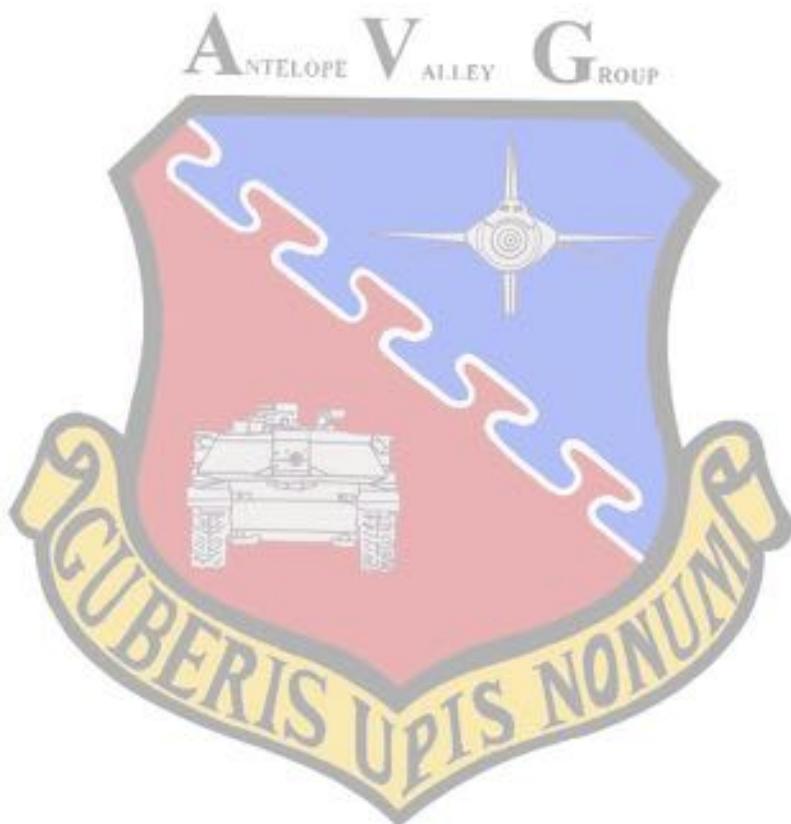


# The Smoking Hole

A Publication of the Antelope Valley Group IPMS

**Volume 27, Number 4**



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

## 2022 Club Officers

President William Kelly v1rotate@verizon.net	Co-Vice Presidents D.J. "Rowdy" Yates yatesaircraftco@gmail.com	Treasurer Nilo Lund niloj7@verizon.net	Secretary Matt Graham flighttester64@gmail.com
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## **Club News and Business**

**APRIL MEETING 1:00 - 4:00 pm APRIL 16, AT DESERT CHRISTIAN HIGH SCHOOL, LANCASTER**

### March Meeting General Meeting Notes:

For March, we convened our first meeting in our new meeting space

### Latest Club Status

We finally have a permanent venue! Profound thanks to former-Veep Jay for negotiating the use of his classroom at Desert Christian High School. It's really an excellent meeting space, and now we can start getting back into a "new normal" routine.

### April Meeting

The April meeting will be at our new Desert Christian meeting site. The meeting room is portable classroom C-1 in the rear of the campus. Entry is through the gate at the parking lot on the corner of 24<sup>th</sup> West and K-8. Because of security concerns, the gate will only be open from just prior to 1pm to about 1:30. If you arrive after that time, call 661-860-5573 and someone will let you in.

### Club Dues for 2022

Now that we have a permanent meeting place, it's time to resume collecting dues. Dues are still \$36 for a year. Please try to be prompt.

### 2022 Desert Classic

Getting much closer to our first contest in 3 years. Outstanding news is that we now have a confirmed venue. Once again, former-Veep Jay has confirmed that the gymnasium at Desert Christian High School is available for the proposed date of our contest and we are welcome to use it. Once again, thanks to Jay!

We had further discussion of the contest theme. The members in attendance felt the suggested theme of "Third Times a Charm" was excessively vague and open-ended. After some lively discussion, we settled on "Zoo in 2022" which we defined as any model with an animal name or paint scheme. We also confirmed "75<sup>th</sup> Anniversary of the U.S. Air Force" as a special award. We also decided to postpone the Gundam test category until next year's contest.

With the venue and categories now cemented, we can proceed with finalizing and distributing the contest flyer

### Club Website Updated

Brian had given the club web page a much-needed update. He's done a fantastic job. Check it out!

### Updated Group Membership Picture

Speaking of the website, the group picture of the club members is seriously out of date. We're planning on taking an updated picture at this month's meeting, so if you have an AVG club shirt, please wear it to the meeting.

### Upcoming In-House Contests

We still have 2 postponed in-house contests, "Jurassic Plastic" and "Your Personal/Professional Experience". "Jurassic Plastic" is the same rules as always – build a pre-1980 kit OOB. "Personal/Professional Experience" is to build a model of something from your life or career (and airplane you flew or tested, a favorite car you owned, a ship you served on, etc.)

We're currently planning "Personal/Professional Experience" for June and "Jurassic" for August.

### Models for Ukraine

I'm sure all of us are shocked and dismayed by the situation in Ukraine. No doubt you have seen the message of support from IPMS/USA, but in case you haven't, I'm reproducing it here:

To All IPMS/USA Members,

Many of us are shocked and saddened by the conflict in Ukraine. Just over a month ago Ukrainians were living their lives in peace and suddenly their cities are being destroyed, fellow citizens are dying, and many are fleeing for safety in bordering countries. Truly tragic and unnecessary.

Ukraine is the home of many great model companies. I've received several emails from IPMS/USA members asking how they can help not only these modeling companies but also those in need in Ukraine.

How can we help? There are many ways. You can contribute individually, as a chapter or in the case of the folks from Red River Modelers, at their RiverCon-2022 show from which they donated 10% (\$532) of their proceeds to Samaritans Purse

(<https://www.samaritanspurse.org/our-ministry/ukraine> response)

There are many organizations which one can donate to. There's a good article from Forbes highlighting how one can donate to those in

Ukraine, <https://www.forbes.com/advisor/personal-finance/donate-relief-to-ukraine/>.

I would highly recommend that one review the organization you want to donate to at this link:

Charity Navigator: <https://www.charitynavigator.org/>. Charity Navigator shows which groups are legitimate and the percentage of each dollar donated that goes to those in need. During a crisis like Ukraine and other natural disasters, the scammers come out willing to steal money of those in need.

Below is a list of the model companies in Ukraine. No one knows the status of these, but many have been warehousing and distributing their products from neighboring countries like Poland and Hungary.

Finally, a UK Publishing Company, Inside the Armor, is publishing a book called "Models for Ukraine". All the models in the book were built by Ukrainian modelers. THE FULL PROFITS FROM THIS BOOK will be donated to the Disasters Emergency

Committee Ukraine Appeal to help refugees and civilians in the Ukraine. <https://www.insidethearmour.com/product-page/models-for-ukraine-book>  
We will keep you all updated if we hear any updates. Let's all pray this conflict ends soon and hope those in Ukraine will be able to start rebuilding their country.

Dave  
Dave Lockhart  
IPMS/USA President  
(678) 620-8417  
[ipmspresident@ipmsusa.org](mailto:ipmspresident@ipmsusa.org)

Ace <http://acemodel.com.ua/en>  
Aim Fan Model - <https://www.scalemates.com/brands/aim-fan-model--3268>  
Amodel - <https://www.scalemates.com/brands/amodel--66>  
Armory - <http://armoryhobbyshop.com/>  
Arsenal Model Group - <https://amg-models.net/>  
Art Model - <https://www.scalemates.com/brands/art-model--918>  
Avis - <https://www.scalemates.com/brands/avis--458>  
Condor - <http://www.condormodels.com/>  
ICM - <https://icm.com.ua/>  
Master Box -<https://masterbox.com/us/en.html>  
Military Wheels - <https://www.scalemates.com/brands/military-wheels--359>  
MiniArt - <https://miniart-models.com/>  
Modelsvit - <https://www.modelsvit-eshop.com/>  
Riich Models - <http://www.riichmodel.com/>  
Roden - <http://www.roden.eu/>  
Skif - <https://www.scalemates.com/brands/skif--268>  
Unimodel - <https://www.scalemates.com/brands/um--509>

PRE-ORDER "MODELS FOR UKRAINE"  
the new book celebrating the model  
manufacturers of Ukraine  
ALL PROFITS WILL BE DONATED TO  
HUMANITARIAN AID TO UKRAINE



### March Meeting

It was exciting to hold our first meeting in our new meeting place! The portable classroom is comfortable and has plenty of room for displays

Attendance was good with nearly 20 members present



A number of nice models were on display

Mike O. brought some of his models he'd shared in the club email thread to be viewed in person:



Revell 1/24<sup>th</sup> VW Bus. Scratchbuilt guitar and baseball bat were neat touches



Super dio with 1/25<sup>th</sup> Polar Lights Ford Pickup



Another one of Mike W.'s fantastic Star Trek conversions, the USS Fletcher. This is from a Starcraft kit of the Atsugi-class, with 3-D printed nacelles. Mike says the kit is quite a challenge, with a huge step in the hull

Veep Rowdy had a very topical subject – a 1/72<sup>nd</sup> Ukrainian Mig-29.



Rowdy says it's some ancient kit (likely the old Revell kit) and isn't one of the greatest or most accurate. Nonetheless, he turned it into a nice display, complete with Ukrainian AF patches

Mike S. had another of his nice armor builds, a 1/35<sup>th</sup> Trumpeter T-90S. This one is pretty straightforward, lacking the humorous aspects of some of his other builds, but is nonetheless very impressive.



It took Mike 60 hours to construct, and the only addition is a wire antenna. Paint is custom-mixed shades of Tamiya and Vallejo. Mike says; “I thought I’d be clever and draw in the patches of digital camo with a Sharpie. Big mistake. After a final flatcoat, the Sharpie ink ‘bled through the acrylic paint.’”

Additionally: “This is a 1400+ piece kit. It’s obvious form left-over parts that, with a couple of different sprues, it could be built as an earlier T-90 or even a T-72. The fit of the new turret ERA blocks is either poor or tricky. Same is true of the commander’s hatch, so a periscope is missing.”

Nillo had another unusual Jurassic kit, a Lindberg 1/96<sup>th</sup> Fulton's Clermont Side-wheel Steamboat



It took 75 hours over 1 month for Niilo to complete his build. He used Tamiya and Testors paint and a red Gundam marker for finish. Silver and gold necklace chain was used for anchor chains and toothpicks for rigging deck plugs. Niilo writes: "The Clermont was designed and built by Robert Fulton and Robert Livingston to support Livingston's monopoly of steam navigation on the rivers of New York state. The requirement was to produce a steam-powered vessel able to travel 4 miles in one hour. On Monday, August 17, 1807, the first voyage of the Clermont began, carrying a party of invited guests, steamed up the East River and arrived at Clermont 20 hours later, a distance of 110 miles from New York City. The next day, the Clermont left to go to Albany, 40 miles away and arrived 8 hours later, Making a record of 150 miles in 32 hours. The following day the Clermont returned to New York City in 31 hours. The steamboat Clermont was a success, using pinewood a fuel for the boiler.

The build of this kit was interesting because subassemblies had to be constructed in a fashion other than instructions provided to allow for proper paddle-wheel gearing assembly and installation. Options for battery power are provided, but I did not use a battery. Rigging was the biggest time consumer for the project. You had to employ the "inside to outside" and the "midship to bow, then stern" approach to avoid crossing the rigging.

Interesting and challenging build but still fun. A lot of false starts before deciding which path to follow. I would recommend this kit for those who want something different."

Finally, I completed a relatively quick build (for me) of a 1/48<sup>th</sup> Eduard Fw-190A-3.



I spent about 25 hours on this build. I tend to be drawn to unusual subjects, and this is a somewhat unusual Fw-190. It was discovered at the Luftwaffe 'graveyard' at Bad Aibling airfield in 1945. At 3 years old, it was uncommon to find an A-3 still in service this late in the war, and the aircraft had evidence of updating and modification, such as the late A-8-style cooling gills, late wheels and removal of the outer wing armament. It is unknown what an A-3 was being used for this late, but it has been speculated that it was perhaps intended as the upper component of a 'Mistel' composite flying bomb.

This is one of Eduard's second-generation Fw-190 kits, which are light-years easier to build than their first-generation kit. The first-gen kits had a full engine and upper cowl guns, and it was very difficult to get all the nose panels lined up if you wanted to build everything closed up. I have one half-finished on the 'shelf of doom' that I goobered up the nose on.



The new kit is a breeze to build, almost Tamiya, with very precise fit. You do have to be careful that the wheel well insert is fully seated, however, or you will have problems later. Also, unlike many recent Eduard kits, it doesn't have 1 billion tiny parts just for parts sake.

I built this kit from a couple of "Overtrees" kits (which are just the plastic parts – no decals or instructions). It's a bit of a kitbash, using the 2-gun wings and fuselage from an A-4 (to get the late-style cooling gills) with the tip of the vertical tail and rest of the parts from the A-3.

There is a bit of aftermarket. This is the first kit I tried Quinta 3-D resin decals in the cockpit, and they work a treat and look great. Eduard photo-etch rudder pedals and belts were also used (I didn't like the Quinta belts). I also used Barracuda resin exhaust stacks, Eduard Brassin late wheels and a Quickboost pitot tube (the plastic pitot is extremely fragile).

Paint is exclusively acrylic lacquer, a mix of Gunze Sangyo and AK Real Colors RLM shades. AK has released an extensive line of RLM colors, including several shades of some colors, such as 76 and 81. Some of their interpretations are rather controversial (RLM 83 as blue?), but are supposedly based on extensive research by experts, with many of the colors matched to actual examples (they have even published a book on their research).

Decals are from one of a couple of old Third Group sheets that I purchased some time ago because they featured late-war Fw 190's in interesting late-war schemes. The decals are at least 10 years old, and

unfortunately hadn't aged well – most disintegrated in the water, despite my overcoating them first. Fortunately I was able to salvage the unique markings – the generic markings came from some Microscale sheets. The spinner spiral was painted using Eduard's spiral mask, as the decal spiral disintegrated. There are a number of interpretation of the scheme on this aircraft. Some sources believe it was just the standard 74/75/76 scheme applied to A-3's, while Third Group suggests some parts of the aircraft were overpainted with 81 and 82. The photos I have of the actual aircraft show different tones on the left and right wings, so I went with Third Group's more interesting interpretation. I dare someone to prove me wrong!

Overall, I really like the new Eduard Fw-190's (I have 4 of them now) and will definitely be building more!

## **2022 Meeting Schedule (Tentative)**

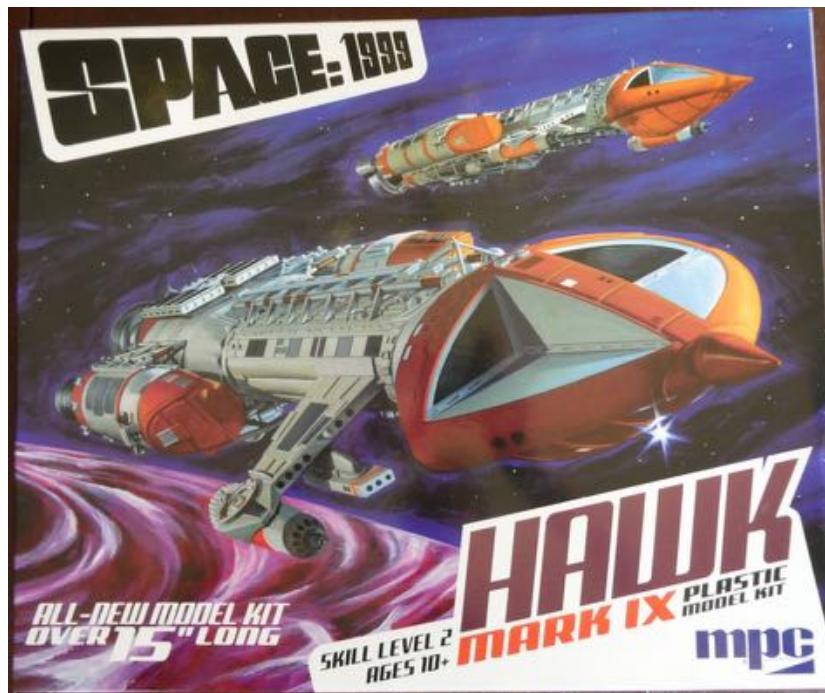
Primary	Activities	Refreshments	Demo	Review
15 Jan	Physical meeting at Prez Bill K's house, Palmdale 1 – pm			
19 Feb	Physical meeting at Admin Amateur Matt's house, Palmdale 1 – 4 pm			
19 Mar	Physical meeting at Desert Christian High School, Lancaster 1 – 4 pm			
16 Apr	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
21 May				
18 June				
16 July				
20 Aug				
17 Sept				
15 Oct				
29 Oct	2022 Desert Classic			
19 Nov	2023 Club Officer Nominations			
17 Dec	2023 Club Officer Elections, Gift Exchange			

## **The Tool Crib**

Nothing this month

## Kit Reviews

MPC (Round 2) 1/48<sup>th</sup> Space:1999 Hawk Mk.IX



Many of us of a “certain age” have fond memories of watching the science fiction programs produced by Gerry and Sylvia Anderson. As kids, we anxiously awaited the next episode of “Fireball XL5”, “Stingray” and, of course “Thunderbirds”. Instead of live actors, the Andersons utilized sophisticated marionette puppetry, dubbed “Supermarionation” (there’s a fantastic documentary on the Andersons and Supermarionation, “Filmed in Supermarionation”. I highly recommend it).

Gerry Anderson longed to produce live-action film – he was forced to employ puppetry by the limited budget imposed by the British independent network, ITV. By the late 1960’s Anderson had attained enough success that he was able to obtain funding for a live-action sci-fi movie “Doppelganger” (released in the U.S. as “Journey to the Far Side of the Sun”). “Doppelganger” tells the story of a mission to a mysterious planet discovered in the same orbit as the Earth, but on the opposite side of the Sun. The astronauts seem to have failed in their mission when they return to Earth, but gradually realize things are not what they seem, as they are in a world that is a mirror image of the Earth they have left. While plagued by somewhat stilted dialogue and some wooden acting in places, “Doppelganger” features some very well-done model-based special effects with plausible hardware, including an interesting lifting body vehicle, the “Dove”. It’s worth a watch if you come across it (it’s available on DVD).

While not a tremendous success, “Doppelganger” was successful enough to allow Anderson to produce a live-action sci-fi series in 1970. This was “UFO”, the premise being that an dying alien race was coming to Earth and kidnapping humans to use as “spare parts”. Set in the future year of 1980, a secret organization, the Supreme Headquarters, Alien Defense Organization (S.H.A.D.O.), hidden in a film studio, was responsible for defending the Earth from the alien invaders. SHADO possessed some interesting hardware, including a submarine-launched interceptor aircraft and a moonbase with missile-launching space-based interceptors.

Anderson’s shows had often been more popular in the U.S. than Europe (especially “Thunderbirds”) and “UFO” was broadcast on network TV in the U.S. “UFO” did well enough that ITV funded Anderson to produce a big-budget sci-fi program specifically for the U.S. market. For the first time, relatively well known U.S. actors were signed, the husband-wife team of Martin Landau and Barbara Bain, formerly of “Mission: Impossible”. Originally, the show was to be a follow-on to “UFO”, set on a moonbase defending the Earth from aliens. Before production started, however, the premise changed to the Moon being used as a storage dump for Earth’s nuclear waste. The catastrophic detonation of the waste hurls the Moon from Earth orbit, leaving it to wander through space. Although a somewhat dubious scenario, it allowed for much more creative freedom as the residents of Moonbase Alpha could encounter all sorts of interstellar phenomenon and alien lifeforms.

The higher budget allowed for more elaborate special effects than previous Anderson television shows. Special effects supervisor Brian Johnson had been an assistant to Douglas Trumbull on “2001: a Space Odyssey”, and his spacecraft designs and effects were obviously influenced by his work on that movie. Johnson became one of the most highly regarded effects supervisors in the industry, and was in charge of the effects for “The Empire Strikes Back”.

The new show, “Space:1999” debuted on American television in the fall of 1974. It was generally met with poor reviews. While Johnson’s effects were praised, the program was criticized for its rather absurd premise, uneven scripting, and poor performances of some of the principle actors, particularly Bain. U.S. rating were not what had been hoped, so the program underwent a radical (and bizarre) re-vamp for its second season. Major characters disappeared with no explanation, the Moonbase command center completely changed, as did the crew’s uniforms. The tired sci fi trope of the shape-shifting alien was added as a major character (played by famed actor Max von Scheel’s daughter, Catherine). Scripts became even more ludicrous and uneven. The re-vamp was savaged by critics, and fans of “Space:1999” regard the second season as vastly inferior to the first and an embarrassment. Ratings for the second season were even lower than the first, and “Space:1999” didn’t return for a third season.

Brian Johnson’s spacecraft designs for “Space:1999” have long been favorites of modelers, led by the iconic Eagle. The Eagle, the general-purpose freighter/transport/defender of Moonbase Alpha, has always had a practical appearance and seemed to be a plausible, workable spacecraft. Johnson has said he was inspired by real spacecraft, particularly interplanetary probes and the Apollo LEM, and wanted the Eagle to appear as a rugged, utilitarian workhorse. Another favorite of modelers is Johnson’s “Hawk Mk.iX”, although it only appears in a single episode “War Games”. In “War Games”, Moonbase Alpha appears to come under attack from an Earth force, consisting of a large bomber, escorted by a number of smaller craft. Science Officer Victor Bergmann identifies the smaller ships as “Hawks! They’re Mk. IX Hawks!” The Hawk is obviously related to the Eagle, but much sleeker. Precisely what the Hawk’s function is isn’t clear, but it certainly appears to be a fighter of some sort, and the fact that it is on it’s 9<sup>th</sup> version suggest that there was some sort of space conflict in Earth’s history prior to 1999. Johnson has suggested that the Hawk was the ultimate refinement of the original Interceptor from “UFO”

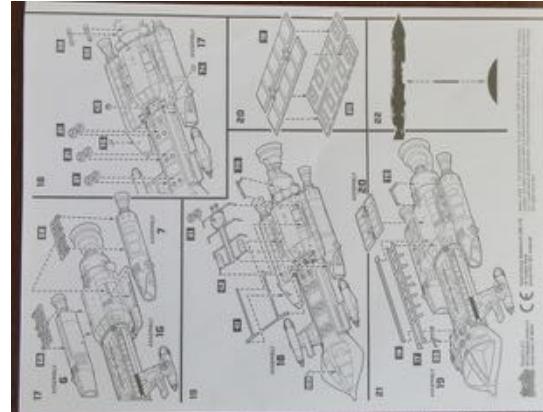
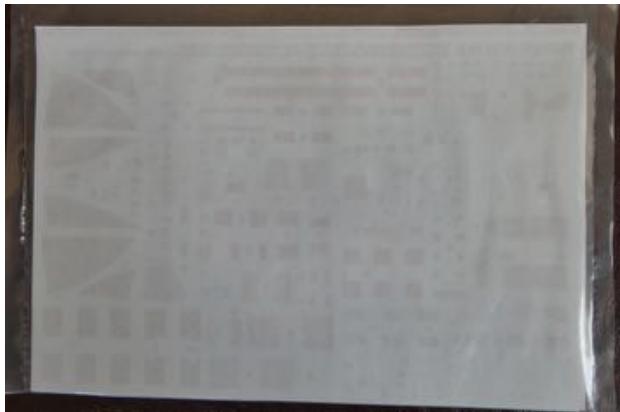
Round 2 Models surprised the modeling community by announcing they would be releasing newly tooled "Space:1999" kits under their MPC brand. The first was their fabulous 22" Eagle transporter. This was the same size as the medium size studio filming model (the main, large, filming model was 44") and is widely considered to be 1/48<sup>th</sup> scale (although the precise dimensions of the 'real' Eagle are somewhat in dispute). This was followed by a 1/72<sup>nd</sup> Eagle and a 1/72<sup>nd</sup> Hawk Mk. IX. The Hawk is long a favorite of "Space:1999" modelers (an earlier kit had been released by Airfix at the time the show originally aired and is now difficult to find), and many were pleasantly surprised when Round 2 announced they were releasing a larger version as a companion to the large Eagle. Unlike the Eagle, the new Hawk doesn't really correspond in size to any of the studio models (the large filming model was 13", which made it somewhat larger than 1/48<sup>th</sup>), but Round 2 probably made the right decision in producing the kit to the same 1/48<sup>th</sup> as their large Eagle.



The kit comes packaged in a medium size flat box, with colorful photographs of the completed kit on the top and bottom.



The kit consists of 103 white parts, a 2-piece black domed stand and 2 clear windscreens pieces. No cockpit interior is provided, however, not even the astronaut figures from the Eagle kit (which duplicate the Revell Gemini astronaut figures used in the studio models). Paragrafix makes a photo-etch notional cockpit (designed by Brian Johnson) in photo-etch for the 1/72<sup>nd</sup> kit, so perhaps they will scale it up for this kit. Or you could simply paint the windows black. Instructions are in the standard black-and-white line art format typical of Round 2 (or old MPC, for that matter).



The decal sheet includes all the major detail panels for both the original all-white Hawk or the orange-and-white film version (the Hawks had orange paint hastily applied during filming to visually differentiate them from the Eagles on screen). The kit is a little unusual in that the painting and decal instructions are printed on the side panels of the box bottom

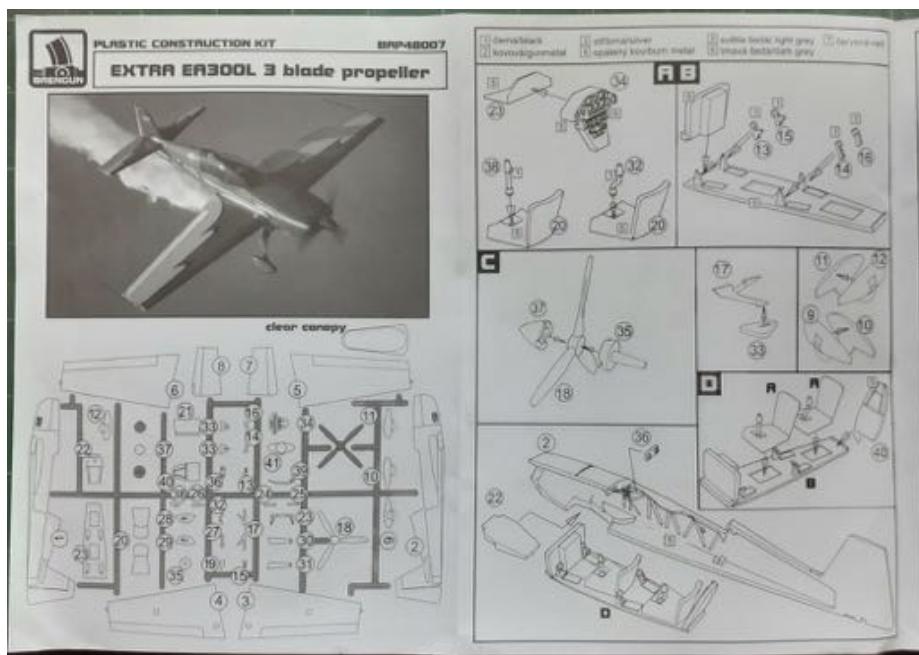


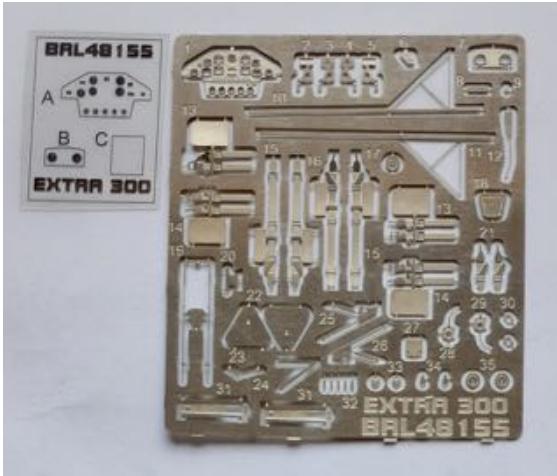
The original studio models used many detail parts from contemporary plastic kits (you can recognize parts from the 1/144<sup>th</sup> Airfix Saturn V) and other repurposed items (the main engine nozzle on the Hawk is the cap from a laundry detergent bottle, and the rocket pod noses are cake decorating tips!). The kit accurately depicts all of this – you can recognize parts of upper stage of the Apollo Lunar Module on the kit!

This is a really well-done kit, and fairly reasonably priced at about \$56 retail. If you're a fan of 1970's science fiction, I highly recommend this kit

Brengun 1/48 Extra EA300L

John S. has an in-box preview of another cool new kit, the Extra 300 competition aerobatic airplane





## Extra EA300L

Manufacturer: Brengun

Scale: 1/48

Kit #: 48007

Price: \$52.00

Decals: Two options

Reviewer: John Summerford

Notes: Photo-etch is a separate purchase for \$22.00

### History

Courtesy of Skytamer.com

The Extra Flugzeugbau EA-300 is a two-seat aerobatic monoplane capable of Unlimited category competition. It was designed in 1987 by Walter Extra, an award-winning German aerobatic pilot and built by Extra Flugzeugbau. Design of the Extra EA-300 was based on the Extra EA-230, an early 1980's monoplane having a wing made of wood. The Extra EA-300 has a welded steel tube fuselage covered in aluminum and fabric. The mid-set wing has a carbon fiber composite spar and carbon composite skins. A symmetrical airfoil, mounted with a zero angle of incidence, provides equal performance in both upright and inverted flight. The landing gear is fixed taildragger style with composite main legs and fiberglass wheel pants. The powerplant is a fuel-injected Lycoming AEIO-540 which produces 300 hp (224 kW).

The first two-seat Extra EA-300 made its maiden flight on 6 May 1988, with German type certification following on 16 May 1990. The single seat Extra EA-300S flew on 4 March 1992. The Extra EA-300 is stressed for  $\pm 10^{\circ}\text{g}$  with one person on board and  $\pm 8^{\circ}\text{g}$  with two. Some Extra EA-300's are certificated in the Experimental Category in the U.S., while others are certificated in the Aerobatic category.

Extra EA-300L is also a two-seat version with low mounted wing and shorter fuselage. More Extra EA-300L aircraft have been produced than any other model. Its wing is mounted at the bottom of the fuselage, with its span reduced from 26 ft 3 in (8.00 m) to 24 ft 3 in (7.39 m).

Improved ailerons boost the EA-300L's roll rate to 400 degrees per second. All EA-300L's are fully certified under FAA and European Joint Aviation Authorities regulations.

### **The Kit**

Unlike most of Brengun's products, this is an injection molded kit. It comes in an end-opening box and consists of two sprues of blueish-gray crisply molded sprues that look similar to Airfix's offerings. The backside of the box has color information. Sidewall detail is molded into the fuselage halves. Overall detail might be a bit overstated, but with a flashy paint scheme, that may not be an issue. A four bladed prop is included, but not for use with this airframe.

The instructions are on a bi-fold sheet and includes a parts map. The only text is generic color call-outs in Czech and English. Assembly starts with subassemblies for the cockpit, prop, and wheels. The cockpit gets trapped in the fuselage halves, followed by attaching the wings and stabs. Underside details come next and the canopy is added last.

To model an acrobatic aircraft, one can either scratch build the reference rods for the wing tips, (clearly in view in the cover photo) or buy the photo-etch fret. The fret also includes an instrument panel with acetate dials, seat belts, and a few other details.

Decals are provided for two aircraft. Trim lines and ID lettering are provided for an English plane painted black and yellow that the modeler will have to reproduce. The aircraft seen on the cover is a red Spanish plane with yellow and blue markings and is the second option. Those markings are provided as decals.

### **Conclusion**

It's annoying that the photo etch comes separately at additional cost (including another shipping fee) but it's a "must-have" to build an accurate model. The low parts count and conventional assembly sequence should make for a relatively quick build even if it is a short-run kit. Of course, the use of the photo-etch pieces will add to the time.

If one chooses to model the Spanish aircraft, perhaps the best way to finish the model is to paint it entirely entirely red to avoid masking and don't worry if the yellow decals are not opaque, at least they will be consistent.

## **Club Demos**

None this month.

## Member Show and Tell, 27<sup>th</sup> COVID Edition

Stephen has taken a break from his usual jets and built a prop this time, the Tamiya 1/48<sup>th</sup> Kawanishi N1K1 Koyfu (Rex)





From Stephen: "Purchased at the NEX in 1999, Atsugi Japan.  
Tamiya type 11 Koyfu. 1:48.  
I added a seat belt from Eduard, the rest is from the box."

## Calendar

4/30/2022	Spruefest	Brookhurst Hobbies 12188 Brookhurst St. Garden Grove, CA 82840
6/4/2022	San Diego Model Contest & Swap Meet	San Diego Air and Space Museum Annex, Gillespe Field 335 Kenney St. El Cajon, CA 92020
6/25/2022	SilverCon 2022	Town and Country Lutheran Church 4049 Marconi Ave. Sacramento, CA
7/20-23/2022	IPMS/USA National Convention	La Vista Conference Center 12520 Wesport Parkway La Vista, NE
10/8/2022	IPMS Reno "High Rollers" 21 <sup>st</sup> Invitational Contest	Reno Elk's Lodge #597 597 Kumle Ln Reno, NV
10/1/2022	OrangeCon	Hotel Fullerton Anaheim 1500 S. Raymond Ave. Fullerton, CA 92831
10/22/2022	Fresno Scale Modelers Fall Contest	Clovis Veterans Memorial District 808 4 <sup>th</sup> St. Clovis, CA 93612
10/29/2022	Desert Classic XXII	Desert Christian High School 2340 W Ave J-8 Lancaster, CA 93536