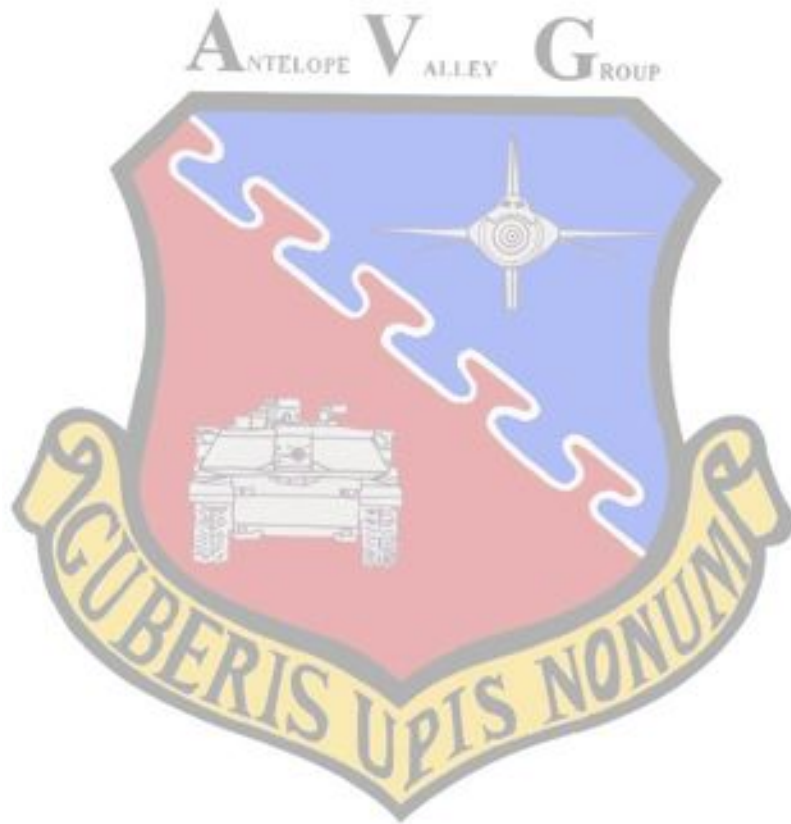


The Smoking Hole

A Publication of the Antelope Valley Group IPMS
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www.avg-ipms.org
avg_ipms@yahoo.com

2016 Club Officers

President

Tracy Ackeret

silkinca@gmail.com

Vice President

Jim Abercromby

jaber_23@sbcglobal.net

Treasurer

Niilo Lund

niiloj7@verizon.net

Secretary

Matt Graham

mgraham4@bak.rr.com

Club News and Business

NEXT MEETING JUNE 18, 2016, 1:00 PM AT ROSAMOND LIBRARY

General Meeting Notes:

The May meeting was a club “build meeting” with members working on their latest projects.

Contest Prep

There was a short discussion of contest business at the meeting. VP Jim reported that the contest add will be run in the July-August IPMS Journal.

Tracy and Nick reported on the Vegas contest, and noted that Vegas recognizes Honorable Mentions (essentially 4th place) in some categories. The question was raised if the club would like to include an Honorable Mention in some categories. The reaction was favorable, and it was decided to award Honorable Mention in 5 or 6 categories. Award will be a challenge coin.

Library Funding

Kern County Measure F, the 1/8th cent tax to fund the libraries was defeated in the June 7th primary election. This leaves the libraries seriously underfunded. How exactly this may effect the club is unclear, but the Kern County Board of Supervisors has previously explored privatizing the libraries, and, as was previously proposed, the system may start assessing fees to use library facilities. So the days of free use of the meeting room may be numbered. Stay tuned...

2016 Meeting Schedule

Primary	Activities	Refreshments	Demo	Review
16 Jan	Member Dues Collected	Rich R. / John		
20 Feb		Rich M. / Robby		
19 Mar		Luis / Niilo		
16 Apr	In Club Contest “If It Floats...”	Rick / Jim		
21 May	Project build meeting	Mike / Tracy		
18 June				
16 July	In Club Contest “Shelf of Doom”	Steve/Nick		
20 Aug		Rich R. / Bill P		
17 Sept				
15 Oct	Judge’s Clinic			
5 Nov	2016 Desert Classic			
19 Nov	2017 Club Officer Nominations			

17 Dec	Christmas Potluck Gift Exchange 2017 Officer Elections	Everyone!		
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The Tool Crib

“Rich the Tool Man” is back with a bunch of cool tools!

Flex-Files:



These have been around for some time. Spring frame takes flexible tapes of various grits. Superb solution for sanding seams on circular items. Available from numerous sources (on-line, hobby shops, Hobby Lobby).

Walther's Goo:



Again, this has been around for some time. Very strong contact cement. Available lots of places

Avery Labels and Tamiya Masking Sheets:



Great masking materials. Avery label sheets are pressure sensitive paper that can be cut as required, and the Tamiya sheets are solid sheets of the Tamiya kabuki tape we are all familiar with. There is also a Tamiya sheet with a grid pattern printed on the surface. Available for office supply stores or on-line.

Anarchy Masking Sheets:



More cool masking stuff. Pre-printed patterns, such as digital camo, hexagons, etc. Available from Sprue Brothers.

Masking Templates:



Geometric plastic masking templates. Available from Sprue Brothers.

Zerostat Anti-static Gun:



Developed by vinyl record enthusiast to remove static electricity from records. Uses piezo crystal to induce an electric pulse. Not cheap (\$90 -\$100 range), but just the thing to remove that pesky dust inside canopies.

Bondic UV Activated Cement:



Cool stuff. Glue that is cured by exposure to ultra-violet light. Needs to be able to “see” the light to work, but might be a great adhesive for canopies, or maybe as a filler. There are a couple different brands. About \$20 on e-Bay.

Whew! That's a lot of cool stuff! Sure there's more to come.

Club Demos

Let me know if you'd like to do a demo for the club and I'll highlight it in the newsletter.

Member Show and Tell

Name:

Nick Kiriokos

Time To Build:

1 month

Kit & Scale:

Monogram A-1E

1/72nd scale

Aftermarket Items:

Decals from Italeri F4U-4B

Paints Used:

Tamiya acrylics

Comments:

OOTB. Jurassic plastic from 1967



Name:

Nick Kiriokos

Time To Build:

2 weeks

Kit & Scale:

Hasegawa Bf.109G-6

1/72nd scale

Aftermarket Items:

Scratchbuilt interior

Paints Used:

Tamiya acrylics

Comments:

Night fighter markings from who knows?



Name:

Nick Kiriokos

Time To Build:

1 week

Kit & Scale:

Fly Hawk FT-17

1/72nd scale

Aftermarket Items:

None

Paints Used:

Xtracrylic Sand

Pastel weathering

Comments:

OOTB



Name:
Mike Otis
Time To Build:
2 weeks
Kit & Scale:
Tamiya AMX-13 French Light Tank
1/35 th scale
Aftermarket Items:
1 bottle and 1 brick
Paints Used:
Tamiya Red Brown
Vallejo Old Rust
ModelMaster Green Drab
Comments:
Built pretty much OOB
Rusted it out because the kit markings were simple and boring



Name:

Mike Otis

Time To Build:

1 ½ months

Kit & Scale:

Tamiya Honda CB-750F Motorcycle

1/12^h scale

Aftermarket Items:

None

Paints Used:

Tamiya spray cans – Bright Red, Semi-gloss Black, Silver Leaf, Gloss Black

Comments:

Modifies to look like a café racer.
Scratchbuilt seat and Handlebars.
Shortened exhaust pipes. Scratchbuilt small digital speedometer.



Name:

Rich Ribaud

Time To Build:

About 40 hours

Kit & Scale:

GLENCOE Mars Liner (Strombecker kit from 1956)

Fit-the-box scale

Aftermarket Items:

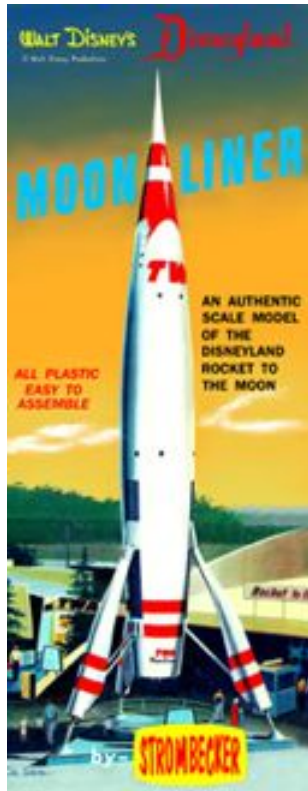
None

Paints Used:

Tamiya Pure White, ModelMaster British Crimson, Alclad Chrome

Comments:

This Glencoe kit was released in the 1990s, but it traces its lineage back to the original release by Strombecker when it was released in 1956, as the Disneyland Moonliner. Licensing being what it is, Glencoe provides



markings for “Fastways” Spacelines. But little imagination is needed to see that the original TWA logo the Strombecker kit came with back in 1956 is hidden in the Fast*TW*Ays livery!

The Disneyland Moonliner was a centerpiece for “Tomorrowland”. It became an icon synonymous with Disneyland and embodied all the sleek, futuristic features that everyone just knew that rockets providing *regular passenger service to the Moon in the 1980s* would look like. The design sprang from the minds of Werner Von Braun and the then contemporary futurist Willy Ley.

Hughes Aircraft sponsored the Moonliner and, naturally, the TWA livery it wore. Howard Hughes himself liked the idea because the shape of the Moonliner’s landing legs bore a resemblance to the fuselage of the Lockheed Constellations TWA was flying at the time.

I picked this kit up at a collectors show about ten years ago. Over the years I’d consider building it from time to time but it always wound up back on the “Shelf of Doom”. I wasn’t excited about the hours of shaping, sanding, filling and polishing I knew the kit would demand and thought I’d be able to complete several models in the time I’d have to spend on a Moonliner. But

	<p>in the fall of last year I made an effort to start bring as many unfinished models across the finish line as I could and got this one completed last month.</p> <p>As expected from a kit of this vintage the parts are few and more than a bit clunky. Lots of cleanup and some actual carving took place to get everything close to fitting.</p> <p>The fuselage is comprised of three pieces along the rocket's length. Understandably it was the only way to mold the parts and still capture the complicated curves of the fuselage. But cementing those three parts was problematic. After painting the interior dark gray the three pieces were roughly taped together. The seams were glued an inch at a time adjusting the seams to meet as I went. I allowed each application of cement to dry overnight and at the end of about a week I was done. I then ran CA glue along the seams on the inside of the fuselage to fill the many gaps and shore it all up for the heavy sanding I knew it would require.</p> <p>Despite filling and polishing dozens of sink marks on the three fuselage sections before joining them, another 3 or 4 hours total time on task was spend filling and polishing the seams. Two more hours were spent cleaning up imperfections the primer coats revealed using progressively finer sandpaper, finishing up with wet 1500</p>
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	<p>grit. With the polishing completed the windows in the fuselage were then</p> <p>The clean, glossy white finished was applied using 4 coats of Tamiya Pure White Synthetic Lacquer from a spray can. I decided to paint the red stripes rather than use the kit's decals as I didn't want to deal with matching seams or trimming overlaps. I got <i>very</i> lucky when I found that Model Master British Crimson was a 95% solution for matching the red decals. The difference is almost indistinguishable between the kit's lettering decals that <i>were used</i> and the painted stripes. Everything was then covered with five coats of Tamiya Clear Gloss. Micro Krystal Klear and Testors Window Maker filled the window openings and cockpit glass.</p> <p>This kit is NOT for the faint of heart. You'll spend a lot of time filling, grinding, shaping and sanding just to get things to fit together. Definitely recommended for modelers wanting that "mid-century modeling experience" and who don't mind learning and applying auto body skills to this kit.</p>
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Name:

Rich Ribaudo

Time To Build:

Approx 20 hours

Kit & Scale:

Monogram Grumman F4F Wildcat
(issued 1961)1/48th scale

Aftermarket Items:

Aeromaster National Insignias and
Numbers (kit decals were unusable)Archer Fine Transfers "Raised Rivet"
decals

Paints Used:

Model Master Dark Sea Gray
Model Master Flat White Model
Master Interior Green
Humbrol Clear Satin

Comments:

Monogram's 1/48 "Five Star Kits" from the late 50s and early 1960s have as much appeal today as they did when I was a kid, but for entirely different reasons. As a youngster I was attracted, like many modelers were, to the kit's "action features" and relatively easy build. Today I find it not only nostalgic but



also challenging to build these older kits as straight from the box as possible, with whatever few skill I may have gained in the past 50+ years.

Monogram kits from the late 1950s and the 1960s advertised “Authentic Working Features”. The Wildcat boasts a moveable propeller and folding wings. Much like the Dauntless, Avenger and Helldiver that Monogram produced, the working features offered extra enticement for a kid to buy the kit for the “play value” these working features offered.

It was common to get an exploded view diagram on the instructions back in this era and one is included on this kit’s plans as well. Actual pictures of the model under construction are included and even little dashed lines superimposed on the parts showing where (and where not) to apply cement and where to “rubber band” the parts together while the cement dries. There’s also a pretty comprehensive painting guide and procedures for operating the kit’s “authentic moving parts”. All in all very comprehensive for the first time model builder.

The Wildcat kit is molded in dark blue with a clear canopy. Since I was fortunate to find an original issue from 1961 the parts were very crisp, shiny and relatively flash free. As per the form back then the kit has raised panel lines and raised rivets, but not so

overstated as to make the finished model look like a toy. In fact, I was determined to keep those raised lines and rivets intact on this build. More on that later.

Assembly starts by joining the fuselage halves. There is no cockpit except for an instrument panel molded into the fuselage halves. In fact, it's more of a flat plate than a panel as there are no instruments molded into it, nor is there even a decal to simulate one. Even though it's almost impossible to see it I added a decal instrument panel from the spares box. The rest of the interior is comprised of just a pilot figure (same guy from the Dauntless!). Except when building these Jurassic era kits I never put pilots in my models. But if I didn't here I'd be detracting from the kits' original appearance, as well as leaving a hole from which you can see straight through the model!

As expected we will spend some time and effort cleaning up parts, test-fitting and treating seams on these older kits. The fit isn't terrible, but care needs to be taken to line up parts carefully so the moving parts in the wing fold mechanism don't bind or get cement on them. It's a tricky balance between a binding condition and a sloppy fit.

The canopy is a rather thick but very clear piece. Remember, there isn't much to see in the cockpit so the

canopy thickness isn't an issue. BTW, it "fits" terribly.

The wing center section gets trapped between the fuselage halves. The center section contains a single hinge pin which cleverly pulls out and rotates allowing the outer wing panels to fold and rotate aft just like the real Wildcat. The horizontal stabilizers get added next. I delayed installing the landing gear at this point but painted it for installation after the model was fully painted. I also did not install the outer wing panels until after the model was painted. This was to avoid excessive movement and loading of the hinge mechanism while the model was handled during painting.

Once assembly was complete (less the outer wing panels) and I was sure all of the moving parts were in good order it was time for paint. As mentioned earlier I wanted to keep the raised panel lines and rivets intact. To do this I used hair-thin stretched sprue glued in place where the panel lines were obliterated during sanding. I then applied "Raised Rivet Decals" from Archer Fine Transfers. These are perfectly uniform resin rivets on decal film. I selected the appropriate size and pitch of rivets and applied them like any other decal. I primed the airframe with Tamiya Flat White Primer and did a bit of pre-shading with diluted flat black. At this point it was evident that the Archer rivets

	<p>looked pretty good and the fact that they were a decal was undetectable.</p> <p>Monogram tells you that the kit is <i>“molded in the correct shade of blue and no paint is required”</i>. But I wanted to do something a little different and chose an Atlantic Scheme consisting of Dark Sea gray over white undersides. The lower surfaces were painted with Tamiya White Primer, diluted so as to allow the pre-shaded lines to gradually fade in. The upper surfaces were sprayed with Model Master Dark Sea Gray using rolled lengths of “Blu-Tac” for the tight feathered edge. The kit decals were unusable so some spare numbers and insignias came from a few Aeromaster sheets.</p> <p>I had pre-painted both outer wing panels and cemented just the outboard half of the section together. I spread the root of these sections just enough to locate the hinge pins in place and then finished cementing the outer panel top and bottoms together. All that was left was to polish out the leading edge seam and touch up the paint. After some mild weathering a coat of Humbrol clear satin covered the whole model. An antenna wire was made from 2lb. test monofilament and the landing gear and prop were installed. The Wildcat was complete and looks like it belongs next to its stablemate, the Monogram Dauntless.</p>
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I'll be the first to admit I'm biased toward these old kits. It takes me back to the beginning of the "modeling journey" I started over 50 years ago. If built with care these kits look great and they offer a nice detour from super-detailing, "angsting" over accuracy and spending four times the kit cost on aftermarket items.

I won't even attempt to compare this kit to later releases like of Tamiya's F4-F. But I've seen a few of these old Monogram kits taken very seriously before the state of the art Wildcats became available. Decked-out with aftermarket items, a vacuum formed canopy and a full re-scribe treatment these little gems can look very convincing.

Highly recommended for fun, a trip down memory lane or for getting youngsters involved in building scale models.

Here's a chance to get to know your fellow AVG members:

AVG Club Member Biography



Name:
Mike Otis

Profession:
Team Leader (Meter Reading Field Supervisor) for Los Angeles Department of Water & Power (28 years)

Family:
Married, 2 sons, age 21 and 15

IPMS Member?:
Yes

How long have you been a member of AVG?:
12 years

How long have you been modeling:
Since my early teens

Do you remember what the first kit you built was?:
1/48th Monogram Zero

Favorite subjects and scales:
1/35th armor and 1/25th scale trucks – anything that is heavily weathered or rusted.

1/48th Army Air Corps airplanes

Paint. Acrylic or Enamel?

Acrylic

Anything else you'd like us to know? Other hobbies or interests? Comments?

Calendar

6/25/2016	Spruefest 2016	Brookhurst Hobbies 12118 Brookhurst St., Garden Grove, CA
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7/10/2016	Kit Collectors Exposition and Show	UFCW Local 324 Union Hall 8530 Stanton Ave., Buena Park, CA
8/3/2016	IPMS/USA National Convention	Columbia Metropolitan Convention Center 1101 Lincoln St., Columbia, SC
9/10/2016	High Rollers 17 th Annual Invitational Contest	Desert Heights Elementary School 13948 Mt. Bismark St., Reno, NV
9/10/2016	Red-Con 2016	Orleans Hotel and Casino 4500 West Tropicana Ave., Las Vegas, NV
9/25/2016	TriCity 12 "The Battle of Britain"	Milpitas Community Center 457 E. Calaveras Blvd., Milpitas, CA
10/8/2016	OrangeCon 2016 (Regional)	The Pavilion at the University Conference Center Cal State Fullerton 800 N. State College Blvd., Fullerton, CA
11/5/2016	Desert Classic XX IPMS Antelope Valley Group	Antelope Valley College Cafeteria 4041 W. Avenue K Lancaster, CA
11/13/2016	Kit Collectors Exposition and Show	UFCW Local 324 Union Hall 8530 Stanton Ave., Buena Park, CA