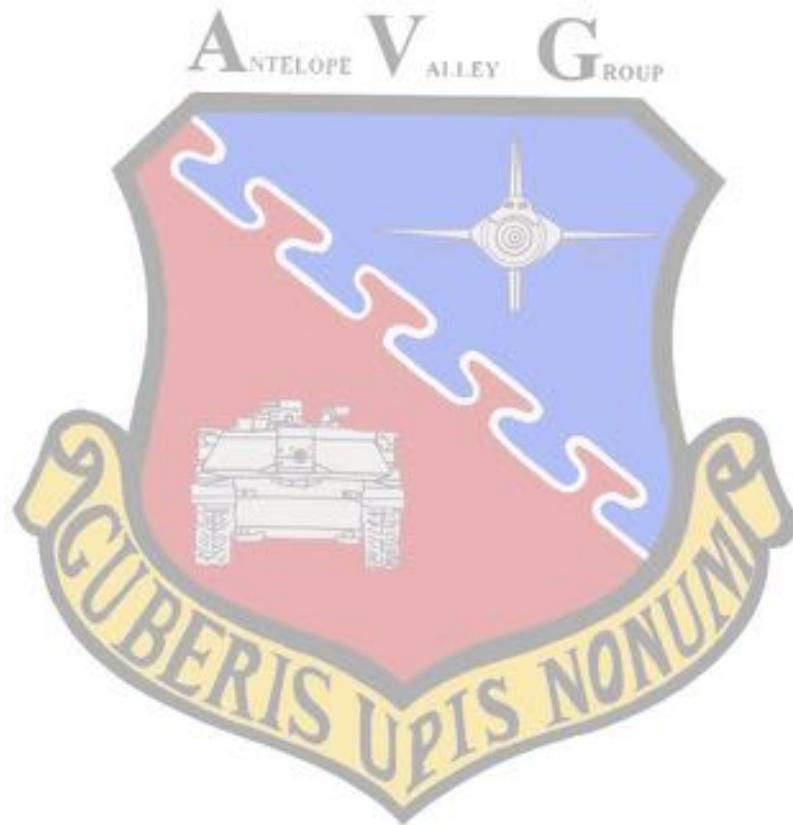


# The Smoking Hole

A Publication of the Antelope Valley Group IPMS

**Volume 24, Number 12**



**[www.avg-ipms.org](http://www.avg-ipms.org)**  
**[avg\\_ipms@yahoo.com](mailto:avg_ipms@yahoo.com)**

## 2019 Club Officers

President  
Steve Spandorf  
[sfrodnaps@msn.com](mailto:sfrodnaps@msn.com)

Vice President  
Jim Abercromby  
[jaber\\_23@sbcglobal.net](mailto:jaber_23@sbcglobal.net)

Treasurer  
Niilo Lund  
[niiloj7@verizon.net](mailto:niiloj7@verizon.net)

Secretary  
Matt Graham  
[mgraham4@bak.rr.com](mailto:mgraham4@bak.rr.com)

## **Club News and Business**

**NEXT MEETING DECEMBER 21 2019, 1:00 PM AT ROSAMOND LIBRARY**

### November Meeting General Meeting Notes:

At November's meeting we recapped the contest, held 2020 officer nominations and elections and discussed possible in-house contests for the upcoming year

### Desert Classic Recap

General consensus was that the contest went well with no major issues. No one heard any complaints, and several members reported positive comments from the entrants. The contest was also a financial success.

Final tally was 256 entries from 58 entrants. It was noted that while the number of entrants was similar to last year, the number of entries was down. It was suggested that perhaps we reduce the fee for additional entries from \$2 to \$1 for future contests.

It was suggested that we continue with the same categories for the 2020 contest, with the addition of the Tom Daniel category.

We have been awarded the Regional for 2021, so will need to increase the number of categories then.

### 2020 Club Officers

November marks the time to nominate club officers for the following year. We nominated a proposed slate, and as there were no objections, held the election during the meeting.

We have a new first-time President! Dwight Young has graciously agreed to be our club President for 2020. He has some great ideas and I know he will do a fantastic job.

Although we have done so in the past, it has been some time since we have had co-Vice Presidents. For 2020, Jay and Luis will hold the VP office jointly. As the Vice President is responsible for co-ordination of the contest, sharing the office between 2 members will reduce their workload.

Niilo and myself will continue as Treasurer and Secretary, respectively.

### Christmas Gift Exchange

Once again, we will have our traditional Christmas gift exchange. Participation is voluntary. If you want to participate, please bring a wrapped kit, hobby items or hobby gift card. Please bring a quality kit – something you would like to build yourself. Always remember Tom's immortal words – "No dogs!"

### December Pot Luck

I've previously distributed the sign-up sheet to all the membership.

Tom had an interesting suggestion, that, instead of a pot luck, we could perhaps have the December meeting catered. The membership agreed that this a worthy idea, but owing to the short time to try to arrange it for this year, that we consider it for 2020.

In-House Contest "Red"

Remember that our final in-house contest for the year is this meeting. The subject is "Red" – anything red in color, with red in the name or associated with a Communist country or regime. Hope to see some great entries.

No General Show-and-Tell

Due to the full schedule this meeting with the in-house contest and the gift exchange, we will not hold a general 'show-and-tell' this month, instead restricting 'show-and-tell' to the contest entries. If you have other models you've completed that you want to showcase, please save them until January

In-House Contests for 2020

The question was posed at the meeting whether the membership wished to continue with the in-house contests and, if so, how many should we have next year. The members were overwhelmingly in favor of continuing the contests and a consensus was reached to hold one each quarter.

Nillo had some suggestions, which he presented to the club. I sent the list to the members last week for consideration.

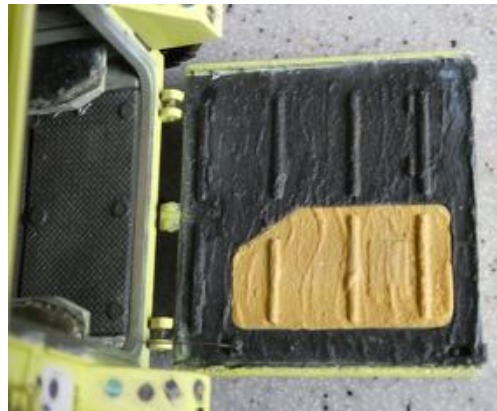
## 2019 Meeting Schedule

| Primary | Activities   | Refreshments    | Demo   | Review |
|---------|--|-----------------|--|--------|
| 19 Jan  | Member Dues Collected  | Steve/Matt      |  |        |
| 16 Feb  |  | Bill K./Jay     | "Things Under Wings – Rant & Rave" - Henry                           |        |
| 16 Mar  | In-House Contest "Marine!"                                   | Rich/Mike W.    |  |        |
| 20 Apr  |  | Rick/Mike O.    | Steve – Bare Metal Finish  |        |
| 18 May  | Club Kit Swap Meet   | Dwight/Stephen  | Rich – Static Grass (tentative)<br>Tom – Making Antennas (tentative) |        |
| 15 June | In-House Contest "Jurassic Plastic"                          | Niilo/Joe       |  |        |
| 20 July |  | Steve/Matt      |  |        |
| 17 Aug  |  | Bill P/Todd     |  |        |
| 21 Sept | In-House Contest "Out of Your Category"                      | Bill K/Robby    |  |        |
| 19 Oct  |  | Mark/?          |  |        |
| 26 Oct  | 2019 Desert Classic  |                 |  |        |
| 16 Nov  | 2020 Club Officer Nominations                                | Bill P./ Jim B. |  |        |
| 21 Dec  | Christmas Potluck<br>Gift Exchange<br>In-House Contest "Red" | Everyone!       |  |        |

## The Tool Crib

Came across a cool item

Ammo by Mig "Anti-slip"



This is an acrylic paste to represent 'anti-skid' texture on armor or aircraft. The paste has very fine sand in it to help depict the anti-skid surface. You simply apply the paste to the model and smooth it with a paint brush. It is water-based, so can be thinned with water. It dries in a couple of hours and can be painted. There are a couple of variations. The 'armor' variant has a relatively coarse texture and is desert tan in color, and there is also an 'aircraft' version, which has a finer texture and is black in color.

I used this product to great effect to duplicate the rough anti-skid texture on the ramp of my NASA M113. The sand color on the inset door is the natural color of the paste, while the rest is painted flat black.

I got my tube from Sprue Brothers for about \$5.

## Club Demos

Let me know if you would like to give a demo and I'll put you on the calendar

## Kit Reviews

I gave a review of a couple of new releases at the last meeting.

[1/48 ICM B-26B-50 Invader](#)



The Douglas B-26 was conceived as a high-speed attack aircraft to replace the A-20. First flying in 1943, and designated A-26 served in basically a medium bomber role. Following the end of WW2, the A-26 became the Air Force's primary medium bomber and was re-designated. In the Korean War, the B-26 was successfully used as a night bomber and interdictor. The B-26 was replaced by the jet B-45 in the bomber role, but continued in Air Force in supplementary roles. The B-26 found a new life in during the Vietnam conflict in the counter-insurgency mission. The French first employed the B-26 in Indochina, and following the US entry in the conflict, the Air Commando operations began use of the aircraft against supply lines. The initial aircraft were weary veterans, and after several structural failures, were withdrawn. But the aircraft was valuable enough that a remanufacturing effort was commissioned. On Mark Aviation, of Van Nuys, rebuilt, strengthened and upgraded several aircraft, resulting in the B-26K, which was re-introduced to some success in supply line interdiction.

The B-26 also had a career in clandestine operations with the CIA, being used in the Bay of Pigs invasion and the Belgian Congo.

This kit has been highly anticipated in the modeling community. The only previous B-26 Invader in 1/48<sup>th</sup> scale is the Monogram kit, which dates from the late 1970's. The Monogram B-26 has never looked quite right to me, but I could never quite figure out exactly what the problem was. Turns out the fuselage is about 7 scale inches too wide and 3 scale inches too deep, which gives it a bloated look. The B-26 should look sleek, like a pike fish. The new ICM kit captures the look perfectly.

ICM has released a number of highly desired bomber kits recently, starting with a few Do-17 variants, followed by a Ju-88 series, He-111's and now the B-26.

ICM has chosen to release a Korean War-era aircraft, with the eight-gun solid nose as the first release (a WW2 version with the six-gun nose has also just been released in the last week). ICM has also released a separate decal sheet that includes marking for the B-26C with the transparent nose, so we are likely to see this version as well. We may even see the Vietnam-era B-26K (although Bobcat Models has announced they intend to produce a kit of this variant).

ICM kits have steadily improved in quality, and this kit is no exception. Molded in ICM's usual gray, slightly soft plastic with moderate recessed panel lines. As noted, the overall shape looks quite good, capturing the sleek look of the B-26, not looking bloated like the Monogram kit.



Cockpit detail is moderate, but not outstanding, with some components molded in relief that would probably be better as separate components. Seeing as the clamshell canopy appropriate to this version is molded

close, the cockpit is probably satisfactory. I'm sure the aftermarket will come to the rescue, in fact, Eduard has already announced several sets for this kit for January release.

The engines, on the other hand, are quite nice, with two full cylinder banks, separate pushrods and intake manifold and separate individual fishtail ejector exhaust stacks.

The bomb bay can be posed open and is generally okay, although, annoyingly, ICM has omitted the fuselage framing in the area where the wing roots mate to the fuselage. ICM includes the mechanism for the upper turret, which is visible in the bomb bay, unlike the Monogram kit.

The landing gear and gear well detail is adequate. It is interesting to note that ICM has molded the gear doors as a single piece with the gear well sidewalls, similar to the Monogram kit.



Decals for 3 aircraft are provided, one natural metal example, on overall olive drab and one O.D. over silver, with the nose section painted fresh dark O.D. (the box art airplane).

I did note a couple areas of concern. One is that the upper nose area in front of the windscreen appears to be too flat. The windscreen of the B-26 should curve down from the center to the side of the canopy, and the kit windscreen is nearly flat. Second is the props, the blade chord appears too narrow. The Monogram props would be a good substitute. Third, the turrets provided are of the "B-29" style, which were less common on B-26's (this is minor).

The price of this kit seems all over the place. Squadron has it for \$97, Sprue Bros. has it for \$74, but I was able to get mine for \$46 directly from the Ukraine (okay, I asked if they could do me a favor...). At \$46, this kit is a steal. It's a tremendous improvement over the Monogram kit. I highly recommend it!

### 1/5000 Bandai Star Destroyer (Limited Edition)





Those of us of a certain age will remember watching in awe in the theater at the beginning of “Star Wars: A New Hope” as the Rebel Blockade Runner sped across the screen followed by a ship the just got larger and larger and larger until it filled the entire screen. The Imperial Star Destroyer (despite looking something like an iron) was one of the most impressive ships in the Star Wars universe.

There have only been a few mainstream kits of the Destroyer, perhaps due to its immense size. AMT released the first, but like all AMT Star Wars kit, bears a general resemblance to the prototype, but was lacking in detail. Recently, Zvezda released an impressive large-scale kit, but it is difficult to obtain in the U.S. as Zvezda lacks a license from Disney for North America.

So it was greeted with cheers from Star Wars fans when Bandai announced their Star Destroyer. Bandai is well known for their accurate, but easy to assemble Star Wars kits, and this is no exception.

The kit comes in a standard edition and this “Limited Edition”, which includes a lighting kit.



The model is not large, being a little over a foot long (it actually replicates the scale of one of the smaller filming miniatures), but has incredible detail. How Bandai manages to create such intricate detail is amazing. Bandai models tend to be quite accurate to the filming miniatures, and this one seems to almost perfectly replicate the 8' filming model, down to the left side being more detailed than the right (the miniature was filmed mostly from the left).





The lighting kit is the same as in the “Perfect Grade” Millennium Falcon, and is pre-assembled. You just plug the LED harnesses into the battery unit.



The limited edition comes with extra transparent parts to better replicate some of the lighting effect of the studio model, and an extra Model Grafix booklet detailing how to enhance the lighting with fiber optics.

The model even includes in-scale models of the Blockade Runner and Millennium Falcon (which you could glue to the rear of the Destroyer bridge to replicate the scene in “The Empire Strikes Back”).

Overall, a very impressive kit. It isn't cheap (retail is about \$150), but is a must-have for die-hard Star Wars fans.

## Member Show and Tell



Name:

Luis Toledo

Time To Build:

5 months

Kit & Scale:

Airfix P-40B

1/48th scale

Aftermarket Items:

Eduard p.e. seatbelts

Paints Used:

Vallejo Model Air; Tamiya Acrylics

Comments:

Very challenging kit, not recommended for the beginner. Still a very fun kit to build.



Name:

Tom Hamel

Time To Build:

1 month

Kit & Scale:

Trumpeter Stryker NBC RU1

1/35<sup>th</sup> scale

Aftermarket Items:

None

Paints Used:

Tamiya and Model Master

Comments:

Stryker is an outstanding kit. Fit is good. Surface detail is very good. All for \$35



|  |
|--|
| Name:  |
| Tom Hamel  |
| Time To Build:   |
| 3 days   |
| Kit & Scale:   |
| Trumpeter M1117 ASV  |
| 1/72nd scale   |
| Aftermarket Items:   |
| None   |
| Paints Used:   |
| Tamiya and Model Master                                      |
| Comments:  |
| 1/72 is too small for my eyes and fingers. I hate that scale |



Name:

Mike Steinke

Time To Build:

15 hours

Kit & Scale:

Hobbyboss FAV (Fast Attack Vehicle)

1/35<sup>th</sup> scale

Aftermarket Items:

None, guitar string for radio antenna

Paints Used:

Tamiya

Comments:

Square and rectangular locating pins and holes help with alignment of some parts. P.E. parts are required because they are load-bearing parts.



|   |
|---|
| Name:<br>Robby Robinson   |
| Time To Build:  |
| Kit & Scale:<br>Trumpeter Kilo-class Submarine<br>1/144 <sup>th</sup> scale |
| Aftermarket Items:  |
| Paints Used:  |
| Comments:   |





Name:

Niilo Lund

Time To Build:

20 hours over 2 months

Kit & Scale:

Lindberg Curtiss Helldiver SB2C

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

Aftermarket Items:

None

Paints Used:

Model Master – Green Zinc Chromate

Tamiya- Flat Aluminum (XF-1C), Flat Black (TS-6), Dark Blue (TS-55), Yellow (TS-16)

Other Marking: Sharpie Magic Marker (Black)

Comments:

The initial design was developed as the A-25 Shrike for the use by Army Air Corp in November 1943 but most of the order was instead taken by the Marines and



redesigned. The redesigned SB2C was produced for the U.S. Navy and Marines as a replacement for the older SBD Dauntless. Even the redesign was plagued with numerous problems and delays. It was considered to be under-powered with the Wright R-2600, had structural weakness, poor handling qualities and inadequate stability. Even after all the improvements were made and incorporated, Curtis was unable to meet the demand of the U.S. Navy. This prompted two Canadian companies (Fairchild Aircraft Ltd and Canadian Car and Foundry) to produce a total of 7140 aircraft between 1943 and 1945. The designation for the aircraft built were SBF and SBW respectively. These aircraft remained in service until the 1950's.

The building of the kit was reasonably easy with minimum sanding and filing. I didn't use any filler or puddy by probably could have. The most difficult tasks during the build were 1) landing gear stabilization and alignment and 2) canopy painting for both the Aft and Forward canopies. Using the Dark Blue Tamiya "Rattle Can"

|  |  |
|--|--|
|  | <p>as the primary color it was a little hard to get a consistent spray pattern. The variations in spray pattern can be seen by comparing the top view and bottom view of the model. Fun build, try one to build if you want to practice your techniques.</p> |
|--|--|



|                    |  |
|--------------------|--|
| Name:              | Rich Ribado  |
| Time To Build:     | 30 hours   |
| Kit & Scale:       | Airfix Saturn 1b<br>1/144 <sup>th</sup> scale  |
| Aftermarket Items: | New Ware paint masking set: Part Number NW-S133  |
| Paints Used:       | MR Paint White & Black, Alclad Metal finishes on engines and thrusters   |
| Comments:          | <p>Wikipedia tells us...</p> <p><i>The Saturn IB (pronounced "one B", also known as the uprated Saturn I) was an American launch vehicle commissioned by the National Aeronautics and Space Administration (NASA) for the Apollo program. It replaced the S-IV second stage of the Saturn I with the much more powerful S-IVB, able to launch a partially fueled</i></p> |



*Apollo command and service module (CSM) or a fully fueled lunar module (LM) into low Earth orbit for early flight tests before the larger Saturn V needed for lunar flight was ready. By sharing the S-IVB upper stage, the Saturn IB and Saturn V provided a common interface to the Apollo spacecraft. The only major difference was that the S-IVB on the Saturn V burned only part of its propellant to achieve Earth orbit, so it could be restarted for trans-lunar injection. The S-IVB on the Saturn IB needed all its propellant to achieve Earth orbit. The Saturn IB launched two unmanned CSM suborbital flights, one unmanned LM orbital flight, and the first manned CSM orbital mission (first planned as Apollo 1, later flown as Apollo 7). It also launched one orbital mission, AS-203, without a payload so the S-IVB would have residual liquid hydrogen fuel. This mission supported the design of the restartable version of the S-IVB used in the Saturn V, by observing the behavior of the liquid hydrogen in weightlessness. In 1973, the year after the Apollo lunar program ended, three Apollo CSM/Saturn IBs ferried crews to the Skylab space station. In 1975, one last Apollo/Saturn IB launched the Apollo portion of the joint US-USSR Apollo–Soyuz Test Project (ASTP). A backup Apollo CSM/Saturn IB was assembled*

*and made ready for a Skylab rescue mission, but never flown. The remaining Saturn IBs in NASA's inventory were scrapped after the ASTP mission, as no use could be found for them and all heavy lift needs of the US space program could be serviced by the cheaper and more versatile Titan III family. In 1972, the cost of a Saturn IB including launch was US\$55,000,000 (equivalent to \$329,000,000 in 2018).*

**THE BUILD:** This kit was first released back in 1973 and it shows its age. I don't know what the original release was like, but my copy had more flash on it than I care to discuss. Every part, and I do mean EVERY part required considerable cleaning up with a knife, file and sandpaper. Many of the sprue attachment points were very thick requiring parts to be cut from the trees well away from the part to avoid fracturing the brittle plastic. I read a few build reviews of this kit before starting mine pointing out some errors and how to correct them. The issue is that the kit is meant to represent Apollo 7, but it actually "crosses over" several different configurations (Block Changes) of Apollo missions all on the same model. But not being a big Apollo fan, I chose to build the kit as molded.

Be prepared to use lots of clamps, super glue and rubber bands to hold this little beast together during assembly. Since most of the vehicle is an elongated cylinder shape, one must make sure things are not too far out of round during the build. If that happens the stages will not mate well (mine still didn't) and seam lines will need major putty and polish work (mine still did). It helps to cement the edges of the cylindrical parts a little at a time along their length to minimize step height differences. Sprue spreader bars in the body sections will be helpful to keep the edges even and level. Work slowly & keep checking the fit.

The launch tower structure was short-shot in a few places on my example, requiring some splicing-in of plastic rods here and there and tedious sanding. Also, the open spaces between the tower rods were completely flashed-over in a number of spots. Opening these "webs" on the tower took much time and care. Each of the engine bells is molded as two halves and again, lots of sanding and polishing pleasure await you here! I also spent a few extra minutes grinding out the inside of the engine bells with a cone shaped stone in the Dremel to give the engines' wall thickness a more scale appearance.

The kit is engineered to make the major stages of the rocket removable

from each other to configure the progressive stages of flight. I chose to make my model all in one piece as I wanted to address seams and gaps better than a model that disassembles would allow. There is also a Lunar Module, Command Module and three tiny astronauts tucked away in the kit, but I didn't use those because I wanted a launch configuration. Besides, Apollo 7 didn't carry a Lunar module, but Airfix included one just the same.

The kit includes a slab-shaped plastic base. The attachment fitting is tiny and didn't look up to the job of supporting an 18" rocket. I wanted something sturdier that allowed me to remove the rocket from the base for travel & storage. I used resin to fill the bottom 1 1/2" of the rocket to make a solid core and drilled it to accept a styrene tube. A clear acrylic rod in the wooden base slides up into the tube to hold the rocket on the base. The clear rod is invisible when assembled. **CAUTION:** If you pour this much resin be aware of the heat generated during the cure. I poured only 1/4" at a time and floated the styrene part into which the resin was poured in a bowl of ice water to dissipate the heat. The effort paid off with no styrene warping, cracking or distortion.

The roll pattern needs to be planned carefully to make sure the model has



the correct color (black or white) over the correct external features of the rocket. The instructions are a bit unclear, so if you build this kit make sure to look not only at the kits' paint scheme plan, but also images on the internet. The same goes for attaching certain parts to the model and orientation of the multiple stages of the vehicle. I used a masking set from New Ware Models designed for this kit. While you will still be doing most of the straight-line masking with tape, the set provides arcs that fit perfectly on the ends of the 1<sup>st</sup> stage boosters. This set is very helpful; it fit well and saved considerable masking time. I'm still not sure I got the roll pattern markings 100% correct but it looks convincing.

**PAINT AND FINISHING:** As mentioned earlier some planning is required to get the black and white roll patterns applied correctly. After studying photos, I decided to "draw" the scheme on the model temporarily by using black tape where the black paint would go. It took a while to get it configured correctly (I think) and was considerable extra work, but it was the only way (for me, anyway) to get the paint scheme sorted out. Once convinced the scheme was correct, I applied the New Ware models paper tape masking set, removed the temporary black tape and shot the

actual paint. I did this one section at a time to insure mating corners of the adjacent black stripes touched each other. The entire model was sprayed with gloss prior to applying the decals. Aftermarket decals for a more accurate and more complete Saturn 1B are available but I used the kit markings. Once the decals were dry and set, I used MRP Semi Matt Clear to seal everything up. Bare Metal Foil was used on the appropriate areas of the Service Module.

**CONCLUSION:** Despite the required cleanup, filling and polishing, I recommend this kit to builders having experience with “less-than-perfect” fitting kits who are willing to invest the time in treating the seam issues. There are some resin and decal aftermarket products available to improve this kit and make it more accurate, but I just built it as issued.

While this is not a complicated model it's not for beginners. Building this model over time kept me from getting burnt out and disinterested in it. Fit issues aside, the only thing I can call complicated about this kit is taking the time to get the masking done correctly for the black and white roll patterns. I highly recommend the New Ware Models masking set as a time saver.

I built this model as a side project during other constructions. I knew I

was in for a great deal of filling and polishing work to properly treat all those seams and make everything look round in cross section. But for a 46-year-old kit I probably should have expected the poor fit and all that flash. Not being much of a space modeler I can't say how many times this kit has been reissued. It seems to me that the molds may have deteriorated over time and, lacking the proper upkeep, the result is a poor fitting kit with oceans of flash.

I chose to build this kit because the Saturn 1b was always more visually interesting to me than the Saturn V. Even though the 1b never made it to the moon it was an important step in getting there, and it was the first launch vehicle to put a manned Apollo mission into space. Also, the Apollo 7 crew is noteworthy for having staged a small "mutiny" or "strike" during the mission. That appeals to the pirate in me and I encourage anyone interested in spaceflight to read about it!



Name:

Rich Ribado

Time To Build:

45 hours

Kit & Scale:

Special Hobby D-558-1 Skystreak  
"NACA"

1/48<sup>th</sup> scale

Aftermarket Items:

None

Paints Used:

MRP White, Alclad Polished  
Aluminum, Testors #1103 Red.

Comments:

Wikipedia tells us...

*"The **Douglas Skystreak (D-558-1 or D-558-I)** was an American single-engine jet research aircraft of the 1940s. It was designed in 1945 by the Douglas Aircraft Company for the U.S. Navy Bureau of Aeronautics, in conjunction with the National Advisory Committee for Aeronautics (NACA). The Skystreaks were Turbojet-powered aircraft that took off from the ground under their own power and had un-*



swept flying surfaces. The D558 program was conceived as a joint NACA/U.S. Navy research program for Transonic and Supersonic flight. As originally envisioned, there would be three phases to the D558 program: a jet-powered airplane, a mixed rocket/jet-powered configuration, and a design and mockup of a combat aircraft.<sup>1</sup> A contract for design and construction of six D558-1 aircraft for the first phase was issued on 22 June 1945. Plans for the second phase with mixed rocket/jet propulsion were dropped. Instead, a new aircraft, the D-558-2, was designed with mixed rocket and jet propulsion for supersonic flight.

Construction of the first 558-1 began in 1946 and was completed in January 1947. The airframe was designed to withstand unusually high loads of up to 18 times gravity due to the uncertainties of transonic flight. The forward fuselage was designed so that it, including the cockpit, could be jettisoned from the aircraft in an emergency. The aircraft was configured to carry more than 500 pounds (230 kg) of test equipment, including sensors (primarily strain gauges and accelerometers) in 400 locations throughout the aircraft. One wing was pierced by 400 small holes to enable aerodynamic pressure data to be collected.

*The Skystreaks were powered by one Allison J-35-A-11 engine (developed by General Electric as the TG-180) — one of the first Axial Flow turbojets of American origin — and carried 230 US gallons (871 l) of Jet fuel (kerosene). The Skystreak reached Mach 0.99 in level flight, but only flew supersonic in a dive. In the public mind, much of the research performed by the D-558-1 Skystreaks was quickly overshadowed by Chuck Yeager and the supersonic Bell X-1 rocket plane. However, the Skystreak performed an important role in aeronautical research by flying for extended periods of time at transonic speeds, which freed the X-1 to fly for limited periods at supersonic speeds.”*

**General characteristics**

- **Crew:** 1
- **Capacity:** 500 lb (230 kg) of instrumentation
- **Length:** 35 ft 8.5 in (10.884 m)
- **Wingspan:** 25 ft 0 in (7.62 m)
- **Height:** 12 ft 11.6875 in (3.954463 m)
- **Wing area:** 150.7 sq ft (14.00 m<sup>2</sup>)
- **Airfoil:** [NACA 65-110](#)
- **Gross weight:** 9,750 lb (4,423 kg)
- **Max takeoff weight:** 10,105 lb (4,584 kg)



- **Fuel capacity:** 230 US gal (190 imp gal; 870 l) + optional 50 US gal (42 imp gal; 190 l) jettisonable tip-tanks
- **Powerplant:** 1 × [Allison J35-A-11 turbojet](#) engine, 5,000 lbf (22 kN) thrust

#### Performance

- **Maximum speed:** 651 mph (1,048 km/h, 566 kn) at sea level
- **g limits:** +11 (ultimate)
- **Wing loading:** 64.7 lb/sq ft (316 kg/m<sup>2</sup>)
- **Thrust/weight:** 0.51

I picked this kit up at the Special Hobby table at the 2018 IPMS Nationals in Phoenix, Arizona. Building something that quickly after purchase is an oddity for me. But this one was intriguing, and it quickly went to the top of the to-do pile. Special Hobby also box this model in the overall red paint scheme in Kit No. SH 48080. I believe all the plastic and resin parts are the same for both versions of the kit.

This is a “limited run” kit as it has no locator pins and requires a bit more cleanup than a modern, mainstream kit. The parts are crisply molded, and the panel line detail is very restrained.



The plastic has a satin finish but that is inconsequential under a coat of primer. The real article was mirror smooth and seams were all but invisible. Special Hobby includes a small photo etched fret of parts, a film instrument panel and a bag of well molded and nicely detailed resin parts. Instructions are, for the most part, easy to follow and color callouts are noted at each stage of the build. The decals offer four schemes.

**CONSTRUCTION:** The lack of locating pins was a bit of a detraction; most parts fit poorly and there was some step height mismatch. There is no positive feature in the aft fuselage to locate the tailpipe, so some careful fitting and gluing are in order here. The cockpit, nose wheel well and intake splitter are all attached to each other so be careful lining everything up. There is a notch in the fuselage to align one of the bulkheads, but you still need to be careful everything is lined up “on the vertical” before committing to final cement. Keep an eye on the intake splitter so it remains vertical in the fuselage and lined up with the top and bottom fuselage seam. Unfortunately, except for the very top of the pilot seat none of the detail in the cockpit is visible once the canopy is installed. The kit does not offer an option to pose the canopy open. If you want to do that

some “elective” plastic surgery is in order.

The cockpit and intake splitter vane are molded in resin as a single piece. But both walls of the cockpit are attached to the floor on this large resin part, making painting a problem. I removed one wall of the cockpit to facilitate painting then super glued it back into place. This was a waste of time as nothing is visible through the canopy window.

The nose landing gear bay is built as a separate box structure with nicely represented details. Be careful attaching the nose strut as the attachment point is a small trunnion buried well aft on each side of the well walls. I temporarily held the strut in place when building the nose gear well to make sure the gear strut seated positively to the walls. Its easy to misalign them and correcting it later could be troublesome. Once the cockpit/splitter/wheel well was installed and the tailpipe fitted I added a bunch of bird shot to the nose wherever I could find space to keep the model from resting on its tail. I added more than I thought necessary and did balance checks along the way. But when completed the model just barely leans on its nose gear, so add a lot more weight than you think necessary. The one-piece canopy fit poorly, requiring a file, filler putty and

sandpaper work. The horizontal stabilizers are butt-joined to the vertical stabilizer, and I recommend adding some pins or metal rods for additional strength here on these small mating surfaces. I was surprised at how well the wing fit to the fuselage. It was nearly perfect and required little sanding and almost no putty at the seams. The wing root to fuselage joint is one of the best I've ever seen.

You can build four configurations/paint schemes with the decals supplied in the kit. I chose to build the early version of the D-558-1 which saw the aircraft's overall paint scheme change from crimson to overall white, with red details and bare metal wing tops. In my opinion this was the most colorful and visually interesting version offered in the kit. This ship sported some "Flash Gordon" type tip-tanks requiring the outer 1/16 of the wing to be carefully removed. This turned out to be an easy task and there is enough structure on the tank where it attaches to the wing to make the joint solid.

**FINISHING:** The model got several coats of Tamiya fine white primer and then 3 coats of MRP White acrylic lacquer. The airframe was masked to expose the upper wings which received a coat of Tamiya TS-14 Gloss Black as an undercoat for Alclad Polished Aluminum. Testors #1103 Gloss Red

from the friendly little square bottles we all grew up with was then airbrushed on the control surfaces and doors. The kit supplied decals were applied without incident and the remaining bits (landing gear and doors, pitot tube, etc. were attached. The model got a final overcoat of MRP Clear Gloss to finish the build. As my supply of Model Master paint diminishes, I am replenishing my stock with MRP paints. It sprays from the bottle without thinning, goes on great and dries quickly. The MRP line is constantly expanding and covers all the US FS numbers as well as the colors used other countries aircraft, armor and ships. MRP is definitely worth a try next time you run out of something and the ever-expanding line is now carried by Sprue Brothers.

Delicate parts such as the landing gear, doors & pitot booms were installed after painting. These parts are easily damaged and have little contact area for attachment so careful handling and alignment are required. I spent a considerable amount of time attaching the gear and doors. Nothing fit well. It's almost as if Special Hobby never actually built one of these kits "wheels down" before sending them to market. To complicate matters, reference photos and notes in the kit instructions show a 12-degree forward slant on all three gear struts. Take extra care when

attaching the struts to achieve this angle. The slant and fragility of the gear are prone to easy breakage so handle everything with care. Especially after the model is completed.

In the end I enjoyed finishing (maybe not building) this model, its challenges and demands on my skill notwithstanding. This is a limited run kit and fits in well with some of the "Jurassic Beauties" I've beaten into submission lately. Time can be saved by limiting attention given to the cockpit by just addressing the seat; the only part visible through the tiny canopy windows. The thing that attracted me to this kit was the unique, colorful paint scheme and the fact it was an X-Plane. Also, "clean" builds without weathering, like this one, can be a refreshing change, too.

I recommend this kit to builders of moderate experience who have completed some limited run models. The few resin and photo etched parts are not really a challenge, but some time and "on the fly" engineering is necessary when installing the landing gear and doors. Its not likely we will see a mainstream model company release a state-of-the-art D-558, so if you want one be prepared to earn it.

**Builder's Note:** I highly recommend "*Naval Fighters Number 56 Douglas D-558-1 Skystreak*" by Scott Libris as an

|  |   |
|--|---|
|  | <p>aid to building this kit. This volume in the Steve Ginter series of books offers an informative history of the D-558 -1, augmented by very detailed photos which were obviously chosen with the model builder in mind. Spend 40 minutes and you'll have read the book cover-to-cover and gained a wealth of knowledge. Referring to the pictures in this book as often as I did made it clear what an excellent job Special Hobby did creating this kit. It's worth getting even if you don't build the model.</p> |
|--|---|



Name:

Mark Lampe

Time To Build:

15 hours

Kit & Scale:

Academy / Minicraft M551  
Sheridan

1/35<sup>th</sup> scale

Aftermarket Items:

Woodland Scenics dry transfer  
numbers

Paints Used:

Tamiya Flat Earth, Olive Drab;  
Americana Flat Black, Burnt  
Umber; Delta Sandstone,  
Territorial Beige

Comments:

This is an older Academy /  
Minicraft kit I picked up mainly  
because I saw it was painted in  
MERDEC camo on the box cover. I  
thought it would be a fun, quick  
build, and an opportunity to paint  
one of my favorite camo  
schemes. For the most part it was;  
I did have to fill in radio control  
holes, and make a pretty serious

shim at the front where the top and bottom hull meet--there was about an 1/8" gap! Other than that construction was a cinch. The old style "rubber band" tracks were surprisingly detailed, and got into good shape once I got them around the suspension. The old decals weren't usable so I raided some other modern armor I have for markings, and used the WS dry transfers for tactical numbers on the turret. I muddied up the suspension with a sloppy mix of celluclay, earth tone paint, white glue and water; I don't mix it up all the way as you normally would when using for dioramas and leave it loosely mixed in a sealed container. I kept the weathering light on this one since it's a National Guard vehicle.



**Name:**

Matt Graham

**Time To Build:**

10 hours

**Kit & Scale:**

AFV Club SH-3A/D Sea King

1/144<sup>th</sup> scale**Aftermarket Items:**

Some Alps decals

**Paints Used:**

Tamiya Fine White Primer, Gloss White, Rubber Black, Clear Green Gunze Sangyo Mr. Color FS 16440 Gray, 36375 Gray, Blue, Yellow, Red, Flat Black  
Alclad Steel

**Comments:**

The Sikorsky SH-3 (originally HSS-2 prior to 1962) anti-submarine helicopter was a turbine engine replacement for the earlier piston-engine SH-34 (HSS-1). Named Sea King, the S-61 (the Sikorsky model number) became one of the most successful helicopter designs, produced in 5 different countries and operated by 51 military and civil operators.

SH-3D Bu. No. 152711 was delivered to the US Navy in March of 1967. It was delivered in the Engine Gray (dark gray) scheme common to Navy helicopters at that time, but was repainted in the new white over gloss Gull Gray scheme sometime in 1968. Assigned to squadron HS-4, it was given the modex "66". Assigned to the USS Princeton, 152711 was designated the primary recovery helicopter for Apollo 8. It continued in this roll through Apollo 13. For the Apollo 11 recovery, 152711 was embarked on the USS Hornet. Following Apollo 11, HS-4 switched from two-digit to 3-digit modex's, but prior to the Apollo 12 recovery, 152711 had its 3-digit modex replaced by "66". For Apollo 13, the right side of the helicopter (which would be seen on television) was repainted, which resulted in a different lettering size and style than the left side. Following Apollo 13, HS-4 was no longer the Apollo recovery squadron, and 152711 became just another (albeit famous) ASW helicopter. It lost the "66" modex, becoming 401, then 040 and finally

740, although it retained the 5 Apollo capsule mission symbols on the nose. Sadly, 152711 no longer exists, as it crashed during a night dipping sonar training mission in 1975 off San Diego and sank in over 5000 ft of water.

AFV Club recently released a 1/144<sup>th</sup> Sea King. Previously, Sweet had released a Sea King in this scale, which was basically an un-assembled version of the F-Toys 'gashapon'. The AFV Club kit is much more detailed, with a full cockpit, and structural details molded inside the fuselage. The landing gear and recovery winch are also far more refined than the Sweet kit. The kit has the option to have the rotor and tail pylon in the folded position.

Two complete kits are included in the box, with several decal options, including 2 Navy aircraft, a Canadian and an Italian example. The kit generally goes together well, but some of the clear parts don't fit very well. The cockpit section is too tall, leaving a step on the upper fuselage. This is a bit challenging to fix, as just sanding the bottom of the part will remove the lower window frames. Also,

the front of the fuselage boat hull is molded in clear (the H-3 had 2 landing lights here) and does not fit well at all.

I was looking for something for the Apollo 11 special award theme for the contest and remembered this kit included "Old 66" decals. I had already started this kit (it was going to be a NASA H-3), but I 're-purposed' it by painting the lower fuselage Gull Gray. Then I discovered the kit decals were for the Apollo 13 mission, complete with (accurate) mismatched 66's. My Alps printer to the rescue! I printed proper sized 66's and also the USS Hornet markings and the "Hail, Colombia!" (name of the Apollo 11 command module) lettering applied to the belly. I'm pretty happy with the build, and may do a couple more as space program recovery helicopters



Name:

Matt Graham

Time To Build:

70 hours (over 7 years)

Kit & Scale:

Academy M113A2

1/35<sup>th</sup> scale

Aftermarket Items:

Portions of 4 Eduard M113 p.e. sets

Legend M113 Upgrade set

AFV Club tracks

Archer M113 decal set and weld beads

Scratchbuilt engine valve covers and troop compartment heater and epoxy putty seat cushions.

Mike DelVeccio and Alps decals

Paints Used:

Tamiya Fine White Primer, Pearl White, Rubber Black

AK Real Colors APC Interior Green, Forest Green, Olive Drab

Automotive Touchup National Fire Protection Yellow (car touchup paint).



Various Mig washes and pigments,  
Mig Oilbrusher

Comments:

The M113 APC (“Papa Chuck” or “Bucket”) was conceived as a lower-cost replacement for the M59 personnel carrier. Made of aluminum, it was built by the Food Machinery Corporation (FMC) in San Jose, California. (The FMC plant was right next to San Jose Airport, and I remember seeing M113’s on the dirt test track next to the facility).

Early M113’s were powered with a Chrysler gasoline engine, but experience in Vietnam showed the gasoline to quite explosive when hit by enemy fire, so a Detroit Diesel engine was substituted, creating the M113A1. The M113 A2 was an improved version, with the ultimate M113A3 receiving a 350hp turbocharged diesel and improved transmission.

The M113 proved very successful, and while mostly replaced by the M2 Bradley in US Army service, it is still in use by nearly 40 countries.

The NASA Kennedy Space Center Fire Department operated 4 M113s as emergency response and crew escape vehicles. The first M113s were used in the Apollo program and continued through the Space Shuttle. For each launch, one vehicle was stationed at the pad. If there was a dire emergency that required the crew to immediately escape, they would slide down a zip line basked from the top of the gantry, enter the waiting M113 and escape, protected from debris by the vehicles armor. All astronauts were trained to operate the M113. Two other M113's with fire fighters were stationed near the pad, ready to respond. NASA recently retired the M113's, replacing them with MRAP Cougars.

The first 1/35<sup>th</sup> M113 kit was released by Tamiya in the 1970s. The Academy kit is basically a refined version of the Tamiya kit. Like the Tamiya kit, it has a full interior, but generally has more detail and finesse. Despite being released in the 1990's, it's still probably the best M113 kit (AFV Club has just released a new M113 kit. I haven't seen it, and it is quite

expensive). The only real negative is a poor set of 'rubber band tracks' I was quite pleased with the fit of this kit, there was only one small area on the front panel seam that needed any putty. I used parts of several Eduard p.e. sets. There were a lot of tiny parts I didn't use, but some pieces, like the floor treadplate, really enhance the model.

I bought a set of AFV Club individual link tracks. These look nice, but the plastic apparently does not react well to the mineral spirits in Mig washes (like Bandai plastic) and the links disintegrated when I tried to assemble them. I found a set of AFV Club 'rubber band' track that looked decent. These (like most) were impervious to any glue, so I stapled them together. Fortunately the side skirts hide this.

The stripe on the side of the real vehicle is Scotchlite decal, so I used Tamiya Pearl White to replicate this. I found some auto touch up paint to replicate the 'slime yellow' fire truck color of the NASA M113s. I chose to build vehicle 3, which was the one normally used for astronaut driver training. Each



crew applied their mission patch, so the vehicle was covered in decals.

The decals came from Mike DelVeccio. He used to sell these on eBay. They are highly sought-after, the last set I saw went for over \$100!

Decals seem to be the bane of my existence lately. I don't know if it was the age of the decals, or the stock Mike used, but they absolutely refused to stick. So each decal had to be applied with a water/Future mix. The big 3's on the sides were unsalvageable, so I made new ones with my Alps. NASA M113's usually looked quite faded, so I used Mig Oilbrusher White and Yellow with the dot fading technique to fade the finish. Despite the decal problems, I really enjoyed this build (despite taking 7 years to finish!) I haven't built an AFV kit in a very long time, but had so much fun I'll do another!

## Calendar

|                    |   |   |
|--------------------|---|---|
| 1/25/2020          | Sprue Fest  | Brookhurst Hobbies<br>12188 Brookhurst St.<br>Garden Grove, CA                          |
| 2/15/2020          | IPMS Silverwings<br>Sacramento<br>Silvercon 2020                                    | Town & Country Lutheran Church<br>4049 Marconi Ave.<br>Sacramento CA                    |
| 3/1/2020           | Valley Con 2020   | Pasadena Convention Center<br>300 E. Green St.<br>Pasadena, CA                          |
| 3/21/2020          | 50 Years of<br>Modeling<br>Excellence   | Fresno EAA Chapter, Hangar 379<br>4344 W. Spaatz Ave.<br>Fresno, CA                     |
|                    | Silicon Valley<br>Classic VII   | Napredak Hall<br>770 Montague Expressway<br>San Jose, CA                                |
| 4/25/2020          | Best of the West  | East Side Cannery Resort & Casino<br>5255 Boulder Hwy.<br>Las Vegas, NV                 |
| 7/29 –<br>8/1/2020 | IPMS/USA<br>National<br>Convention  | Embassy Suites and San Marcos Conference Center<br>1011 E McCarty Ln.<br>San Marcos, TX |
| 11/3/2020          | IPMS Reno “High<br>Rollers” 21 <sup>st</sup><br>Invitational Contest<br>& Swap Meer | BPOE Lodge 597<br>597 Kumle Ln.<br>Reno, NV   |

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

Here's the first of a recurring column from our new 2020 Club President

Hello, and thank you for electing me to be the president of the Antelope Valley Group, IPMS-USA! Many of you have known me since I first found the club and started attending in June, 2013. For those of you who haven't yet, my name is Dwight Young. I am a teacher in the Lancaster School District, where I am in my twenty-third year of employment. Prior to that, I taught at Hughes-Elizabeth Lakes Union School for three years. I have been teaching primary grades, mostly Kindergarten and third grade, for the last twenty-two years. Before becoming a schoolteacher, I earned a degree in Industrial Design at Purdue University. I was a technical illustrator drawing pictures of parts for Boeing airliners, mostly the 747-400 and the 737-300, -400, and -500 series, but also the VC-25, Air Force One and its full-size spare. I then briefly designed trade show exhibits and designed medical equipment for manufacture, including physical therapy machines, joint braces, and joint-replacement surgical tool kits.

Organizationally, I have been an active member of our local chapter of the California Teachers Association, where I have been a site representative and then served on the executive board in various appointed and elected offices. I have been elected as a state delegate to the National Education Association's yearly representative assembly, one of the largest deliberative bodies in the world with around 10,000 delegates in attendance, debating and defining policy and strategy and deciding on projects and programs to improve educational conditions on the national level. I am currently in my third and final term as a local delegate to CTA's State Council of Education, which meets four times a year in Los Angeles to pursue similar business for California teachers, students, and schools.

As a scale modeler, I have been fascinated by the process of building and finishing kits since I was a little kid watching my dad assemble his kits at the kitchen table. He then built some for me to finish with paints, and then I regularly got kits of my own to assemble and paint. I remember checking out the American Heritage book, *Air War over Hitler's Germany*, with its outstanding illustrations and engaging text, in my school's library when I was in fifth grade. From that point, I was hooked on aviation history. I began to pay a lot more attention to the kits I was building, actually **READING** the instructions and introductory information, and often seeking to learn more at my school and public library when the family's encyclopedia couldn't satisfy my curiosity. Throughout my teen years, I voraciously bought and assembled model kits, almost exclusively aircraft, and improved my skills in brush-painting and assembling and achieving smooth joins and symmetry. I slowed down some while I attended college (but still managed to assemble a 1/72 SR-71 Blackbird for display to highlight AFROTC and careers in the Air Force.) After I graduated, I built a few models, including a 1/700 USS Berkeley for my father-in-law, who served aboard her during the Vietnam War. When I had children of my own, I mostly backed off from modeling, but thanks to Facebook, I was reintroduced to a friend from my college days. He had been one of my harder-partying friends, but he had gone on to complete a PhD in Anthropology and become a professor at the University of Utah. He introduced me to the Wingnut Wings line of 1/32 kits of Great War aviation subjects. I now have at least one project going at any time on my workbench. I also have begun introducing my granddaughter to the hobby. She is now working on her third kit with Grandpa's help, a pirate ship from Revell that she is painting while she builds. Many evenings, I will also have a different partner late into the evening. My cat, Cookie, will come under the open garage door and either sit near my feet or climb into my lap while I work! I have to pay attention that he follows me into

the house at the end of my work session so his curiosity doesn't get the best of him and result in his climbing onto my work bench itself!

I continue to be fascinated by the many facets of our hobby, and I feel fortunate to have returned to it at such a time when well-detailed and accurate kits are widely available and can be purchased for an amount that seems reasonable even to my spouse! There are many options for paint, and details can be added using photoetched metal or resin castings offering fidelity that formerly required the skills of a dedicated professional craftsman building them from scratch. I am also learning more about how to fabricate my own details using scraps and sheets of plastic, brass and plastic tubes, wire, thread, and more. I am applying more and more of the fabricating skills I learned years ago as an undergraduate learning how to model the items I was designing. The problem solving and artistry involved make time at my workbench enjoyable and absorbing, and I have greatly enjoyed the fellowship of my peers in the hobby, both online and in our club. I hope to foster and support these connections within our local club and extending out to other clubs in our region.

If you need to send me a message for any reason, feel free to email me at

[Dwight.AVG@gmail.com](mailto:Dwight.AVG@gmail.com).

You can also text me at 661-547-9939. Be sure to include your name with your first message to me, so I will know who I am talking to! Similarly, if you call me, be ready to tell me who you are as unfortunately almost all unknown numbers lately have been robo-calls seeking to sell me a new roof or tickets to some Police supporters event or other, which makes me rather testy...I look forward to working with everyone and I thank you for your support and your confidence in me!

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