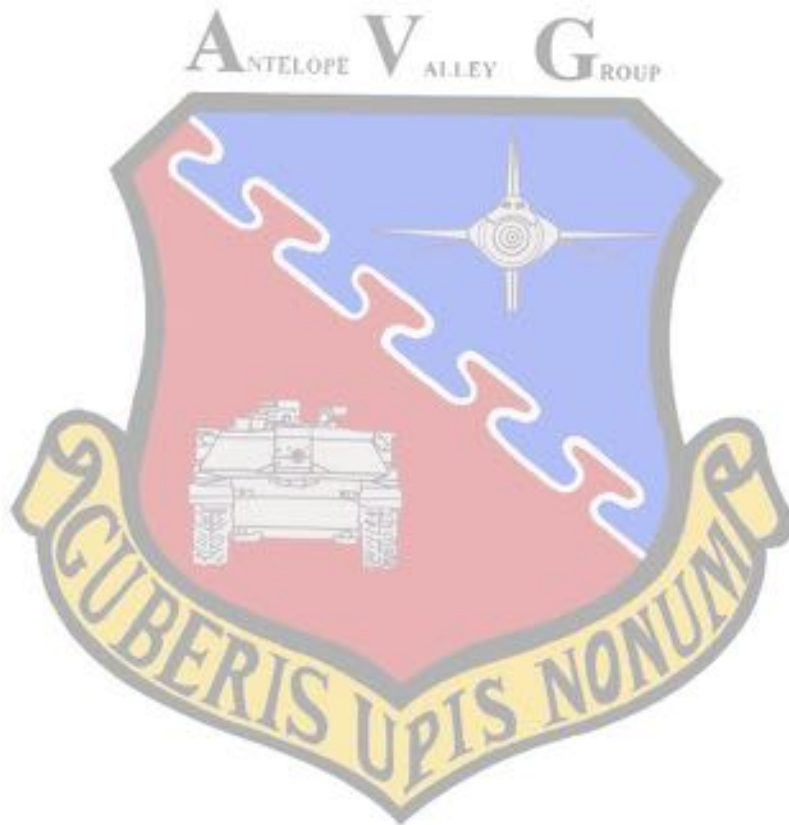


The Smoking Hole

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Club News and Business

**MARCH MEETING 1:00 - 4:00 pm MARCH 18, AT DESERT CHRISTIAN
HIGH SCHOOL, LANCASTER**

February Meeting General Meeting Notes:

The February meeting was mostly devoted to starting the planning for club activity the new year and begin the contest planning.

March Meeting

Still more contest work to do. Jim has distributed the final contest flyer to the club members for review.

We'll take one last look at it this month and entertain comments, but need to finalize it and lock it down.

We need to decide on trophies. Niilo has sent the Huang Acrylic catalog link, and a message from Wayne at Palmdale Trophy on what quantities are available. Hopefully we can make a final decision this month also.

Lastly, we have our first of 3 in-house contests this month.

2023 In-house Contests

Reminder: We'll have our first in-house contest of the year. Subject: "Navy Blue". Any Navy subject or any item painted blue. Note, the Navy subject MUST be blue (no gray)

February Meeting

We spent a significant amount of time discussing and planning for the contest. I spoke about many of the issues I, and others had observed and we discussed possible solutions. As we are hosting the Regional this year (and it's our 25th anniversary contest), we really need to be at the top of our game.

Jim A. brought a proposed version of the contest flyer for discussion. We finalized the category line-up, and Jim has sent a final version to the members for review.

We started discussion on trophies and what direction we wanted to go with trophies this year. Niilo has since distributed the Huang Acrylic catalog to the membership

A number of members brought models to display.

Tom returned to the club after a long absence! Tom has been prolific during his pandemic absence, turning out nearly 100 models, a few of which he brought to show:



1/35th Tamiya 18T Famo halftrack



The new 1/35 Tamiya Comet.

1/35th Airfix Austin Ambulance



Ambulance interior



1/8th Revell Surf Fink. Really fun!

John S. brought a replica of a Beech Bonanza owned by a friend.



It's the 1/48th Minicraft kit (which I believe was originally released by Bandai. John has a full write-up later in the newsletter

Mike O. brought another piece of 1/48th armor, this time a Tamiya Tiger I



Mike says this is an all-plastic kit, but with metal weights to give it heft. It also includes etch screen

Bob V. had his in-progress 1/48th 1938 Miller-Offenhauser.



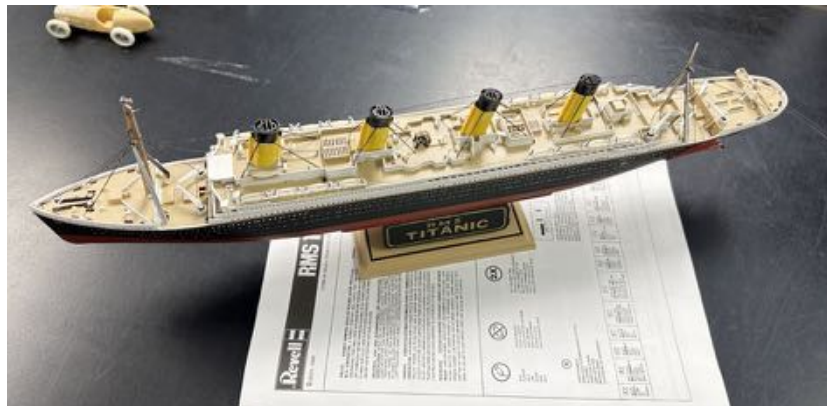
This is an MA Models kit that Bob created the master for. He's making some improvements to the kit, including etched wire wheels

Rowdy brought 2 1/72nd Hobby Boss F6F-3 Hellcats.



They depict 2 different schemes, a very early gray scheme and the later blue-gray over light gray scheme. The blue-gray model depicts an aircraft at Guadalcanal in 1943, and Rowdy said it took 6 kits to complete!

Niilo had his Jurassic box-scale (1/570th) Revell Titanic. Niilo previously showed this off when we were meeting at the famed Rawley Duntley Park during the pandemic.



Stephen displayed his 1/48th A-26, from the new ICM kit.



The model depicts A-26C "For Pete's Sake" operating in France against V1/V2 launch sites in 1945. Stephen used Alclad, AK Extreme Metal and Hataka Orange Line to paint the model and Kits World decals. Stephen says he doesn't think the ICM is a significant improvement over the old Monogram kit, and the Monogram kit is in some ways superior, such as cockpit detail. (Editorial opinion: The Monogram kit is 7 scale inches too wide, which, to me, throws off the whole look. While it has its flaws, I think the ICM kit looks more like an A-26, although, after seeing Stephen's build, the nose is indeed a bit short).

Mike S. presented another installment of his 'movie cars' series. The first one is iconic, Frank Bullet's 1968 Mustang GT, built from the 1/25th Revell kit.



It took Mike 12 hours to complete the model. He used rims from a '66 Mustang kit, a rearview mirror from the spares box and license plate decals from Professional Car Detailer. Paint is 4 coats of Colorsplash Ford Highland Green over Alclad gloss black primer. The window chrome trim was done by 3 methods, Bare

Metal Foil, AK Superchrome paint and Molotow Liquid Chrome marker. Mike says: 'Using a combination of chrome paints and foil seem to be working best for me. The kit's grille was not installed.'

Mike's second subject is a bit more obscure, James Dean's 1949 Mercury from "Rebel Without a Cause". Mike used the 1/25th AMT 1949 Mercury Sedan.



He painted the model with Alclad black primer, with a thick coat of Future for a gloss coat. Chrome again was a combination of Bare Metal Foil, AK Superchrome paint and Molotow Liquid Chrome marker. Mike said he tried Interdecals waterslide whitewall decals, but they wouldn't adhere to the soft vinyl tires, so he hand-painted the whitewalls. About the build, Mike relates: "The Alclad primer became a dust and fingerprint magnet. In the future, I will only use it as a primer. I left off the kit's hood ornament and trunk latch, and sanded down the 'Mercury' letters on the hood".

2023 Meeting Schedule

Primary	Activities	Refreshments	Demo	Review
28 Jan	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
18 Feb	Meeting at Desert Christian High School, Lancaster, 1 – 4pm.			
18 Mar	Meeting at Desert Christian High School, Lancaster, 1 – 4pm.			
15 Apr	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
20 May	Meeting at Desert Christian High School, Lancaster, 1 – 4pm.			
TBD June	Meeting location TBD, 1 – 4pm.			
15 July	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
19 Aug	Meeting at Desert Christian High School, Lancaster, 1 – 4pm.			
16 Sept	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
21 Oct	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
28 October	Desert Classic XIV			
18 Nov	Meeting at Desert Christian High School, Lancaster, 1 – 4pm, 2024 Club Officer Nominations			
16 Dec	Meeting at Desert Christian High School, Lancaster, 1 – 4pm , 2024 Club Officer Elections, Gift Exchange			

The Tool Crib

None this month.

Kit Reviews

None this month. But, stand-by, more are coming!

Club Demos

None this month.

Member Show and Tell

John treats us to a write-up of his Bonanza build:



Beechcraft Bonanza V35

Manufacturer: Minicraft

Scale: 1/48

Kit #: 11676

Price: \$30.00

Decals: four options

Reviewer: John Summerford

Notes:

History

Courtesy of Wikipedia

The Beechcraft Bonanza is an American general aviation aircraft introduced in 1947 by Beech Aircraft Corporation of Wichita, Kansas. More than 17,000 Bonanzas of all variants have been built, produced in both distinctive V-tail and conventional tail configurations; early conventional-tail versions were marketed as the Debonair.

Designed by a team led by Ralph Harmon, the model 35 Bonanza was a relatively fast, low-wing, all-aluminum design, at a time when most light aircraft were still made of wood and fabric. The Model 35 featured retractable landing gear, and its signature V-tail combination elevator-rudders called "ruddervators". The prototype 35 Bonanza made its first flight on December 22, 1945, with the type receiving an airworthiness certificate on March 25, 1947. Production began thereafter.

The Bonanza family eventually comprised three major variants: Model 35 Bonanza V-tail 1947–1982, Model 33 Debonair or Bonanza conventional tail 1960–1995, Model 36 Bonanza, a stretched Model 33 1968–2020 with production resuming in 2022.

The V-tail design gained a reputation as the "forked-tail doctor killer", due to crashes by overconfident pilots, fatal accidents, and inflight breakups. However, a detailed analysis by the Aircraft Owners and Pilots Association of accident records for common single-engine retractable-gear airplanes in the United States between 1982 and 1989 demonstrated that the Bonanza had a slightly lower accident rate than other types in the study. Pilot error was cited in 73% of V-tail crashes and 83% of conventional-tail crashes, with aircraft-related causes accounting for 15% and 11% of crashes respectively

In the late 1980s, repeated V-tail structural failures prompted the United States Department of Transportation and Federal Aviation Administration (FAA) to conduct extensive wind tunnel and flight tests, which proved that the V-tail did not meet type certification standards under certain conditions; the effort culminated with the issuance of an airworthiness directive to strengthen the tail, which significantly reduced the incidence of in-flight breakups. Despite this, Beech has long contended that most V-tail failures involve operations well beyond the aircraft's intended flight envelope. Subsequent analysis of National Transportation Safety Board (NTSB) accident records between 1962 and 2007 revealed an average of three V-tail structural failures per year, while the conventional-tailed Bonanza 33 and 36 suffered only eleven such failures in total during the same 45 years. Most V-tail failures involved flight under visual flight rules into instrument meteorological conditions, flight into thunderstorms, or airframe icing.

In addition to the structural issues, the Bonanza 35 has a relatively narrow center of gravity envelope, and the tail design is intolerant of imbalances caused by damage, improper maintenance, or repainting. Such imbalances may induce dangerous aeroelastic flutter. Despite these issues, many Bonanza 35 owners, such as my neighbors, insist that the aircraft is safe.

Notable Flights

In January 1949, the fourth Bonanza to come off the production line was piloted by Captain William Odom from Honolulu, Hawaii, to the continental United States (2,900 statute miles), the first light airplane to do so. The airplane was called Waikiki Beech, and its 40-gallon (150 L) fuel capacity was increased (using fuselage and wing tanks) to 268 gallons (1010 L), which gave a still-air range of nearly 5,000 statute miles.

In March 1949, Captain Odom piloted Waikiki Beech a distance of 5,273 miles (8,486 km) from Honolulu to Teterboro, New Jersey, setting a nonstop record. The flight time was 36:01 hours, at an average speed of 146.3 miles per hour (235.4 km/h), consuming 272.25 US gallons (1,030.6 l;

226.70 imp gal) of fuel. After that flight, the airplane was donated to the Smithsonian Institution's National Air Museum, as the National Air and Space Museum was then called.

On October 7, 1951, an American congressman from Illinois, Peter F. Mack, Jr., began an around-the-world trip in Waikiki Beech, on loan from the museum and reconditioned at the Beech factory, and renamed Friendship Flame. He spent 15 weeks traveling through 30 countries (223 hours flight time). The plane was again refurbished in 1975 and returned to the National Air and Space Museum. It is still on display there, with both names painted on its sides.

On May 31, 2014, 19-year-old MIT student Matt Guthmiller from Aberdeen, South Dakota, departed Gillespie Field in El Cajon, California, in a 1981 A36 Bonanza on a 44-day-12-hour solo circumnavigation, making him the Guinness World Record holder as the youngest person to fly solo around the world when he landed back in El Cajon on July 14, 2014, at 19 years, 7 months, and 15 days of age. During 170 hours of flight time, he made 23 stops in 15 countries on five continents, and covered about 30,500 miles (49,100 km), while raising awareness for computer science education and supporting Code.org.

The Kit

A quick search on the internet revealed that Minicraft's plastic kit is the only game in town. (There is also a stick-and-tissue kit available.) A top opening box holds four bags of parts. Inside the largest bag is a white sprue of detail parts plus the fuselage halves

The wings (also molded in white) are in their own bag, as are the clear parts. The final bag holds parts for a display stand. The model is constructed of 49 white styrene parts and seven clear parts. Panel lines are heavy as are the sprue gates. In addition to some mating surfaces being rough, flash is also present.

Inside the instructions is a parts map, two pages showing the build sequence through seven steps, then two pages of paint and decal diagrams illustrating two US registered aircraft, a Canadian, and a German/Great Britain plane. Color call-outs are by generic name and do not refer to any paint brand. All of the aircraft are white and the decals provide the colors for the fuselage and tail, but not the wing leading edge.

The Build

This was a project modeling an aircraft that my neighbors own. Their V-tail has slight differences that the kit's representation, so a few modifications were done. Using a rattle can of gray, the fuselage interior and seats were sprayed while still on the sprue. The seats were glued to the cabin floor and set aside. The instrument panel is the following sub-assembly.

In the next step, the wings are brought together and the floor assembly added to the one-piece lower wing. The subject aircraft has lights in the wing leading edges, so notches were cut in the appropriate locations and painted chrome. The notches were filled with cyano glue, filed, sanded, polished, then masked. Again, this was set aside.

Returning to the fuselage halves, the windows were glued in place from the inside. The clear parts have a nice step around their edges, but the openings for them are too small. Being as the plastic is the same color as the paint around the windows, I opted to leave the openings alone and allowed liquid latex masking to cover the clear parts. After gluing the instrument panel to the right fuselage half, the left half was taped to its mate and the wings offered up. Careful gluing around the airframe left little for seam clean up. The ruddervators were final additions in the step. In order to build up the nose, the engine has to be assembled so that the exhausts and prop shaft have a mounting point. The engine looks like it's a Conticoming, meaning that the detail is vague enough to pass for either a Continental or a Lycoming. Thankfully, Minicraft includes a mounting

bar to reinforce the fragile engine mount. The windshield was installed and masked. Unfortunately, the dual cowl panels piece didn't fit well and needed work to look good. Since this is a desk-top model on a stand, the landing gear doors were glued shut. These were the worst fitting pieces in the kit and time saved from not dealing with the gear was lost filling and sanding, especially for the nose gear doors. After achieving a presentable look, the model went to the paint booth.

Paint and Markings

A rattle can of white automotive primer started the painting process. That was followed by gloss white paint. The challenge painting this scheme is masking for the yellow on the fuselage. I cut a pair of ovals and a circle to get the curves correct, then it was just a matter of getting the stripes lined up properly.

The ID decals were custom printed with an ALPS printer, given a coat of fixative and applied. The following day, another coat of gloss was laid down. Unmasking revealed where a few touch-ups were needed and dealt with.

Final Construction

N8364D has a three-bladed prop and chrome spinner, instead of the standard two-blade prop and white spinner supplied in the kit. Coming from the parts bin was the prop and a spinner was fabricated from the nose of a jet plane drop tank. While the paint on those parts was curing, the ball for the stand was glued to the underside, as were the foot step and pitot tube.

Only the antenna was the part to install on the top side. The new prop came next. Lead ballast was glued to the bottom of the stand, then offered up to the model's ball mount, completing the project.

Conclusion

This kit is Oh Kaaay. The fit of the clear parts is the biggest issue to overcome. What makes this worthwhile is the colorful paint scheme. This is the second time I've built one and I can attest that the decals work very well, simplifying painting. The poor fit of the landing gear doors means it's best to model the plane sitting on the tarmac. If I recall correctly, a bit ballast was installed in the nose of the first model to make sure that it wouldn't sit on the tail.

I'm pleased to report that my neighbors are delighted with the model.

Calendar

2/26/2023	Modelfest Contest and Swap Meet	Seaside park (Ventura City. fairgrounds) 10 Harbor Blvd. Ventura, CA
3/19/2023	Kit Collectors Swap Meet	UFCW Union Hall 8530 Stanton Ave. Buena Park, CA
4/23/2023	Herb Deeks' Floats, Rolls & Flys	Doubletree by Hilton 7000 Beach Blvd. Buena Park, CA
5/20/2023	Return of the Scale Model Show	Fundemonium Expressway Center, 579 Rohnert Park Expressway Rohnert Park, CA
6/3/2023	San Diego Model Contest and Swap Meet	San Diego Air & Space Annex at Gillespie Field 335 Kenney Street El Cajon, CA
6/17/2023	Silvercon 2023	Town & Country Lutheran Church 4049 Marconi Ave. Sacramento, CA
8/19/2023	Best of the West 2023	Orleans Hotel and Casino Las Vegas, NV
10/28/2023	Desert Classic XIV (Region 8 Regional)	Desert Christian High School 44662 15th St W. Lancaster, CA