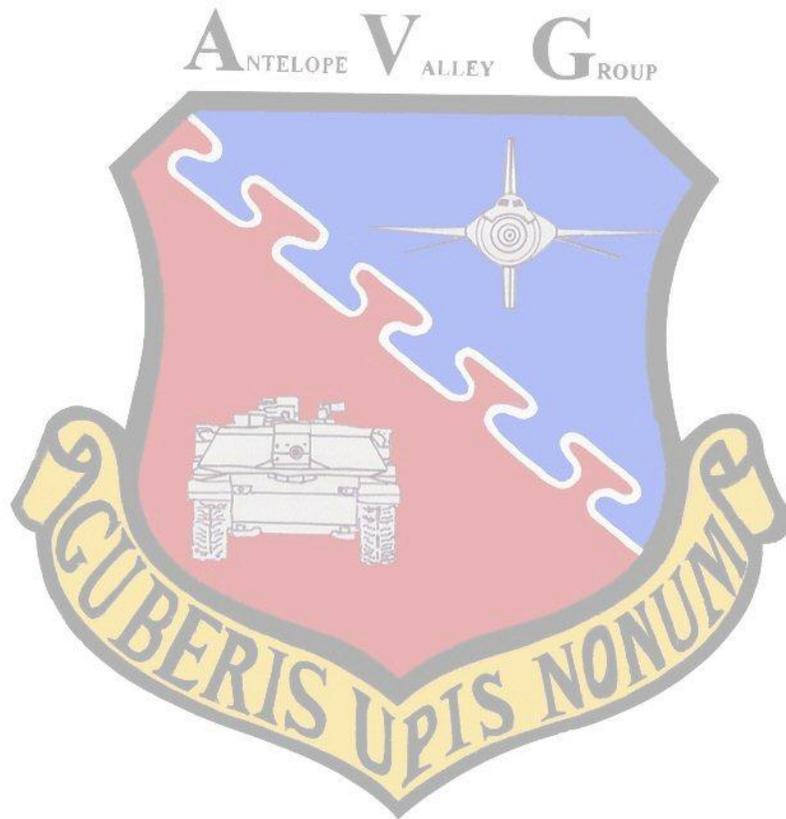


# The Smoking Hole

A Publication of the Antelope Valley Group IPMS

**Volume 17, Number 1**



**[www.avg-imps.org](http://www.avg-imps.org)**

**NEXT MEETING 21 January 2012, 1 PM AT ROSAMOND LIBRARY**

## **From the President's Pen**

Reminder; as we discussed last month, we wanted to have all members bring in kits for trade, sell, donate for raffle, whatever, we'll try it and see how that goes. We discussed having more demo's so think about what you want to see, or demonstrate, and let's keep a running tally that will be included in the secretaries notes and if a member feels he has a technique that is noteworthy or different, sign up! Remember this is y/our club, act like it! WIP's (works in progress) always welcome, especially one you've stalled on and want an opinion on, a fellow member might have just the ticket for you.

On the sign in roster is I believe, a spot for you to sign up to bring refreshments for a particular meeting if you're so inclined, if I read the Emails correctly, Rich has this month and I have February. The rest of the year except of course October (Stephanie Newman usually treats us very well for October) and December (potluck) is open.

I want to make a change to the 'around the room' session, what I'd like to do is have each member either raise a topic or pass. If you raise a new topic, we'll include it in the notes and have each member think about it for a month instead of discussing it then and there. Topics can be anything from how the meeting is run, how the Desert Classic is administered, club field trips to contests or swap meets such as the one Sat/Sun (Brewer Fest), a demo you want to see or demonstrate, etc. So after the social 'hour' (which I truly like by the way), I'll call the meeting to order, we'll discuss club business, which will include the prior topics raised and subsequent discussion for a time, and then onto show and tell.

For the Show and Tell, I'd like them to run 5-10 minutes (depends on how many people are presenting), a brief history of the subject, the scale, manufacturer (including aftermarket) and merits or pitfalls of the kit. Remember to be courteous to the presenter, listen or take any discussions out of the meeting room.

## **Club News and Business**

**NEXT MEETING 21 JANUARY 2012, 1 PM AT ROSAMOND LIBRARY**

The December meeting started with Nick Kiriokos introducing himself as club president. Nick doesn't plan to make any major changes in the club but would like to shift the focus of the monthly meetings from the contest, to building models. This would include more demos and more participation from the club. Nick did ask for the club members to think about things they liked and disliked about the club and any improvements that could be made. Mike Brignola and Jim Abercromby are working on getting the web site up to date. They are especially working on getting photos of the contest winners up and organized. Additional content will include member biographies, and helpful tips and tricks.

The club began the discussion of the contest theme for the 2012 Desert Classic. Some thoughts where a 1941 theme, considering 2011 was the 70<sup>th</sup> anniversary of the Japanese attack on Pearl Harbor. The contest will occur prior to the 71<sup>st</sup> anniversary and the 2011 contest was before the 70<sup>th</sup> anniversary. Another thought was a 1942 theme, considering there where a significant number of battles in World War II fought during 1942. As suggested by Steve Spandorf, the

February meeting will include a discussion on the contest theme. Club members are asked to use the next few months to consider potential themes between now and then.

Tom Hamel led a good discussion on recruitment and a desire to get new members actively participating in the club. Luis Toledo, the clubs newest member brought up a desire for more interaction between club members outside of the monthly meeting. Sharing tips and modeling stories would be a great way to get new people involved. In an effort to improve recruitment, Mike Marchioli, is planning to start a separate email list of perspective members. This list will include people that club members know, that are interested in building scale models, but are not yet members of the AVG. The hope is that by sending out the club newsletter and potentially other information about the AVG some people will decide to stop by and check us out. If any members know someone that might be interested in the AVG, please provide an email address to Mike Marchioli ([mmarchioli1@yahoo.com](mailto:mmarchioli1@yahoo.com)) and they will be included in this email list.

Mike Otis and Curtis Stidham discussed some potential changes to the club shirts. There is the potential to have a variety of shirts, not just the standard grey polo. Mike will bring some examples to the January meeting and the club can discuss them and determine if we should change the style of shirt. Mike also explained that Palmdale Trophy is able to put the club logo on any shirt, so members could get a few different ones for use in different seasons and situations. More to follow in January.

In the spirit of New Year's resolutions, Mike Brignola suggested that all club members come up with modeling goals for 2012. These goals could then be published and we can see how we did at the end of the year. A sign-up sheet will be at the January meeting for members to add their goals for the year.

## 2012 Meeting Schedule

The January meeting will be held, as usual at the Rosamond Library at 1 PM on Saturday 21 January 2012. At this meeting, membership dues will be collected. Remember, dues are \$24 for the year. Rich Ribaldo will be providing refreshments and Curtis Stidham will be doing a demo and a review of a new riveting tool.

Additionally refreshments and demos will need to be assigned for the remainder of the year. If you are willing to volunteer please let one of the officers know at the next meeting.

Primary	Activities	Refreshments	Demo	Review
21 Jan	Member Dues Collected	Rich Ribaldo	Photo Etch Curtis S.	Riveting Tool Curtis S.
18 Feb	2012 Contest Theme Discussion	Nick Kiriokos		
17 Mar				
21 Apr				
19 May				
16 June				
21 July				
18 Aug				

15 Sept				
20 Oct				
3 Nov	Desert Classic			
17 Nov				
15 Dec	Christmas Potluck & Gift Exchange			

## Member Show and Tell

This month's show and tell includes figures completed as part of the club build for December. I apologize for the out of focus pictures My camera had a little difficulty, that I didn't figure out until after the meeting.



<i>Name:</i>	Nilo Lund
<i>Kit &amp; Scale:</i>	1/35 scale Tamiya German Mounted Infantry
<i>Time to Build:</i>	72 Hours over 2 weeks
<i>Aftermarket Items:</i>	None
<i>Paints and Finishes:</i>	Testors Acrylics, brush painted
<i>Builder's Comments:</i>	Diorama background made from scrap project hard board and flowering plum used for the tree limbs



<i>Name:</i>	John Pearce
<i>Kit &amp; Scale:</i>	1/13 scale Revell Triceratops
<i>Time to Build:</i>	About 12 hours
<i>Aftermarket Items:</i>	None
<i>Paints and Finishes:</i>	Enamels and Acrylics
<i>Builder's Comments:</i>	First and only model John completed this year. Had a lot of fun building it. Modified the positioning of the legs tail and head for a more natural pose.



<i>Name:</i>	Mike Brignola
<i>Kit &amp; Scale:</i>	1/35 scale Tristar German Self=Propelled Gun Crew
<i>Time to Build:</i>	15 to 20 hours
<i>Aftermarket Items:</i>	None
<i>Paints and Finishes:</i>	Humbrol and Model Master enamels, future and Model Master flat
<i>Builder's Comments:</i>	This is Mike's first attempt at figures in over 10 years. Faces were started with acrylics and oils then switched over to enamels.



<i>Name:</i>	Rick Reinert
<i>Kit &amp; Scale:</i>	1/48 scale Eduard MIG-21SMT
<i>Time to Build:</i>	80 hours over 4 weeks
<i>Aftermarket Items:</i>	PVD Pitot Boom (Available on EBay)
<i>Paints and Finishes:</i>	Model Master Enamels and Tamiya and Gunze Acrylics
<i>Builder's Comments:</i>	Rick says this was a nice kit to build. Went together well but has an enormous amount of decals. The kit was intended to be built with the canopy closed, but the seat interfered with it. The bottom of the ejection seat needed to be sanded down to remove the interference.



<i>Name:</i>	Jim Abercromby
<i>Kit &amp; Scale:</i>	25mm Superior Wizard
<i>Time to Build:</i>	10 to 15 hours
<i>Aftermarket Items:</i>	None
<i>Paints and Finishes:</i>	Vallejo and Humbrol Paints
<i>Builder's Comments:</i>	Figure was purchased in the early 80s. (Sorry about the out of focus pictures)



<i>Name:</i>	Luis Toledo
<i>Kit &amp; Scale:</i>	1/35 scale Tamiya US Tank Crew
<i>Time to Build:</i>	2 days
<i>Aftermarket Items:</i>	None
<i>Paints and Finishes:</i>	Model Master Enamels, Tamiya Flat Black
<i>Builder's Comments:</i>	This is Luis's first figure. He used pastels for the highlights and washes.



<i>Name:</i>	Tom Hamel
<i>Kit &amp; Scale:</i>	1/35 scale Dragon US Infantryman in 1942 dress
<i>Time to Build:</i>	2 days
<i>Aftermarket Items:</i>	None
<i>Paints and Finishes:</i>	Tamiya and Model Master Paints
<i>Builder's Comments:</i>	Tom painted this figure in the standard uniform from D-Day.



<i>Name:</i>	Mike Otis
<i>Kit &amp; Scale:</i>	1/35 scale Dragon E-100
<i>Time to Build:</i>	3 weeks
<i>Aftermarket Items:</i>	None. But a tow cable and pioneering tools were added.
<i>Paints and Finishes:</i>	Tamiya
<i>Builder's Comments:</i>	Mike said that the E-100 was a tank that didn't quite exist. Only 1 hull was completed by the end of the war. Being a "paper panzer" did give Mike the artistic license to use what-ever camo scheme he wanted, since there never was one!



<i>Name:</i>	Mike Otis
<i>Kit &amp; Scale:</i>	54mm Andrea Western Samurai ("The Last Samurai")
<i>Time to Build:</i>	?
<i>Aftermarket Items:</i>	None
<i>Paints and Finishes:</i>	Acrylics
<i>Builder's Comments:</i>	



<i>Name:</i>	Frank Sanchez
<i>Kit &amp; Scale:</i>	1/35 scale Dragon Tiger 1 Late. Figures are from Dragon and other manufactures
<i>Time to Build:</i>	80 hours
<i>Aftermarket Items:</i>	Tamiya Accessories
<i>Paints and Finishes:</i>	Tamiya paints for the tank Vallejo Acrylics for the figures
<i>Builder's Comments:</i>	The base/wall/ivy was all scratch built.

## Adventures in Modeling

This section will be a place where members can share their stories of modeling mistakes and recoveries.

## Club Demo

No club demo in December.

## 2012 Modeling Goals

This section includes the modeling goals of the AVG club members for 2012. As each goal is accomplished we will track it and see how we all do at the end of 2012. Please provide goals to Mike Marchioli ([mmarchioli1@yahoo.com](mailto:mmarchioli1@yahoo.com)) for inclusion.

MEMBER	GOALS	COMPLETED
Mike Brignola 0% Complete	B-36 Club Build	
	Complete a Building/Diorama	
	Complete More Figures	
	Attend at least 3 contests this year	
	Attend Club Field Trip	
	Complete Sdkfz 11	
	Complete Jagdpanther	
	Complete B-17	
	Complete Old Car	
Mike Marchioli 0% Complete	Complete a total of 5 kits in 2012	
	Complete 1 resin kit	
	Complete 1 armor kit	
	Complete 1 race car	
Greg Saccoccio 0% Complete	Complete 2 models	

### ***“So, There I Was.....”***

Aviation stories provided by John Pearce

### ***“Gary, You Better Get Back In It!”***

*Peter Grier Air Force Magazine.com April 2009*

*Like any high-performance aircraft, the Six (F-106 Delta Dart) could cause serious trouble for a pilot who pushed its flight envelope. And the Six had some inherent problems as well. "Despite the level of sophistication found in the F-106A in its service life, it was regarded by the US Air Force as having the 'greatest mission-task loaded cockpit' among [the] types flown in the '70s," wrote Carey. "Despite being an excellent aircraft to fly, it required a competent and proficient pilot to wring every bit of its excellence out of it." Originally, the mission back in February of 1970, was to be a two vs. two air combat training flight, featuring four F-106s from the 71st Fighter Interceptor Squadron at Malmstrom. One aircraft subsequently aborted from the mission when its drag chute deployed on the ramp. So the day's training activity became a "two vs. one" fight. The "one" on this eventful day was Tom Curtis. The "two" were 1st Lt. Gary Foust and Maj. Jim Lowe. The sides split up, each proceeding to their end of the training air space—about a 20-mile separation. Then they turned into each other, so they would pass head on, with a thousand-foot separation between them. The rules of engagement were that neither Curtis, nor Foust and Lowe, could try to gain an advantage until they blew past each other. Then the fight would be on. The point of the exercise was to outmaneuver one's*

*opponent, and gain a valid firing position. "Of course, this was a big ego thing, who was the winner, etc.," said Curtis in his recollection of the incident found at the Web site [www.F-106DeltaDart.com](http://www.F-106DeltaDart.com). "I figured I could handle Gary pretty easy, but I did not trust Jimmy." So Curtis came at his opponents in full afterburner, doing Mach 1.9 when they passed. Then he took his opponents straight up to 38,000 feet. "We got into a vertical rolling scissors. I gave him a high-G rudder reversal," said Curtis, referring to Foust. "He tried to stay with me, [but] that's when he lost it." Foust's Delta Dart began to spin out of control. Foust experienced post-stall gyration, a situation in which an aircraft can roll left and right and suddenly swap ends. His attempts to regain control failed, and the fighter went into a flat spin at 35,000 feet, according to a 1978 article in the Griffiss AFB, N.Y., *Mohawk Flyer* (The fighter was by then in service at Griffiss). Usually, that kind of situation is unrecoverable. "The aircraft looked like the pitot tube was stationary, with the aircraft rotating around it," said Curtis. "Very flat" and slowly rotating. Foust rode the aircraft down to 15,000 feet, all the while trying spin recovery procedures without success. Lowe, an instructor pilot, followed behind until the aircraft had descended to as low as 12,000 feet. "Eject your drag chute," Lowe instructed, according to the *Mohawk Flyer*. The newspaper went on to say that "the idea didn't work," and that "the chute flapped in the air and wrapped itself around the plane's tail." It was time to eject. By this time, though, Foust had gone through many recovery procedures. One of these was to actuate the take-off trim button, which trimmed all control surfaces to a take-off setting. The trim settings for a landing were similar. "When Gary ejected, the aircraft was trimmed wings-level for about 175 knots [200 mph], a very nice glide setting," said Curtis. So, when Foust finally ejected—miracle of miracles—the Six recovered and headed off straight and level toward the horizon. Perhaps it was the change in balance, or the force of the ejector seat against the fuselage, or the change in aerodynamics caused by the ejection process. Whatever it was, Lowe is said to have yelled into his radio, "Gary, you better get back in it!"*



Skid path of F-106 58-0787 that bellied in on its own after pilot ejects.



The six softly bellied in and slide over a quarter of a mile to a stop where it sat with the engine still running.



Front view of F-106 58-0787 after its pilotless countryside ride.



The jet, after some repair went on to fly for several more years. This F-106 now resides at the Dayton Air Museum.

At that point, all that Foust could do was watch as his fighter flew off, without him. Gary Foust, dangling from his parachute ropes, landed safely in a mountainous area and was brought out later by locals on snowmobiles. This, after all, was February in Montana. As the fighter neared the ground, it stayed level and made what is described as an approach for a perfect landing in a snowy field, sans landing gear. The F-106 wasn't safe yet, however. "Skidding across the snow, the aircraft veered around a rock pile that was sitting in the middle of the field," the *Mohawk Flyer* reported. "The -106 finally stopped near the end of the field, about 400 yards from a paved road." A local law enforcement officer called Malmstrom to report that he had come upon a fighter that was on the ground, pilotless, and still running. Even the radar scope was still operating. The lawman wanted to know how to turn off the engine. Someone at the base told him to just let it run out of fuel. The engine continued to run for one hour and 45 minutes. The landing did a bit of damage to the fighter's underside, ripping open an ugly gash several yards long. The wings, in contrast, were fine. In time, a team of technicians from the Sacramento Air Logistics Center at McClellan AFB, Calif., came to the site and partially disassembled the Six. They trucked the pieces to a nearby rail line, loaded it onto a flatcar, and shipped the whole thing to California. There, Air Force workers repaired it and returned it to active service. The F-106's final service was with the 49th Fighter Interceptor Squadron, at Griffiss—the last active Air Force F-106 unit.



Not much damage considering...

## Calendar

SAT-SUN 1/21-1/22 2012	Brewer Brothers	History Heros and Hobbies Yanks Air Museum 7000 Merrill Ave. Chino, California Contact: Chris Brewer (562) 569-2509 or modelkitexpo@hotmail.com
SAT 2/11/2012	Santa Rosa IPMS	Hobby Expo 2012 Petaluma Community Center 320 North McDowell Blvd Petaluma, California <a href="http://www.ipmssantarosa.org/">http://www.ipmssantarosa.org/</a>
SUN 3/4/2012	Pasadena Modelers Society	ValleyCon 2012 Pasadena Civic Center 300 East Green Street, Pasadena, California
SAT 3/24/2012	Silicon Valley Scale Modellers	Kick Off Classic Santa Clara Convention Center 5001 Great America Parkway, Santa Clara, CA 95054 <a href="http://www.svsm.org/kickoffclassic.html">http://www.svsm.org/kickoffclassic.html</a>

## Monthly Trivia

Email your “guess” to [mmarchioli1@yahoo.com](mailto:mmarchioli1@yahoo.com). Please be as specific as possible, you might get a “close enough.” See next month’s newsletter for the answer.

The answer to the December Trivia Question:



T28 Super Heavy Tank

The answer for December's trivia was the T28 Super Heavy Tank, also known as the 105mm Gun Motor Carriage T95. The T28 was a self-propelled gun system developed by the US Army in World War II as an answer to the German Super Heavy Tanks, like the Maus and E100 and to break through the Siegfried Line. The T28 never left the prototype stage. The first vehicle was not completed until after the war had ended and the program was cancelled two years later.

The armor of the T28 was a foot thick which was expected to provide protection from the German 88mm anti-tank guns. The total weight of the T28 was in excess of 85 tons. To support this weight the T28 used four sets of running gear and four tracks, two per side. To make transport somewhat easier, the outer running gear and tracks could be removed and fastened together to be towed behind the vehicle. The T28 was powered by a Ford V-8 and had a top speed of 8 MPH.

Three correct answers, from Mike Otis, Nick Kiriokos, and our friend in Fresno. This month's trivia (and Greg – you need to give the correct model year!):

