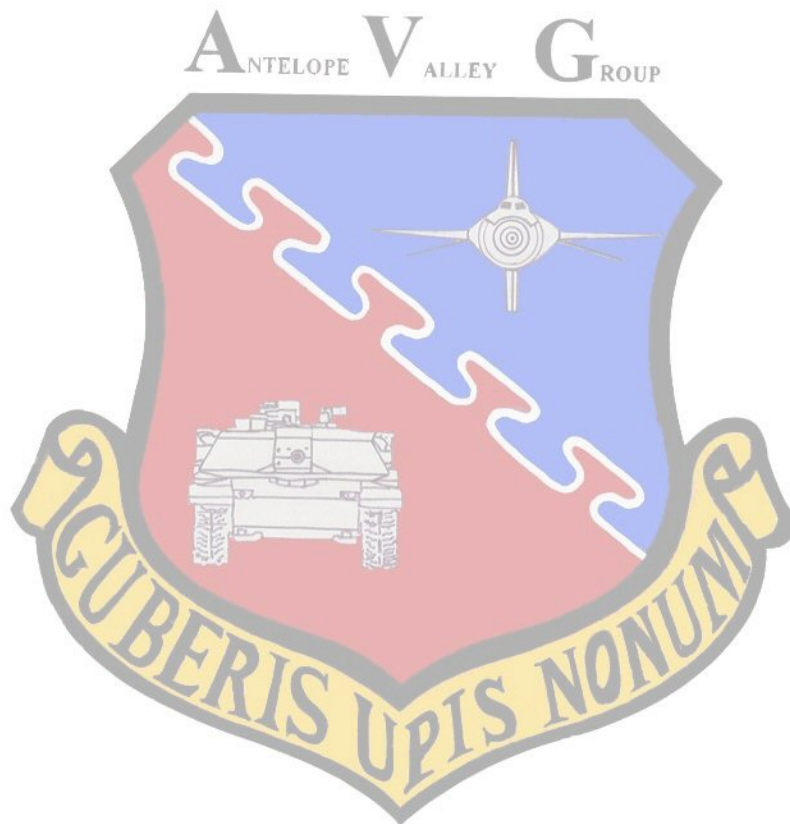


# The Smoking Hole

A Publication of the Antelope Valley Group IPMS  
**Volume 18, Number 1**



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## 2012 Club Officers

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Tom Hamel

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Secretary

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## **Club News and Business**

**NEXT MEETING February 16, 2013, 1 PM AT ROSAMOND LIBRARY**

### General Meeting Notes:

The January meeting business meeting was the first meeting with the new club officers. There was excellent and lively discussions about upcoming plans for the year, such as re-instating the in-club contests, attracting new membership, meeting format, and several other items.

The business meeting was followed by a club field trip the next Saturday (the usual club meeting date) to the Mojave Airport to “Plane Crazy Saturday”

### 2013 Desert Classic

No current updates. Contest Theme will be discussed at the February meeting.

## 2013 Meeting Schedule

We need volunteers for both demos and refreshments for 2013. 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.

Primary	Activities	Refreshments	Demo	Review
12 Jan	Member Dues Collected			
19 Jan	Field Trip to Mojave Airpark "Plane Crazy"			
16 Feb	2013 Contest Theme Discussion			
16 Mar				
20 Apr	"Finish Something on Your Bench" In-club contest			
18 May				
15 June				
20 July				
17 Aug	"Build a Classic Monogram Kit" In-club contest			
21 Sept				
19 Oct	Judge's Clinic	David Newman		
2 Nov	2013 Desert Classic			
16 Nov	2014 Club Officer Nominations			
21 Dec	Christmas Potluck Gift Exchange 2014 Officer Elections	All		

## In-club Contests

The club has decided to re-institute the in-club contests. We used to do this occasionally in the past. Some of the previous themes have been "Build the Same Kit (Corsair, Yak-1, Rafale), "Anything Japanese" and "Out of Your Specialty".

Two contest themes were settled upon for this year. The first, for the April meeting, is "Finish Something on Your Bench". This is pretty self-explanatory: finish a model you currently have under construction on your workbench. This should give some of us slow builders to actually finish something!

The second theme, for the August meeting, is "Build a Classic Monogram Kit". Build a Monogram kit from the '60's or '70's. Anything from the '58 T-bird or the old Corsair or Dauntless up through the Century Series, 1/48 bombers, F-4's or F-14 would be great subjects. It doesn't have to be an originally boxing-recent Revell re-releases are fine. In keeping with the retro theme, no aftermarket parts allowed. You can superdetail as much as you want, but you'll have to do it like in the old days – scratchbuild it. Aftermarket decals are acceptable, though.

Entry fee for the contest will be a donation of an unbuilt kit. The first, second and third place winners will receive a kit, the rest will be retained by the club for the raffle.

### **In-Club Build Time**

The first hour of the meetings will be an opportunity to bring a kit that you're working on and get some work time in. This will be a great opportunity to see and learn some of the other member's techniques. Just a reminder that the Library probably won't tolerate spray painting and we need to be careful with paint and solvents.

### **Club Yearly DVD**

A suggestion was made to produce a yearly compilation DVD to distribute to the members at the end of the year. This could include copies of all the newsletters, contest photos, videos of technique demos, pictures from club field trips, etc. Sounds like a great idea!

### **The Vice President's Challenge**

New Vice President Tom Hamel has issued a challenge to all the club members for the year:

1. Finish at least 3 models
2. Attend 2 contests (other than our club's contest)
3. Participate in the club contests and builds

I think Tom's set some great goals here that shouldn't be too hard for most club members to meet. Well maybe the 'finish 3 models part ;)

### **The Tool Crib**

The tool crib is the place where we find our tools. This section is for anyone with a new product or tool review.

If you would like to place an entry in the tool crib, just let me know.

### **Club Demo**

Curtis gave a brief demo on eliminating ejector pin marks. Luis filmed the demo and it may be posted on Youtube. This would be a great candidate for a club DVD.

If you're interested in doing a demo for 2013, let me know and I'll schedule it.

## Member Show and Tell



Name:

John Pearce

Time To Build:

Kit & Scale:

MPC Klingon Bird of Prey

1/350<sup>th</sup> scale

Aftermarket Items:

Paints Used:

Testors Spray Can

Tamiya

Lowe's (red)

Comments:

Testors black and brown wash

Pastel weathering

Acrylic clearcoat



Name:

Nilo Lund

Time To Build:

Kit & Scale:

Testors P-51D and F4U

1/72<sup>nd</sup> scale

Aftermarket Items:

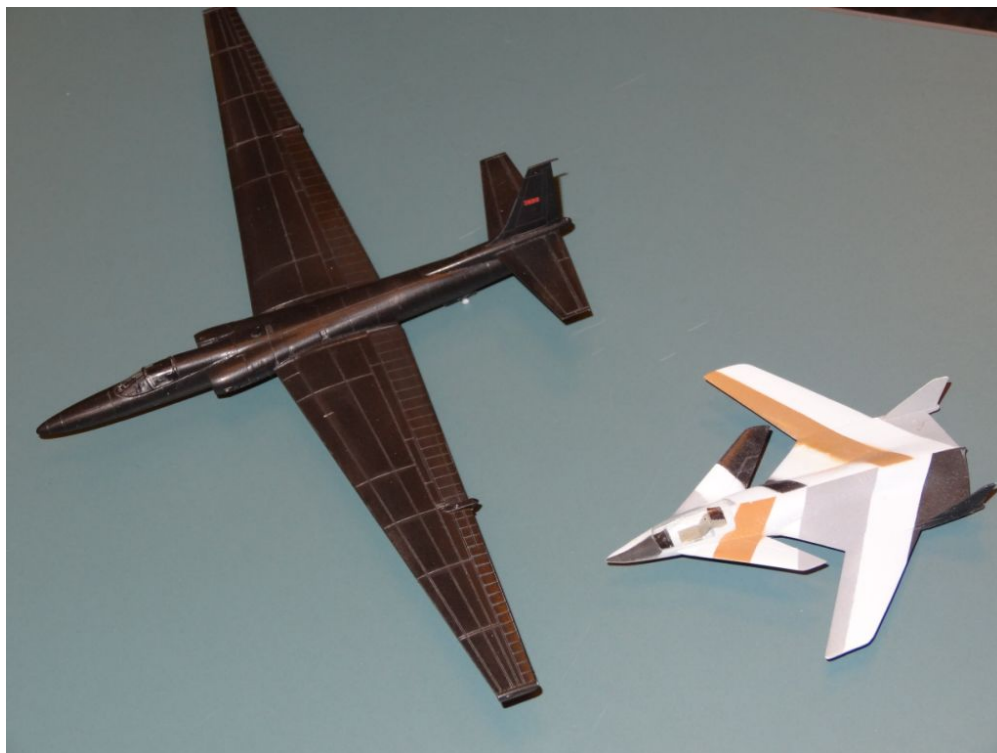
Paints Used:

-

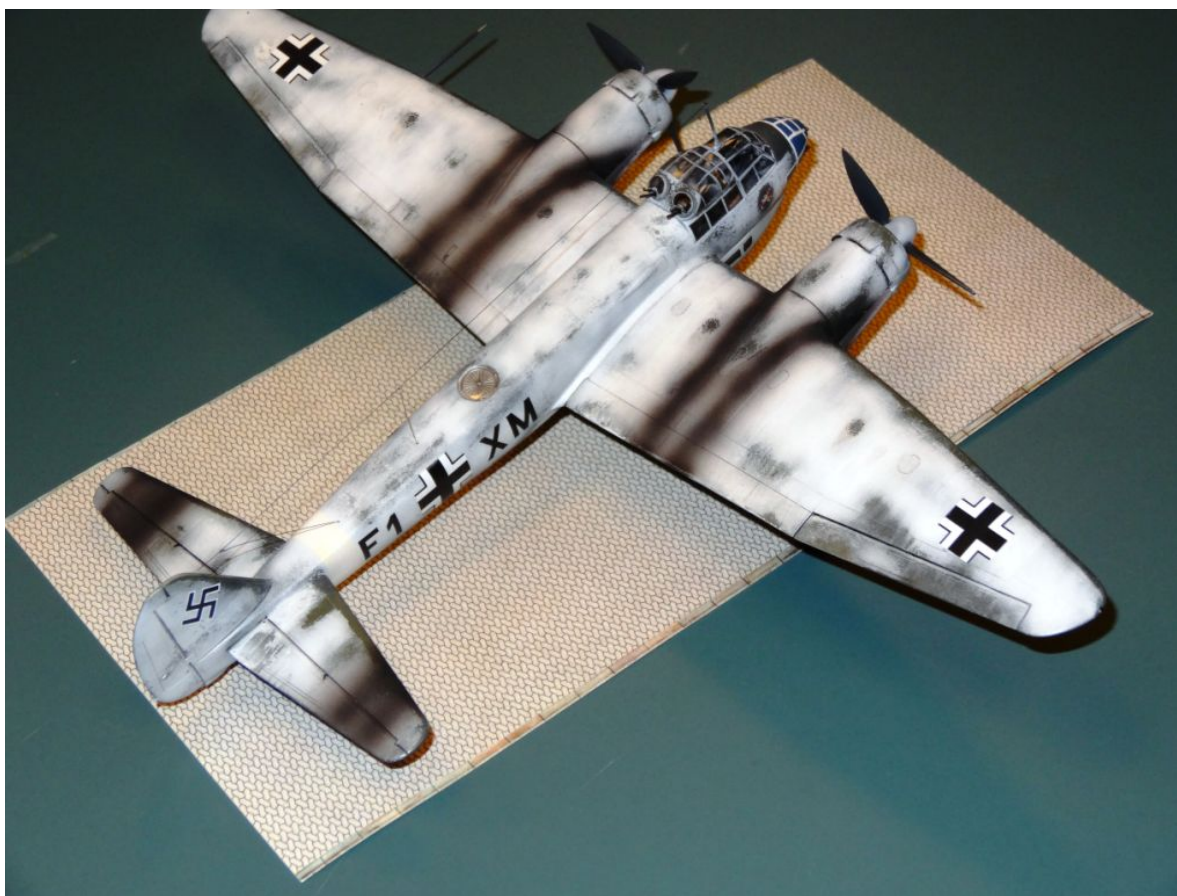
Comments:

Custom wood base

“Good learning experience”



Name:
David Newman
Time To Build:
Kit & Scale:
Dragon U-2S and Muroc FSW HiMAT Concept
1/144th
Aftermarket Items:
Paints Used:
U-2; Gloss black with dullcoat
Comments:
U-2; not the best fitting kit – tubular fuselage sections different diameters. Some pastel weathering
FSW HiMAT. Converted from David’s HiMAT kit. Represents a Forward Swept Wing concept proposed for HiMAT



Name:

Mike Brignola

Time To Build:

Kit & Scale:

Hasegawa Ju88C-6 night fighter  
conversion to Ju88C-6 day fighter

1/72nd

Aftermarket Items:

Eduard Canopy Mask

Paints Used:

Model Master Enamels

Tamiya Acrylics

Comments:

Famous winter camo train buster in Russian. Used hairspray technique for winter camo. Nice kit except accommodations for the different variants:

Nylon thread colored with black marker for antenna



## **Club Field Trip – “Plane Crazy Saturday”**

Several club members took part in the club field trip to “Plane Crazy Saturday” at Mojave Airport. “Plane Crazy Saturday” an event started several years ago by former Mojave Airport manager Joanne Painter and several other members of the local aviation community to highlight and show off the diverse and vibrant aviation activity at the airport. The event takes place the 3<sup>rd</sup> Saturday of each month (the same day as our normal club meeting), and often the event has a “theme”. Club members met at the Voyager restaurant and toured the ramp, seeing such aircraft as an F-86, a Fouga Magister and a Grumman C-1 Trader. A presentation was given at 11am on the 10 Tanker DC-10 aerial tanker, which was quite interesting (I have worked with this aircraft myself on a project at work and it is truly an amazing aircraft).



Following the airport visit, some of the members adjourned to one of Mojave’s many fast-food establishments, followed by a trip to the clubs favorite LHS, TNR Hobbies.

## **B-36 Fun Facts**

Since the club is working a B-36 club build, John Pearce has contributed some interesting B-36 facts:

### **Six Turnin' and Four Burnin'**

Well our club is building a B-36 and some very talented people are contributing to the effort.

I thought it might be interesting to see another group's effort in building a B-36. Check it out

<http://www.angelfire.com/dc/jinxx1/B36/B-36.html>

Here's a website that will tell you where to see other B-36s

<http://www.air-and-space.com/b-36%20survivors.htm>

Technical Facts:

Technical Specifications	
<b>Wingspan</b>	230 ft
<b>Length</b>	162 ft 1 in
<b>Height</b>	46 ft 9 in
<b>Weight</b>	410,000 lbs (loaded)
<b>Maximum Speed</b>	435 mph
<b>Service Ceiling</b>	45,700 ft
<b>Range</b>	10,000 miles
<b>Engines</b>	6 Pratt & Whitney R4360 with 3,800 horsepower each
<b>Crew</b>	13



Consolidated Vultee Aircraft Corporation (later Convair) and Boeing Aircraft Company took part in the competition, with Consolidated winning a tender on 16 October 1941. Consolidated, asked for a \$15 million contract with \$800,000 for research and development, mock-up, and tooling. Two experimental bombers were proposed, the first to be delivered in 30 months, and the second within another six months.

That was 72 years ago. Today we crush 15 million with one Program Management Review (PMR) meeting.

An interesting variant:

The **Convair NB-36H** was a bomber that carried a nuclear reactor. It was also known as the 'Crusader', or the NB-36H. It was built from a B-36 that had been damaged by a tornado. It was created for the Nuclear Powered Aircraft program, or the NPA, to show the feasibility of a nuclear powered bomber. It ended with the cancellation of the NPA program, because eventually jet engines began to have longer ranges and be more reliable, eliminating the need for a nuclear powered bomber.

The NB-36 completed 47 test flights and 215 hours of flight time (during 89 of which the reactor was operated) between September 17, 1955, and March 1957 over New Mexico and Texas. The reactor never was used to power the aircraft, but did show the potential for a high pressure steam powered generator and electric engines. However, with early reactors being so crude, the weight of the required shielding for crew, equipment and flight safety would have crushed the aircraft.



Thanks John!

Since I have a couple friends that worked B-36's "back in the day" I'll add a little B-36 trivia I learned from them.

Due to the complexity of operating 6 reciprocating engines, 4 jets and various systems, late-model B-36's had 2 flight engineers, and they were both commissioned officers!

"Featherweight" B-36's (aircraft with all armament and some other systems removed) were capable of altitudes well above 50,000 ft.

The mean-time-between-failure of some of the old vacuum-tube electronic systems on the RB-36 was often shorter than the maximum mission duration (which could exceed 24 hours), so an avionics technician was carried on long-duration flights to repair the electronics in flight

The B-36 was chosen as the original carrier aircraft for the X-15

## Calendar

2/24/2013	Modelfest	Seaside Park (Ventura Fairgrounds) 10 West Harbor Blvd Ventura, California 93001
3/3/2013	ValleyCon	PASADENA CIVIC CENTER 300 East Green Street Pasadena, California