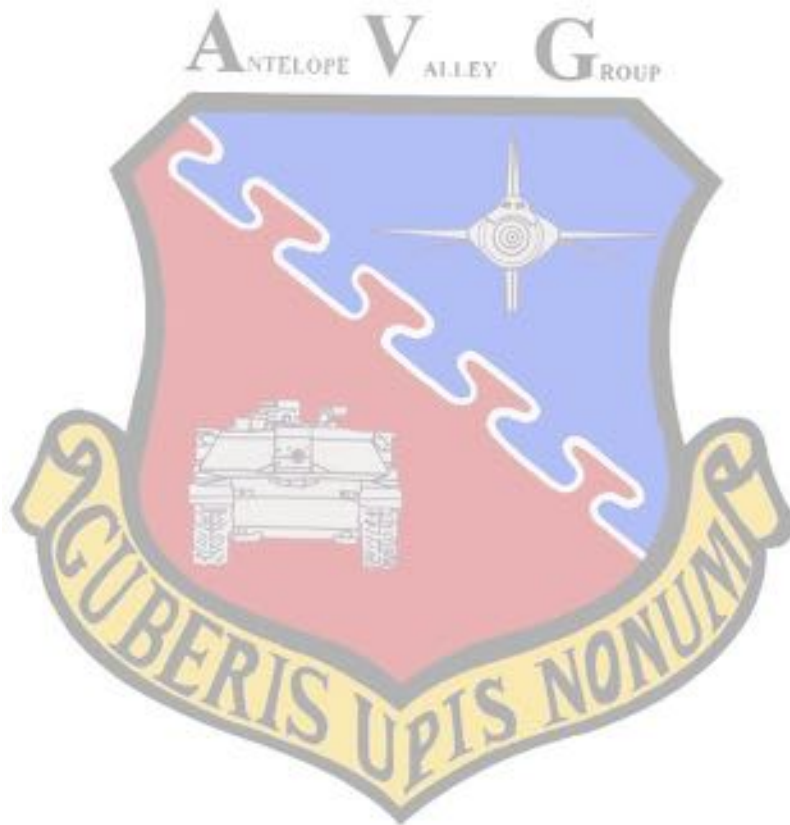


The Smoking Hole

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William Kelly	D.J. "Rowdy" Yates	Niilo Lund	Matt Graham
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Club News and Business

SEPTEMBER MEETING 1:00 - 4:00 pm SEPTEMBER 17, AT DESERT CHRISTIAN HIGH SCHOOL, LANCASTER

August Meeting General Meeting Notes:

At the August meeting we had a brief contest update and devoted most of the time to show-and-tell

September Meeting

Meeting will be at our usual Desert Christian location.

2022 Desert Classic

We have most of the details for the contest finalized, so there was only a short update at the meeting.

Niilo reported that the final engraving of the trophies has been ordered, and the table rental has been confirmed and paid for

Prez Bill noted that the Journal ad had been placed. The ad is in the latest issue of the IPMS Journal

It was also recommended to get the contest flyer posted on the club website

Winner of the "Jurassic Plastic" In-House Contest

Everyone seems to love antique kits, and there were quite a few entries in this contest. And the winner is:



Niilo's with his 1/48th U-2A. This is from the old Hawk kit, which has been re-released numerous times, in numerous guises, mostly by Testors and Italeri. It should be noted, however, that only the early Hawk issues depict a U-2A (the molds were modified to a U-2C configuration). Despite the kit's age (1964) however, it has perhaps the best outline of any U-2 kit (much better than the new AFV Club kit). Congrats again to Niilo!

August Meeting

John S. had a nice rendition of the 1/48th Airfix De Havilland Chipmunk



See the full build write-up later in the newsletter.

John also had a couple of Jurassic builds. First is a 1/48th Aurora Douglas Mailplane. John's build was from a 1976 re-release



John said the kit was molded in red and has no cockpit detail whatsoever. He used .016 wire for the rigging

Belying the concerns of global warming, it appears Hell has frozen over, as Jim A. has actually completed something! Jim had 2 outstanding figures, a 54mm Seil Models Viking and a 1/48th Model Cellar Werner Voss.



Jim painted the figures exclusively with acrylics, mostly Vallejo Scale 75 this some AK 3rd Generation. He used AK Ultra Matte finish. As a tribute to Jim's modeling skills, he took a 1st and 2nd at the Nats!



Jay brought in a couple of X-planes. One was a Twelve-Squared 1/72nd Northrop X-4 and the other the Muroc Models 1/72nd HiMAT.



Jay said the X-4 was a really terrible to build. As I recall, these kits were low-pressure molded limited run, and a real bear to build. He said the model has no real interior, as, even after extensive polishing, the canopy was still pretty opaque. Jay might have been better off modeling the X-4 in it's current state, with the cockpit filled with concrete! Considering the level of difficulty, I think Jay did a great job, don't you? The HiMAT "Highly Maneuverable Aircraft Technology was a reconfigurable NASA RPV for exploring ways to increase fighter aircraft maneuverability. Jay's model depicts Ship 2 and comes from our own club member David Newman's Muroc Models. Needless to say, it's a much easier build (I have one - it's a beautiful kit), and Jay's build looks like a little jewel.

Stephen had another nice 1/48th build, this time a Tamiya Me-262 with Kettenkraftrad tow tractor. This is an older Tamiya kit but still quite nice.

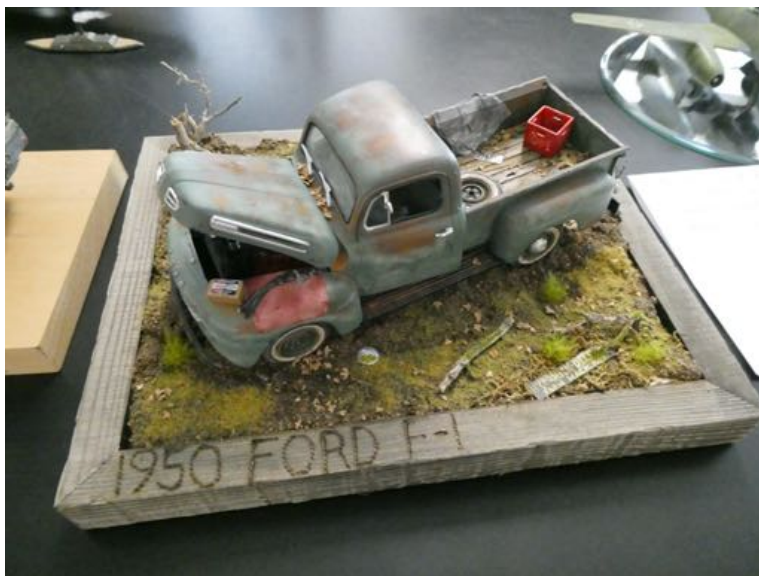


Stephen used a Quinta Studios 3-D decal cockpit set, Eduard canopy masks and did the complex camouflage scheme with Hataka Orange Line lacquers

Mike O. had a couple of builds, one armor, one automotive. The armor model was the Hobby Boss 1/35th IDF Puma Combat Engineer Vehicle.



Mike made it mostly OOB, but scratch built the blue box on the rear deck that is used to store the crews "mine shoes". "Mine shoes" are apparently inflatable shoes combat engineers wear when clearing minefields to decrease their ground pressure so they don't set off pressure-sensitive mines.

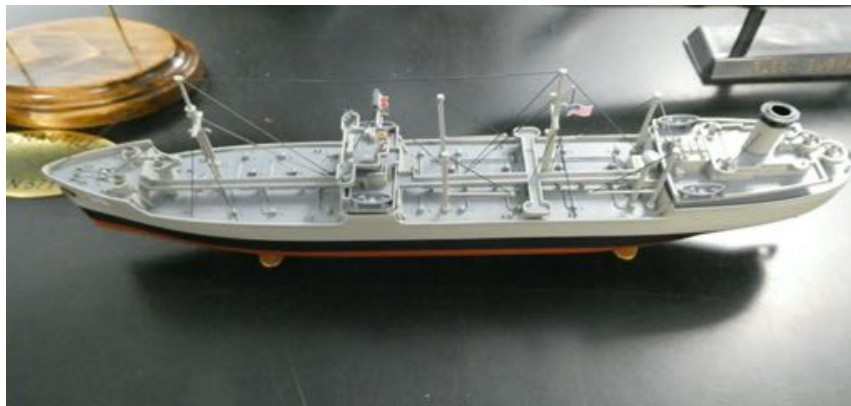


Mike also brought another of his wonderful weathered old trucks. This one is the 1/25th Revell 1950 Ford F-1. Mike used 7 layers of paint to create the faded, weathered finish. He added tailgate chains and an aftermarket milk crate.

Rowdy had a whole bunch of Jurassic models. He had is Atlantis Nautilus and Gato subs and his Cutlass. New were the 1/48th Atlantis Piasecki H-25 helicopter and Lindberg 1/525 Kennibac Fleet Oiler



The H-25 (or HUP, as it was known in the Navy, who what the primary operator) kit was originally released by "Helicopters for Industry" , along with an H-21, H-19 and others. It was later re-boxed by Aurora. Rich R. has also built this kit, and it's "basic", at best



The Fleet Oiler was also released by Revell (in slightly larger 1/400 scale). Lindberg originally released this kit as the *USS Naches* in 1959 and it was motorized. Rowdy used .016 wire for the rigging.



Rowdy also had an upgraded *Yamato* and a cool *Monitor* and *Merrimack* set that he said he scratch built from wood when he was in the 3rd grade!

Mike S. had more in his 'movie car' theme with his 1/25th AMT Mitsubishi Eclipse from the original "Fast and Furious" and 1/24th Fujimi Ford GT40 Mk.II from "Ford vs.Ferrari"



The Eclipse was the Paul Walker 'hero car' from the first "Fast and Furious" movie. Mike used Tamiya Light Green rattle can for finish. He used AK Supergloss for an overcoat, which he said slightly fogged the decals. He didn't use any aftermarket and black Sharpie was used for the windshield trim.



The GT40 depicts the Ken Miles 1967 LeMans 2nd place car. Mike custom mixed Tamiya white and blue lacquer for the light blue finish. He used Starfighter decals. He said they were tricky to apply to curved surfaces. He said he needed a lot of Microsol and cuts with an X-acto blade to get them to conform to the front fenders.

Okay, Mike, now you need to build the Fujimi or Heller Ferrari 330P4 as a companion!

Rich R. his AviS 1/72nd Leshner Teal. This thing was microscopic! I could barely see it.



We featured Rich's full build-up in the last newsletter, but suffice to say Rich didn't have fun with this build. The kit was limited to 500 total produced, and Rich suspects that 499 of them will remain in the box...

Last month, we talked about how to rejuvenate your modeling 'mojo'. Rich suggested building an older kit straight from the box just like you did when you were a kid - tube glue, no aftermarket, no filler, no paint, just slap the decals. Rich's unveiled his creation to this formula, which turned out the rather hideous ESCI 1/48th Dornier Alpha Jet.



This is '80's ESCI at it's finest - colored plastic, decals for the cockpit panels, raised panel lines, iffy fit, iffy details, iffy accuracy. It's been far surpassed by the Kinetic/Wingman kit (although I'm not sure that kit fits much better...), but, hey, it was cool in the '80's. I think we ought to try this for an in-house contest!

Lastly, we have Niilo's "Jurassic Plastic"-winning Hawk 1/48th U-2A



It took Niilo 75 hours over 3 months to complete and he used mostly Tamiya (and a little Model Master) paint and no aftermarket.

Niilo tells us: "The Lockheed U-2, nicknamed the "Dragon Lady" made it's maiden flight in 1955.

Approximately 85 were built with 35 currently in active service. The aircraft came to public attention in 1960 when Far Powers was shot down over Soviet territory. The U-2 can carry over 1300 kg (that's about 2600 lb for you 'mericans- Ed.) of sensors in detachable nose cones for a variety of sensors that need to be fitted.

There is also a large "Q-bay" behind the cockpit for cameras and a smaller bay along the lower fuselage for more sensors and recorders. Data acquired including communication intelligence (COMINT), Electronic Intelligence (ELINT), Imaging Radars, ASAR-2 battlefield surveillance and PLSS Radar Locators.

The U-2 serves with the 9th Reconnaissance Wing headquartered at Beale AFB, CA, with detachments in Cyprus, France, Saudi Arabia and South Korea.

As for the build, it was straightforward with no major complications due to its age, 1962 version. The Decals were even reasonable for being so old. A fun build. I recommend this kit if you can find one and want to build a Jurassic Plastic contest entry."

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			
28 May	Meeting at Rich R.'s house, Rosamond, 1 – 4pm			
18 June	Meeting at Desert Christian High School, Lancaster, 1 – 4pm. "Your Personal or Professional Experience" in-house contest			
16 July	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
20 Aug	Meeting at Desert Christian High School, Lancaster, 1 – 4pm. "Jurassic Plastic" in-house contest.			
17 Sept	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
15 Oct	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
29 Oct	2022 Desert Classic, Desert Christian High School Gym			
19 Nov	Meeting at Desert Christian High School, Lancaster, 1 – 4pm, 2023 Club Officer Nominations			
17 Dec	Meeting at Desert Christian High School, Lancaster, 1 – 4pm , 2023 Club Officer Elections, Gift Exchange			

The Tool Crib

No items this month

Kit Reviews

None this month

Club Demos

None this month.

Member Show and Tell, 33rd COVID Edition

Nothing in the group email this month, but we have John's writeup on his Chipmunk displayed at the meeting



De Havilland Chipmunk T.10

Manufacturer: Airfix

Scale: 1/48

Kit #: AO4105

Price: \$35.00

Decals: Four options

Reviewer: John Summerford

Notes: Xtradecal set X48222 used

History

The Chipmunk was the first post-war project designed and manufactured by De Havilland Canada. The first flight was on 22 May 1946 at Downsview, Toronto, Ontario and it entered service with the Royal Canadian Air Force during April, 1948.

de Havilland Canada constructed the type at its factory in Downsview where it produced 217 Chipmunks during the 1940s and 1950s, the last one completed in 1956. Another 1,066 were built by the parent company in the UK, with 735 entering RAF service, replacing the DH Tiger Moth.

The all-metal fuselage featured stress-skinned alloy with the forward portions of the wings metal overlay and aft portions fabric. The rudder was fabric covered and the rest of the empennage metal skinned. Other features included hand-operated single-slotted wing flaps, anti-spin strakes, disc brakes on the wheeled undercarriage, a thin propeller composed of a solid lightweight alloy, driven by a Gipsy Major engine, plus the adoption of an engine-driven vacuum pump in place of external venturi tubes to power cockpit instrumentation, Optional features included an electric or Coffman cartridge engine starter, cockpit lighting, onboard radio system, and an external identification light underneath the starboard wing.

On 2 June 2015, retired de Havilland Canada test pilot George Neal set a new world record flying a chipmunk for the oldest active licensed pilot at the age of 96 years 194 days.

The Kit

A single bag holds three light gray sprues and the clear parts are in their own bag within the primary bag. The decals are found in the folds of the instructions.

The parts are well molded with crisp detail, no flash, and seams almost nonexistent. There is just enough texture on the surface to soften the sheen of the plastic. Fabric detail is nicely restrained. The instrument panels have raised details and decals for the dials. 76 parts are on the gray sprues,

including two pilot figures and an assembly jig for the canopies. The clear sprue holds eight parts and they have great clarity. Photo-etch harnesses for the seats are not included, so you're on your own sourcing them if the figures are not installed.

The instructions are in a 16-page booklet. The first two pages cover a brief history in five languages and the usual cautions and symbol explanations. Two airframe options are available and their differences are subtle. The next 10 pages illustrate a conventional assembly sequence starting at the cockpit and continues over 54 steps. Most of the steps show only one or two pieces added.

One can add hinges to display the cowl panels opened plus, there is the choice of landing gear struts compressed if on the ground, or extended if flying. Also of note is that the lower wing piece is offered up first, then the upper pieces.

The only color call-outs are on the final four pages and list the overall schemes of the four decal options. The colors appear to be linked to Humbrol paints, but not specified. A search on the internet revealed the cockpit interior is dark gray. Engine bearers and firewall can be either British interior green or black.

Decal options are: 1) a 2020 restoration of WB585 on view at Audley End Airfield. This paint scheme is white over red fuselage and red forward of light gray horizontal flying surfaces. 2) WB549 as seen in 1949 with overall silver and yellow marking bands. 3) WK608 during the 2009 Royal Navy Historic Flight with gray fuselage and wing with nose, outer wing panels, and tail red. 4) A dark earth, dark green Army aircraft WP964 circa 1968.

The Build

Assembling the cockpit is more about painting than gluing. One possible deviation that might be easier to make is to glue parts B 11 and B 13 (which in real life is a dual lever control system that passes through the side of the front seat) before the seats are installed into the left fuselage half. The instructions call for the parts to be added after installation. Before closing up the fuselage, about a millimeter of material needed to be removed from the rear bulkhead side. That could have been due to a slip-up installing the seats.

Several different kit manufacturers have concluded that the best way to deal with models larger than 72nd scale that have inverted, air-cooled, inline engines, (in this case, the Gypsy Major) is to include a complete engine on its mount so that the front of the cowl and the exhaust pipes can be accurately rendered. My preference is to not bother with an engine if the cowl is buttoned up, but it's easier to build it just to get the exhaust pipes right, so the bare minimum was done in this area. (I believe that a two-piece engineless cowl with one seam would be easier to deal with.)

Anyway, I was unable to build up the fixed cowl pieces so that they would have an even seam around the removable panels. This was the area where I used the most amount of putty. All of that work can be avoided if the panels are displayed open.

With fuselage completed, the wings are mated to it. Here Airfix has done some clever engineering. The one-piece lower wing slots into place first. I had to remove some material at the

front to get it to lock in. Attachment of the upper with the right wing was perfect, no filler needed. The left wing, however, didn't align properly and gap appeared between the fuselage and the wing near the trailing edge. This did take some putty.

Once again, with the stabilizer piece, some material needed to be removed to get it to slot into place. The rest of the tail feathers attach easily. Note that, if the stab chines are added, the instructions indicate that 1mm holes be drilled for their pins in step 8. Those holes are too large and should be about .7mm.

Saving the wheels and pitot for later, the struts and flap actuators were added next. The kit offers a choice between compressed (ground sitting) or extended (in flight) struts. Next in the directions is the prop and this was also left for later.

Since the cowl was already buttoned up, the clear parts followed. Here I made my greatest deviation from the instructions. Instead of attaching frame-piece B3 to the windshield, I glued it to the coaming in a proud, nearly vertical, position. While the glue was still curing, the windshield was added to press the piece into its final position. The piece was painted and the windshield attached.

Assembling the canopy was a bit gimmicky. Despite being as cautious as possible, I still managed to glue the rear frame piece (A5) to the jig. I suggest that it be added after the clear pieces are assembled.

I didn't realize that the canopy can be installed opened or closed. I opted for open. Regardless, it and the cockpit must be masked before painting the model.

Paint and Markings

Black paint was sprayed over the masked windshield, then a coat of light gray Alclad II primer was sprayed on the rest of the model, except the clear parts. More work was done on some of the seams and another shot of primer applied to the affected areas. After that set, International Orange was sprayed on the relevant areas. The nosed was masked for the flat black antiglare panel, then that was masked when it was dry. The colored areas were masked and Alclad's gloss black bass coat applied to everything, including the clear pieces. White Aluminum was used as a stand-in for High-Speed Silver.

The colored areas were unmasked for decaling. Markings came from the Xtradecal set X48222 and represent WK642, of Cambridge University Air Squadron, RAF Volunteer Reserve as seen during the 1960s. There are seven other choices available on the set. This choice was made mostly for the unusual turquoise prop spinner. One observation: the blue in the roundels and fin flashes is darker than the kit decals and appears to be more accurate.

Applying and the decals was easy and a couple of coats of Micro Sol got them to settle down on the raised detail. One decal did peel off during later handling and was re-applied with very thinned white glue. Xtradecal did not supply stencils, so those in the kit were used. This required some guess-work as to which to use. After the decals were dry, a satin clearcoat was sprayed over everything to done tone the gloss a bit.

Final Assembly

On the underside, the pitot and wheels were installed. The cockpit was unmasked and some touch-up painting was done. The clear parts were unmasked and the canopy installed. Even in the open position, it did not fit well, being too narrow. I tried Revell's Contacta Clear and it did the trick. A couple of small daubs of paint for the nav lights went on the wing tips and the prop's addition completed the model.

Conclusion

This was an enjoyable, nearly shake-and-bake build. More effort went into filing away material than dealing with putty. I'm not, however, sure that building up the canopy versus a single piece is the best way to portray the glazing. Vinyl masks in this instance would be very helpful. It only took a about 18 hours to complete the model.

Calendar

10/8/2022	IPMS Reno "High Rollers" 21 st Invitational Contest	Reno Elk's Lodge #597 597 Kumle Ln Reno, NV
10/2/2022	OrangeCon	Double Tree by Hilton 7000 Beach Boulevard Buena Park, CA
10/22/2022	Fresno Scale Modelers Fall Contest	Clovis Memorial District 808 4 th St. Clovis, CA
10/29/2022	Desert Classic XXII	Desert Christian High School 2340 W Ave J-8 Lancaster, CA
11/5/2022	ModelZona 2022	Red Mountain Community Church 6101 East Virginia Street Mesa, AZ

President's Mini-Walkaround #1

Prez Bill had a big collection of aircraft technical manuals, NACA reports and other documentation. This month we have some details of the Vought SB2U-2 Vindicator from the Maintenance Manual. If you have the Accurate Miniatures kit, these will come in handy!

