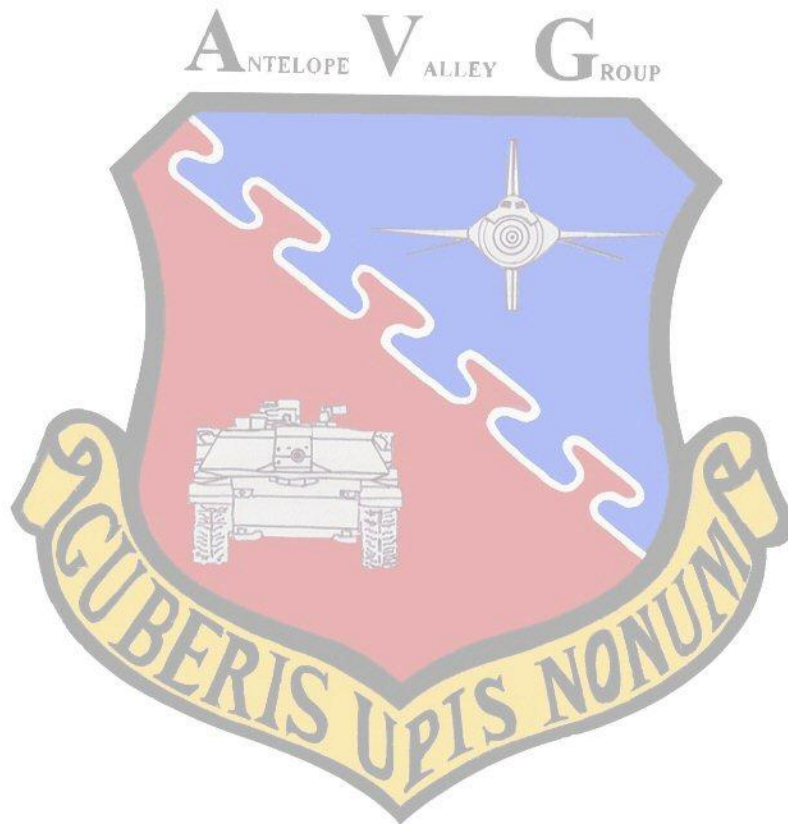


The Smoking Hole

A Publication of the Antelope Valley Group IPMS
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From the President's Pen

Greetings AVG'ers!

Well Rick Reinert and I attended the IPMS Santa Rosa show, Rick took home at least one award I was aware of and possibly another. There were at last count, around 275 models from 80-85 contestants, and the quality was from damned good to astounding. Some categories were not full, my category, 1/72 Single Engine Prop ended up getting split (US vs Non US) I was skunked, thanks for asking! Heck I even bought \$20 of raffle tickets, just wasn't my day, but I had a great time. Met up with some old faces, there were 6 guys from IPMS Orange County there, chatted with a few, saw Roy Southerland of Barracuda Decal and Cooper Details fame there, spent a long while talking with him and drooling over his resin and in awe of his skills. Chris Buckholtz of IPMS Santa Clara and the IPMS Journals Managing Editor was there, spent a good deal of time with him as well. Will be bringing some paperwork from the contest with us on how they managed their registration desk, seemed to work for them and one item they stressed, was "never put your registration form online, ever". Seems it screws up the guys at the desk, something we want to avoid. Overall the show was well run, it was an "EXPO" meaning it wasn't just a model show, but RC hobbies, trains, re-enactors in uniform, even Star Wars Storm Troopers as well and quite large, even had local newspaper coverage, which I will bring in. Vendors were so-so but I did manage some great deals, such as a 1/72 Fujimi Mig-21 with a resin seat for \$5 and a DML Mig-17 in 1/72, factory sealed BTW for \$5. NO, not a typo, FIVE Dollars. The awards were hand-made, and nicely done, but ours are definitely better.

We will have contest items to discuss, we need to get a theme nailed down, and I have refreshments this month, going be pizza and wings, LOL, wipe your hands before handling models! Saturday the 17th at 1 p.m. Be there! Be thinking of demo's you're wanting to see or perform and remember this is y/our club, be involved! There is the Valley Con contest in Pasadena March 4th, Tom Hamel and I are riding together and it's usually a good show, think about convoying!

See you Saturday!

Club News and Business

NEXT MEETING 18 FEBRUARY 2012, 1 PM AT ROSAMOND LIBRARY

General Meeting Notes:

General club news this month was pretty light. First off the club is welcoming a new member to our ranks; Rick Fox. Rick is a novice modeler who dabbles in aircraft and automotive modeling. Rick works for Northrop Grumman at Edwards and lives here in the Antelope Valley. Welcome Rick!

Mike Brignola is still working on getting the photos from the past contests up on the web site. Rich has received a disk of photos from Robbie and will be passing it on at this month's meeting. Also we will be having a member's biography section to the newsletter and a follow up area on the web site. The forms are currently in review so we will start requesting info in the very near

future. A bio will appear in the newsletter each month and then will get transferred over to the web site after it gets published.

We are still looking to fill out the yearly meetings with demos. Some have been added for the near future. Also some demo's have been requested. If anyone would like to volunteer for these demos it would be greatly appreciated:

1. H₂O - Modeling various types of water. From still puddles to the raging ocean and anything in between!
2. Alclad – tips and techniques for using Alclad for metallic finishes.
3. Filling seams on aircraft – types and tricks for those perfectly hidden seams.

One request with demos is that the club members give the person showing the demo there attention and not try to fill the time with “this is how I would do it” conversation. The person giving the demo has been kind enough to offer his time to share a technique. Please be respectful.

Mike Brignola mentioned that John Eves, a special effects specialist in Hollywood, is looking for models to put in the next Star Trek movie. They have a specific list of aircraft they are looking for and would borrow the model for filming and then return it when complete. Contact Mike if interested.

As you have by now noticed, the club now has an official AVG email address for use as the club contact. The new address is avg_ipms@yahoo.com. The address is accessible and monitored by the club officers and will be used for official club correspondence. Let your friends know!

New Club Shirts:

New club shirts were selected at the meeting. Designs and colors were voted on. The new official club shirt is a maroon polo with a coppery/tan logo on the breast. The shirts will have your name on them if you would like. If you didn't already order a shirt and still want one, please contact Curtis and Mike Otis. Cost and planned delivery has not yet been determined. Also if you are interested in getting another un-official club shirt, Palmdale Trophy has the pattern and can embroider the logo on any color shirt, using whatever colors you would like. Curtis has some of the color patterns for a few different combinations or you can select your own.

Product Reviews:

Henry Blecha had several new products to show off. The first was the Fiskas fingertip knife and GS Hypo Cement which is a clear cement that is used by watch makers for securing the glass face to a watch. Hobbyists can use it for securing clear parts to their kits without fear of fogging the clear parts/

Henry also brought several kits for review, including a Heller 1/24th scale motorcycle kit, an Airfix 1/72nd scale Zero and Airfix 1/72nd scale Spitfire. The kits all looked good, with a good parts break down and good details.

Thanks for sharing Henry.

River-R Review by Curtis Stidham



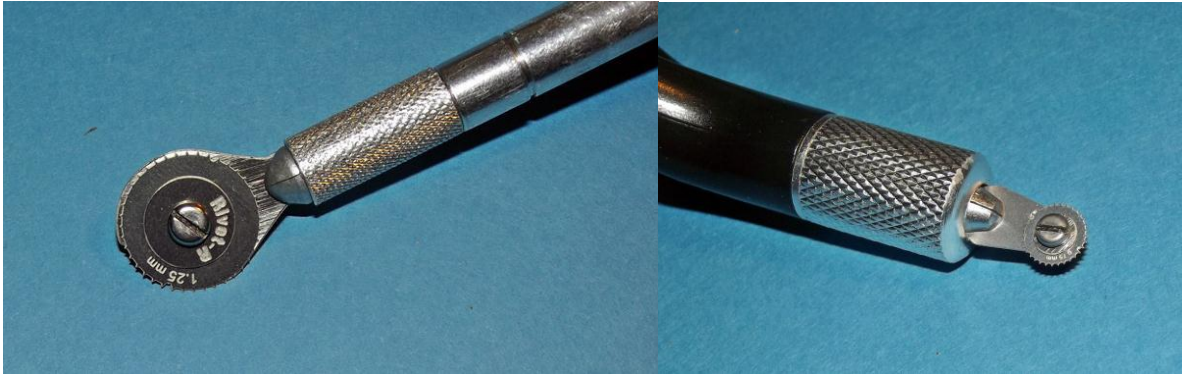
This is a nice little tool for adding rivets to your models, RB productions offers 2 different sets of this Photo Etched Riveting tool, one set is the Standard large (about 1/2 in dia.) size wheel most people are accustomed to, and a 2nd set has a smaller diameter wheel to help get into tighter areas.

Each tool comes with a wheel holder only, no handle, they are made to fit into the common #11 Knife Blade Handle. The assembly is made up of the Holder, the pounce wheel, a support disc and is held together with a self locking nut and slotted screw driver machine screw.

Each set also comes with 4, yes 4 different pitch wheels, .75mm/1.00/1.25/1.50, so you can select the proper rivet spacing needed for any specific pattern.

They are advertised as making a round hole as opposed to a square hole commonly found on other wheels or homemade riveters made from watch gears. They are a photo etched product and if viewed closely (under magnification) you can see a beveled edge to the spikes, would I call it a round spike, No, more like an oblong spike, but at this micro scale I would find it very difficult to make a truly round pounce.

When you receive the produce you will find the parts attached to a Photo Etch sprue that the parts will have to be removed from, It 's not too difficult to do this but be warned the Stainless that they are cut from is a very tough material. I was 1st concerned that the pounce wheels would have a sprue runner attached directly to on the end of a spike, but they had a clever way of putting it between the spikes, cutting the sprue away here does take some care as although it is a thin piece it is still made of Stainless Steel and takes some effort to cut.



I also bought the Fiskers Fingertip Knife handle that Henry debuted at last months meeting, I used it to chuck up the small dia. wheel head, I found it very controllable, and easily used free hand, I put the larger dia. Wheel head into a Standard #11 knife handle, and it works very well, but I do prefer the Fisker handle small disk set up the best. One thing I contemplated before purchase was to buy the additional Heads/Holder, I will pick up at least one as the disks are not easily changeable with the self locking nuts, and would be far easier just to have 2 disks set up and ready to go.

Value, I bought these direct from RPB in England, they run 8.00 pounds for the large, 7.00 pounds for the small, the extra Holders run 4.00 and 3.50 pounds respectively, Shipping was 1.80, so for the 2 assemblies and shipping it cost about \$21 USD, compare that to RB's competition "Rosie The Riveter" at \$21.00 for 1 wheel and handle (which also use RB's wheels ...). It's a no nonsense product and I think the best deal on the market at this time.

Recruiting:

We are trying to step up our recruiting efforts. We need to get the club info flyer out to some members for distribution. Also we are going to try to get a distribution list of local IPMS members that we can try to recruit. Also the club has added a new "prospective members" email list which is an effort to send the news letter and some general club information out to people that we may know who are into scale models. If anyone knows of people that fit this category, or you meet someone at a show or other event, get their email address to Mike Marchioli for addition in the prospective members email list. If anyone has any other ideas for recruiting bring them up. Its worth giving it a try.

2012 Meeting Schedule

We still need volunteers for both demos and refreshments. Please review the open months and let one of the officers know if you want to sign up for either a demo, refreshments or both. Also we would like to have another club BBQ type event like we did last spring at Mike B.'s house. If anyone is interested in hosting, please let one of the officers know.

Primary	Activities	Refreshments	Demo	Review
21 Jan	Member Dues Collected	Rich Ribaudo	Photo Etch Curtis S.	Riveting Tool Curtis S.
18 Feb	2012 Contest Theme Discussion	Nick Kiriokos	Tom Hamel Dry Brush	
17 Mar		Greg Saccoccio	Mike Marchioli Wiring Radial Engines	
21 Apr				
19 May				
16 June				
21 July				
18 Aug				
15 Sept		Tom Hamel		
20 Oct				
3 Nov	Desert Classic			
17 Nov				
15 Dec	Christmas Potluck & Gift Exchange			

Member Show and Tell



Name:

Tom Hamel

Time To Build:

1 Month

Kit & Scale:

Trumpeter Soviet SA-6 Surface to Air Missile System

1/35th

Aftermarket Items:

None

Paints Used:

Tamiya Acrylics

Model Master Enamels

Comments:

The fit of the parts was good. The kit had to be built in 3 sections:

1. The tracked vehicle
2. The missile launcher
3. The missiles

The vehicle is depicted in the markings of the North Korean Army.



Name:

Rich Ribaldo

Time To Build:

Approximatly 25 hours for each one

Kit & Scale:

Monogram Slingshot Dragster
Monogram Long John Dragster

Approx. 1/24

Aftermarket Items:


None


Paints Used:


Both kits were painted with the Tamiya Lacquer paints from the rattle can


Comments:

Both kits went together well considering the models were cut in 1958 and 1959.

	<p>Name: Rich Ribaud</p>
	<p>Time To Build: 15 hours</p>
	<p>Kit & Scale: Mobius Pan Am Clipper (“2001”) Unknown Scale</p>
	<p>Aftermarket Items: Pan Am Logo Decals by Acreation Kit decals used for everything else</p>
	<p>Paints Used: Floquil Refer White Model Master Flat Black</p>
	<p>Comments: The engines were scratch built using plastruct tubes. The base was originally clear. Rich painted a map of the world on the bottom in the reverse colors to create the image.</p>

	Name: Mike Otis
	Time To Build: 20 to 30 hours over 4 to 5 years
	Kit & Scale: Dragon M4A3E8 Scale: 1/35 th
	Aftermarket Items: None
	Paints Used: Rustoleum Brown Primer Tamiya paints Rustall, Tamiya and MIG pigments for the weathering
	Comments: This Sherman was built as a post-war gunnery target. Mike started the kit 4 or 5 years ago with the intent of completing the kit, but the suspension and tracks didn't go together well so it sat until Mike decided to build the kit as a shot up hulk on a gunnery range.

	Name: Nick Kiriokos
	Time To Build: About a week
	Kit & Scale: Eduard Profi-Pack F6F-5 Hellcat Scale: 1/72nd
	Aftermarket Items: None
	Paints Used: Xtracrylics
	Comments: Kit has superb fit throughout. The wings are not even cemented on the fit is so good. The gun barrels and exhausts have been hollowed out.

	<p>Name:</p> <p>Rick Reinert</p>
	<p>Time To Build:</p> <p>Too Long!</p>
	<p>Kit & Scale:</p> <p>Accurate Miniatures P-51C</p> <p>Scale: 1/48th</p>
	<p>Aftermarket Items:</p> <p>Warbird Decals for the Tuskegee Airmen</p>
	<p>Paints Used:</p> <p>Alclad and Model Master</p>
	<p>Comments:</p> <p>This was not an enjoyable build for Rick as the Alclad peeled up and had to be repainted several times. Also the front windscreen had a poor fit.</p>

Adventures in Modeling

This section will be a place where members can share their stories of modeling mistakes and recoveries.

Club Demo

Curtis provided a good demo on the use of machinist files for cleaning up parts before assembly. Curtis showed his technique and some finished products used the club B-36 build as his example. With a little bit of clean up of the edges, the seams were completely invisible after assembly and no filler is required. It was a great demo. Thanks Curtis.

2012 Modeling Goals

Members are encouraged to set modeling goals for 2012. As each goal is accomplished we will track it and see how we all do at the end of 2012. If you would like to set goals for 2012 please provide your goals to Mike Marchioli (mmarchioli1@yahoo.com) for inclusion in the member goals data base. Please look at the January 2012 edition of the smoking hole for examples.

“So, There I Was.....”

Aviation stories provided by John Pearce

Pardo's Push... A Missed Testament to Pratt and Whitney

It was March 10, 1967, in enemy skies over Hanoi. The last of 44 F-4 aircraft were just coming off a bombing raid into North Vietnam when Capt. Bob Pardo and his wingman Capt. Earl Aman were both hit by enemy fire. Knowing their planes were badly damaged, both crews climbed their crippled F-4s to 30,000 feet to preserve fuel and to enable them to glide as far as possible after they ran out. The remaining aircraft in the strike force had no alternative but to continue heading back to Ubon. Pardo could see the fuel leaking from the other F-4, and he radioed to Aman: Earl, you've been hit badly; you're losing fuel.

Aman's aircraft was the worse off. Hit by two damaging blows to the fuel tank, he suddenly was down to 2,000 pounds of fuel instead of the 7,000 pounds he needed to safely return to the refueling tanker.

Pardo knew he had to do something quickly if Aman was going to make it out. Pardo never mentioned that his own plane also had been hit. Both aircraft were over a danger zone southwest of Hanoi, between North Vietnam's Red and Black rivers, and the skies were filled with patrolling enemy MiGs. Despite the fact that his own crippled plane was wavering, Pardo again called over the radio: Aman, I think we can help you. First, he tried to use Aman's drag chute to help the wounded Phantom. With the drag chute extended, Pardo tried to maneuver behind Aman's aircraft so he could use the drag chute compartment to push the aircraft toward the tanker. No good. Turbulence was too great.

Pardo decided to try to use the tailhook on Aman's aircraft. He moved in under Aman's aircraft and got the tailhook against the windscreen of his F-4 Phantom. Success! By this time, Aman's aircraft was so low on fuel that Pardo told him to shut down the engines. Pardo's push was working, but the two aircraft had to stay directly in line with one another. Pardo would push for 15 to 20 seconds, lose the necessary balance and slide off to the side. Then he'd have to reposition and push again. By now

the pressure of Aman's F-4 aircraft was cracking the windscreen of Pardo's fighter. As the spider web of cracks grew, Pardo became increasingly concerned. He moved the hook down the windscreen into a small metal area below. The hook stayed put, and the push continued. To keep his own damaged Phantom flying, Pardo shut down one engine for the last 10 minutes of the flight.

After pushing Aman's aircraft almost 88 miles, the two damaged Phantoms reached friendly air space. At 6,000 feet, with practically no fuel left, the two pilots and their weapons systems officers parachuted to safety.

"That was one hell of an airplane," retired U.S. Air Force Lt. Col. Bob Pardo recalled later. "For one aircraft to get two airplanes that far out of Vietnam speaks very well of the people who put it together."



With one of his two engines out, Pardo pushed his wingman Aman 88 miles before they were able to bail out over friendly territory

Calendar

SUN 3/4/2012	Pasadena Modelers Society	ValleyCon 2012 Pasadena Civic Center 300 East Green Street, Pasadena, California
SAT 3/24/2012	Silicon Valley Scale Modellers	Kick Off Classic Santa Clara Convention Center 5001 Great America Parkway, Santa Clara, CA 95054 http://www.svsm.org/kickoffclassic.html

Monthly Trivia

Email your “guess” to mmarchioli1@yahoo.com. Please be as specific as possible, you might get a “close enough.” See next month’s newsletter for the answer.

The answer to the January Trivia Question:



1971 Lamborghini Miura S

This is the Lamborghini Miura, the car that created what we today think of as the modern supercar. As everyone knows, Ferruccio Lamborghini was a well established tractor builder in northern Italy. As legend has it, Lamborghini bought a Ferrari for his wife and determined it to be too “unrefined”. So Mr. Lambo and Mr. Ferrari had a bit of a meeting from which Lamborghini decided to show Mr. Ferrari how cars should really be built! True or not – this is a great story and adds to the mystique of the Italian supercars!

The Miura was truly ahead of its time. It was the first Mid-engined V-12 rear wheel drive car ever mass produced. The format continues to this day in all the true supercars! To add to the story a Lambo’s top engineers developed the Miura in their spare time, because Lamborghini didn’t think it was a viable concept.

The car was produced from 1966 to 1972 and 764 were built. The car had 3.9 liter V-12 mid-engine with a 5 speed manual transmission producing 350hp and 262 ft lbs of torque for a 0-60 time of 6.7 seconds and a max speed of 171 mph.

Three correct answers, from Mike Otis, Greg Saccoccio, and John Pearce. This month's trivia:

