB2C-5 Helldiver

F-86D

F-86D

TV-1 (P-80C

F9F-8

F-102A

F-106A