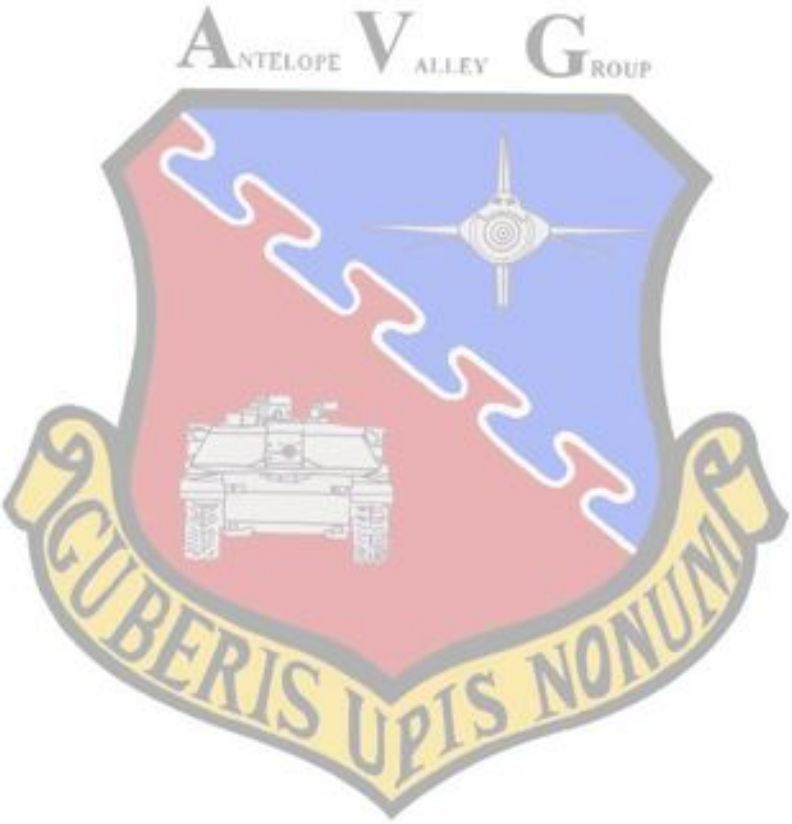
Vol. 24 N5 2019

The Smoking Hole

A Publication of the Antelope Valley Group IPMS
Volume 24, Number 5



www.avg-ipms.org
avg_ipms@yahoo.com

2019 Club Officers

President	Vice President	Treasurer	Secretary
Steve Spandorf	Jim Abercromby	Niilo Lund	Matt Graham
sfrodnaps@msn.com	jaber_23@sbcglobal.net	niiloj7@verizon.net	mgraham4@bak.rr.com

Club News and Business

NEXT MEETING MAY 18 2019, 1:00 PM AT ROSAMOND LIBRARY

April General Meeting Notes:

At the March meeting, we had discussed contest and general club matters.

Club Swap Meet

Don't forget the first of 2 club swap meets is this month. So bring all those kits you're dyeing to get rid of (I think I need a moving van…)

2019 Desert Classic

VP Jim reported that the Contest ad has been submitted for publication in the next issue IPMS Journal.

Jim suggested that we present a display of Apollo Mission Patches available from the NASA Gift Shop as award for the 50th Moon Landing Anniversary Special Award. The club voted in favor.

Tom Daniel Special Category Update

To avoid any possible copyright legal issues involving the use of Tom Daniel's name, likeness and intellectual property, Rich R. contacted Tom to explain our proposed category and ask permission to use his copyrighted information. Tom responded enthusiastically and graciously gave his permission. Here's the reply Rich received:

Daniel Intellectual Property LLC
http://www.tomdaniel.com

Tom Daniel

Hey, Rich,

Just received your letter regarding the upcoming 'AVG' (IPMS) model contest in 2020.

It will be truly an Honor to have a "Best Tom Daniel Creation" category at that show, and I agree to your proposal as per the 3rd paragraph regarding my permission; and your observance of my copyrights and intellectual property considerations.

Very considerate and thoughtful of you, Rich.

When the winners have been chosen, I'd be happy to sign a selection of my car artwork to each - by name. At that time, I will forward those to you to present to the winners at one of your monthly meetings.

Warm regards to you and the members of the Antelope Valley Group of model builders.

TD

Very cool! Great job, Rich!

Club Shirts

Curtis suggested that, as it has been quite a while since the club did a shirt buy, and as we have several new members, perhaps it is time. Members will purchase their own shirt style of choice (Tee, polo, button-down), which will be embroidered with the full-color club logo. For consistency, it's recommended that everyone get the same color. Suggestions are black, dark blue, and maroon. We'll vote on the color at the meeting.

Next In-House Contest

Reminder that our next in-house contest is next month (June). Subject is "Jurassic Plastic" (any pre-1970 kit). A twist this time is that instead of the previous Out-Of-The-Box rules, any modifications and improvements are allowed.

Jim has suggested that for future in-house contests with a large number of entries (like our 'Marine!' contest), that we conduct two rounds of voting to select the winner.

George Creed Passes

The Southern California modeling community has suffered a loss. George Creed passed away on April 30th. George was a founding member of the Pasadena Scale Modelers Society, and was a driving force behind the Valleycon contest each spring. George was a big promoter of AVG and was always present at our contest. Plus he was a great guy. He will be sorely missed. Godspeed, George.

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) Tom – Making Antennas (tentative)	
15 June	In-House Contest "Jurassic Plastic"	Niilo/Mark		
20 July				
17 Aug				
21 Sept	In-House Contest "Out of Your Category"			
19 Oct				
26 Oct	2019 Desert Classic			
16 Nov	2020 Club Officer Nominations			
21 Dec	Christmas Potluck Gift Exchange 2020 Officer Elections In-House Contest "Red"	Everyone!		

The Tool Crib

Jim B. brought in something useful for making quick resin castings. Easy Mold silicone putty. Just take a small amount, press your part into it, let the putty cure, then pour in resin to make your copy. Available at Michael's.

Club Demos

Rich R. is planning a demo on applying static grass (a rarity in the Antelope Valley…), and Tom has volunteered to show us how he makes those great scale antennas for his armor models

If you'd like to give a demo, let me know and I'll get you on the schedule

Member Show and Tell

Name: Mike Hutchison
Time To Build: 4 weeks +/-
Kit & Scale: Hasegawa F-15J/DJ 1/48th scale
Aftermarket Items: DXM decals
Paints Used: Model Master, Alclad Metalizers
Comments: Big decals suck!

Name: Mike Hutchison
Time To Build: 3 weeks
Kit & Scale: Hasegawa YS-11E “Electronic Warfare Sq.” 1/144th scale
Aftermarket Items: OOTB
Paints Used: Tamiya Acrylic White, Alclad Aluminum & Exhaust, Alclad clear flat lacquer
Comments: Decals weren’t user friendly to apply

Name: Jay Faulke
Time To Build: 4 hours
Kit & Scale: Hasegawa A-37A 1/72nd scale
Aftermarket Items: None
Paints Used: Model Master
Comments: Fast build to help jump start my building. Tried to use tips I've got from other members.

Name:

Jim Bunch

Time To Build:

Many hours

Kit & Scale:

AMT 1925 T Fruit Wagon

1/25th scale

Aftermarket Items:

JPS aluminum wheels
Fruit / vegetables – Michael's
Blower / injector – 3D printed
Boxes / wood – Michael's

Paints Used:

Tamiya Yellow, Flat Black
Pastels
Chrome paint

Comments:

Lots of detail. Took hours of trial and error- it's done!

Name: Jim Bunch
Time To Build: In progress
Kit & Scale: AMT 1964 T-bird 1/25th scale
Aftermarket Items: In progress
Paints Used: In progress
Comments: Fun!

Name:

Stephen Lucy

Time To Build:

120 hours

Kit & Scale:

Kinetic Mirage V (converted to a Mirage 50 CN Pantera)

1/48th scale

Aftermarket Items:

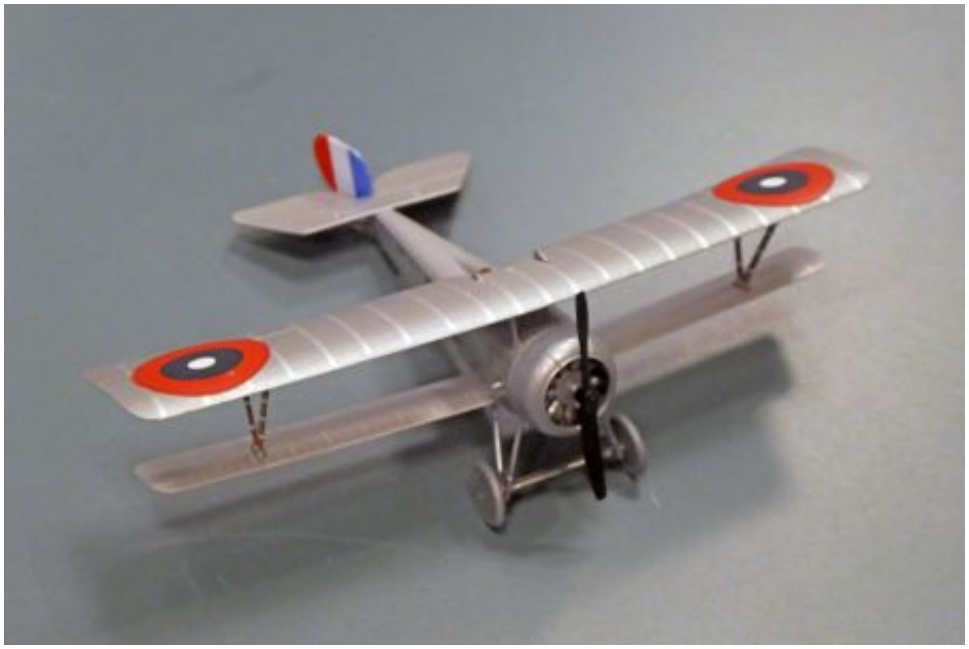
Antarki resin conversion
Wingman cockpit and seat
Wolfpack Atar 9C exhaust

Paints Used:

Model Master

Comments:

Probably my first and last Kinetic kit



Name:

David Newman

Time To Build:

3 months

Kit & Scale:

Eduard Nieuport 17, AEF

1/72nd scale

Aftermarket Items:

Microscale US markings

Paints Used:

Testors Metalizer – several shades

Comments:

Name:

Mike Steinke

Time To Build:

20 hours

Kit & Scale:

Italeri F4U-4B Corsair

1/72nd scale

Aftermarket Items:

Microscale decals
Rocket launchers from Revell F4U-5

Paints Used:

Testors, Tamiya

Comments:
Corrections were made to shape of 20mm cannon, position and type of rocket launchers

Name: Mike Otis
Time To Build: 3 weeks
Kit & Scale: Tamiya A6M3 Zero (2010 version) 1/48th scale
Aftermarket Items: EZ Line
Paints Used: Tamiya XF-76 IJN Gray Green, XF-71 Cockpit Green, XF-1 Flat Black
Comments: Nicely detailed, great fit and easy t build. Painted base coat of XF-76, then shaded panel lines with Tamiya Smoke, then added lighter coat of XF-76, allowing some of the shaded panel lines to show through

Name:

Tom Hamel

Time To Build:

3 weeks

Kit & Scale:

Trumpeter M1130 CV

1/35th scale

Aftermarket Items:

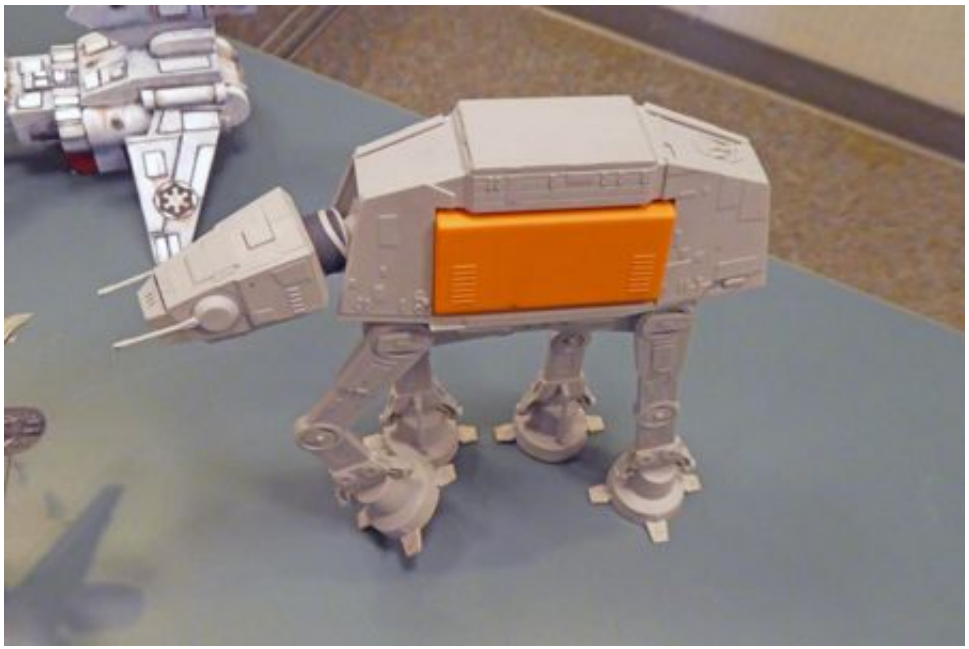
None. Mainly OOB

Paints Used:

Model Master and Tamiya

Comments:

Excellent kit. Good fit, lots of detail. Concise instructions. Options. Choice of PE or plastic. Top and bottom hulls fit perfectly. Buy this kit!



Name:

D.J. “Rowdy” Yates

Time To Build:

Kit & Scale:

Revell Easy Kit Imperial AT-ACT

1:144/150(?)th scale

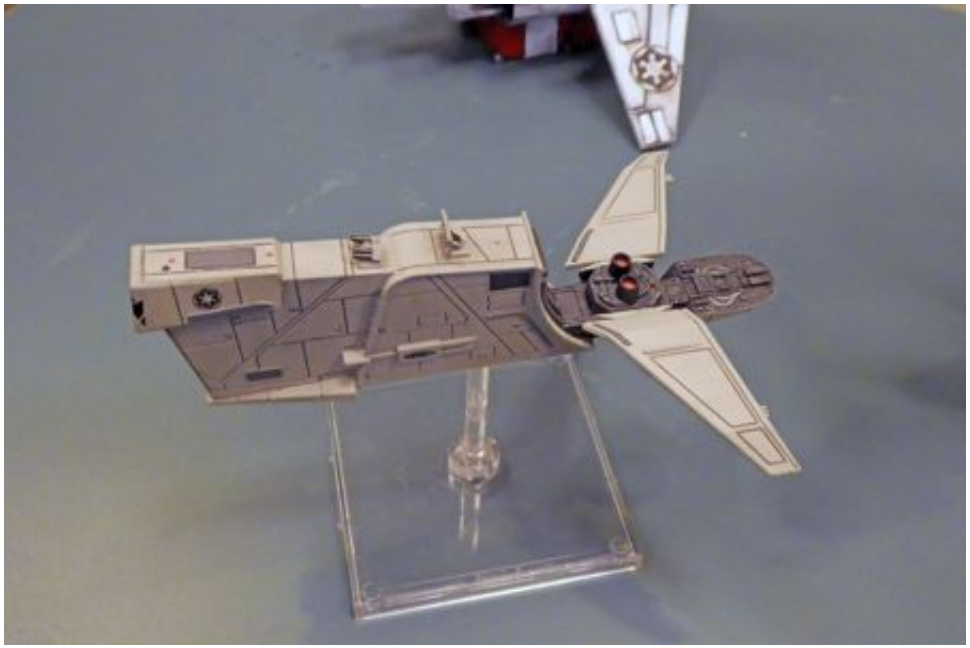
Aftermarket Items:

Paints Used:

Comments:

This is one of the Imperial AT-ACT's from 'Rogue One'. This is a variation of the old fashioned AT-AT walkers, "AT-ACT" stands for "All Terrain Cargo Transport". The kit is built pretty much straight out of the box, with the addition of some light weathering, and a few coats of Tamiya Matte Clearcoat. A few small pock marks in the plastic were made to look like battle damage (as seen in the movie), and some Tamiya Tan was dabbed on to the feet. Tamiya

	German Gray is a close match to the original's neck seal. These particular AT-ACT's were used for heavy transport duty on the Imperial base on Scarif, hence the safety orange cargo bay panels. A decent kit overall!



Name:

D.J. “Rowdy” Yates

Time To Build:

Kit & Scale:

FFG Imperial YV-661 Light Transport/Patrol Ship

1:250(?)th scale

Aftermarket Items:

Paints Used:

Comments:

The Corelian Engineering Corporation YV-661 Light Frieghter was a forerunner to CEC's venerable, and highly maneuverable YV-666 series Friegters. The YV series' modular design & systems can also be adapted for Military Service. (With Armor & Weapons systems on par with some CEC Corvette class ships.) This particular YV-661 was adapted for Outer Rim Patrol and

	Reconnaissance (also COMINT & ELINT) duty. This was a X-wing wargaming model I had brought in awhile back. It got broken when I slipped on the tile floor at last year's contest. I replaced the original Sensor Array with a spare from the Bandai EP. VII Millennium Falcon kit, which I put on a blanking plate to cover the hole left from the old antenna. The Quad Turbolaser Turret is scratch built, along with a very tiny Mynok on the port side under the wing.

Name:

D.J. “Rowdy” Yates

Time To Build:

Kit & Scale:

Hasbro/Custom Imperial TIE Pilot/Wedge Antilles

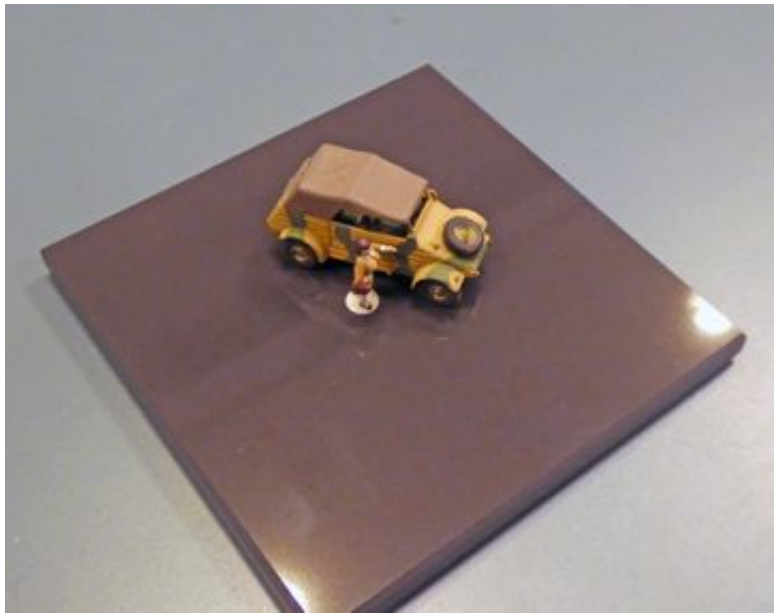
1:18th scale

Aftermarket Items:

Paints Used:

Wedge Antilles (AKA: "Red Two" & "Rogue Leader", is best remembered for being the only surviving member (besides Luke) of Red Squadron's attack on the first Death Star in Star Wars EP. IV: A New Hope, the only Rebel Pilot to fly in all three original films, and his participation in destroying the Second Death Star. But, before his service with the Rebellion, he was an Imperial TIE Fighter Pilot. (In both the old Expanded Universe books/comics, and current Cannon. The figure was slightly modified, the helmet & chest Life Support box removed. The head is a custom mold. The helmet was

	hollowed out to accommodate the new ball joint for his neck. The DL-44 Blaster (in reality a modified Mauser C.96 Pistol) is a painted spare Han Solo Blaster.



Name:

D.J. “Rowdy” Yates

Time To Build:

Kit & Scale:

Unknown Manufacturer/Scratch Female Japanese Officer (Displayed with Kübelwagen)

1:76th scale

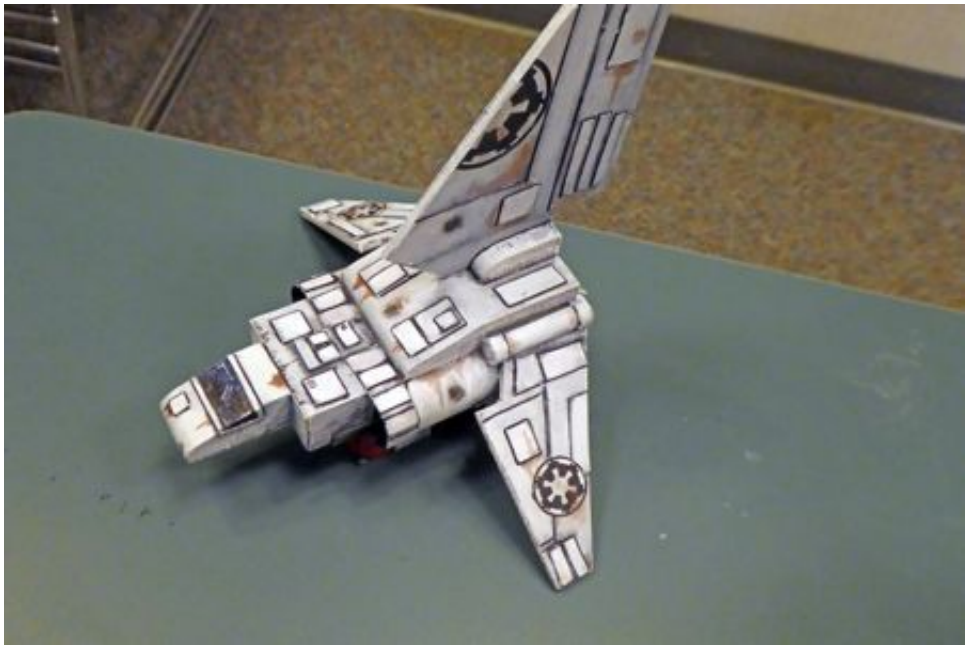
Aftermarket Items:

Paints Used:

Comments:

This was an spare 1:76/HO scale figure I modified to display with some of my 1:72 WWII/Modern Japanese Fighters (She also would fit in with some Airliners as well!), though she is around 4 to 5 feet tall roughly in 1:72. (Which is close to the height range for Japanese women.) I did some fairly noticeable "Plastic Surgery" to the figure, and hand painted everything, from the wings on her chest, down to a button

	(that looks like it's about to fly off!) And even her red nail polish! (And I used an actual photo for referance...) The uniform is an approximation of a JSDF Women's Summer Dress uniform variant.



Name:

Glen Cheal via D.J. “Rowdy” Yates

Time To Build:

Kit & Scale:

Imperial Cargo Shuttle
1:100th scale (est)

Aftermarket Items:

Paints Used:

This was an Imperial Cargo Shuttle that flew all the way from England! It was built and painted by a friend of mine Mr. Glen Cheal in the UK. Glen is a British Law Enforcement Officer, Father, Modeller, and Wargamer! He has built a ton of ships, and vehicles ALL entirely of Wood! (Some you would swear were Plastic Kits!) I told him I'd share his work with the guys in my club here in the States, so here it is!

A Flight in a B-24

Since this is a 'significant' birthday year for me, I decided as a present to myself, I'd cross another item off my "bucket list" and take a flight in the Collings Foundation B-24J Liberator "Witchcraft". The B-24 has always been my favorite WWII heavy bomber. One of the early kits I built as a kid was the old Revell 1/96th 'Pacific Raiders' B-24J and I have fond memories of building several of the classic 1/72 Revell B-24D's. I'd been trying for several years to take a flight in the B-24, but something always came up. This year, I was determined to make it happen.

"Witchcraft" is one of only 2 flying B-24's (of a total of over 19,000 produced!) (the other is the CAF's "Diamond L'il", although 'L'il' is actually an LB-30, and was used mostly as a freighter), making it quite a rare aircraft.
Unlike "Diamond L'il", "Witchcraft" represents a combat variant of the B-24, and has been meticulously restored by the Foundation to a combat configuration.
"Witchcraft" is a B-24J-85-CF, s/n 44-44052, produced at the Consolidated Fort Worth facility (which currently produces F-35's). Like most of the 13 remaining complete B-24's, 44052 owes its existence to the Indian Air Force, which operated B-24's as maritime patrol aircraft until 1968. 44052 was delivered to the USAAF in 1944, who transferred it to the RAF under the Lend-Lease program. It became KH191 with 8 Squadron at Jessore and Minneriya India.

TE191 in India

At the end of the war, the RAF and RAAF wished to continue operating the Liberator, but the under the conditions of Lend-Lease, they would either have to pay for the aircraft or render them unusable. TE191 was ferried to Chakeri, India in April 1946 for de-militarization. Contract crews began the de-mil by removing key components, driving trucks and bulldozers into structural components and pouring sand into engines. But, with the war over, the destruction was somewhat half-hearted.

During the partitioning of India and Pakistan 1in 1947, the IAF found a need for bombers in clashes with Pakistani forces. Initially, C-47's were utilized as makeshift forces, but IAF officers noted the large number of abandoned B-24's and created a plan to attempt to make some of them airworthy. This was a monumental undertaking, and the IAF called upon Hindustan Aircraft Limited (HAL) to overhaul. Selecting the least damaged aircraft and cannibalizing parts from the others, HAL managed to ferry a number of B-24's to their facility in Bangalore, where they were overhauled. The IAF eventually operated 32 B-24's (and 2 C-87's, transports converted from the B-24) in 2 bomber squadrons (the C-87's were used for reconnaissance, as they were faster than the B-24's). When the IAF's bomber squadrons re-equipped with Canberras in 1957, the B-24's were retained and maritime patrol aircraft, a role they performed until 1968, when they were replaced by Ilyushin Il-38's.

The history of 44052 with the IAF is unknown. It was assigned the unusual serial number of T-18, different than the normal serial number of 2 letters and 3 numbers assigned to IAF B-24's. This has led to speculation that T-18 was used as a ground instructional airframe and not an operational aircraft.

T-18 was purchased by Warbirds of Great Britain in March of 1981, and transported to England in another rare aircraft, a Shorts Belfast. The Collings Foundation purchased the aircraft in 1984, and it was transported to Massachusetts by sea. It was originally intended to restore the aircraft as a static display, but due to intense interest, the decision was made to restore it as a flying museum piece. After a five-year, $1.3M restoration (with assistance from General Dynamics, the successor to Consolidated and Pratt and Whitney) the aircraft flew in September of 1989. So, ironically, an aircraft that was likely a ground instructional trainer is now the only flying B-24J.

44052 has worn a number of markings since restoration. For a time, it was painted as the famous "Dragon and His Tail", with the spectacular dragon artwork on the right fuselage, but since 2005, it has worn the markings of "Witchcraft". "Witchcraft" was a famous B-24H of the 467th Bomb Group, notable for completing 130 combat missions with no deaths or injuries to its aircrew!

The Collings Foundation is a small non-profit organization dedicated to the preservation of transportation history. They take a number of WWII aircraft on the yearly "Wings of Freedom" tour around the United States. At each stop, the offer the public the opportunity to tour and even fly in these historic aircraft. This year, the tour consists of B-17G "Nine-o-nine", B-24J "Witchcraft", TB-25J "Tondelayo", TF-51D "Toulouse Nuts" and TP-40N "Jaws".

You can see the tour schedule and book a flight on the Collings Foundation website. Generally, the aircraft are at each city for 4 days. The large aircraft usually perform 3 flights per day, one in the morning and 2 in the evening, although they may add more evening flights if there is demand. During the day, they are open for tours for a small donation. The fighters are available for flights all day. The flights are not cheap (the fighters are VERY expensive), but as Collings is a non-profit, the cost is tax-deductable (you receive a certificate) and all the money goes to maintaining the aircraft.

I initially booked a flight at the Bakersfield stop, but Collings called me the afternoon before to cancel, as they did not have enough people book the flight (the B-17 and B-24 require a minimum of 6 passengers to fly). They offered me a spot on that evening's flight, but I couldn't make it to Bakersfield in time. Fortunately, the aircraft were going to be in the LA Basin in the following weeks, so I was able to book another flight from Torrance Zamperini Field. This was especially appropriate, as Olympic athlete and WWII POW George Zamperini was a B-24 crewman. If you have not seen the movie "Unbroken", the story of his life, I highly recommend it.

Flights are 30 minutes in length. Fifteen minutes prior to the flight, you are given a safety briefing by one of the B-24 crew. They warn you that this is not an airliner, and there are many exposed moving parts and sharp edges in the interior. They also warn not to step or put any weight on the bomb doors or nose landing gear doors, as they will not support you! They tell you that everything in the aircraft is functional, except the machine guns, so you have to make your own machine gun noises.

You enter the B-24 through the bomb bay. You have to duck down pretty low to get under the open bomb bay doors. The B-24 bomb doors are interesting in that they roll up the sides of the fuselage, like the top of and old roll-top desk. This was supposedly a drag-reduction feature.

Inside the bomb bay, you go to either the forward or aft compartments. I was fortunate enough to get the radio operators seat, directly behind the cockpit for takeoff and landing.

You are required to be seated and strapped in for takeoff and landing, but once the gear is up, you are free to wander about the entire aircraft.
The aircraft is beautifully restored to combat configurations, with a full complement of turrets and guns, oxygen tanks, ammunition tracks (which actually function), a Norden bombsight and even some dummy bombs. There are a couple concessions to modern operations, like a Garmin GPS in the pilot's instrument panel.
To get to bombardier and navigator's compartment, you must crawl through the nose gear well, past the rapidly spinning nose wheel! They warn you about this during the safety briefing, telling you that whether the wheel is spinning slow or fast, do not touch it, or you will loose your fingers!

The vicious nose wheel…

Norden bombsight. Ssssh, secret….

From the forward fuselage to the aft, you must negotiate a narrow catwalk through the bomb bay. The catwalk is only 9 inches wide, so if you are, ahem, a 'widebody', don't even try…

The bomb bay (not Mumbai)

Sperry ball turret

Aft of the bomb bay is the Sperry ball turret. You can see down to the ground around the sides of the turret. Behind the turret are a number of oxygen tanks and the waist gun positions, which are open for the flight. Behind the waist guns are the toilet and the rear turret. The rear turret is open and you can actually sit in it in flight.

View from the waist. My, what a big tail you have…

Crapper's on the right. Bring your reading material

Bandits at 6 o'clock!

#2 engine from the flight engineer's station

Pilots doing pilot stuff…

Some of you may remember I took a flight in the Liberty Foundation's B-17F "The Movie Memphis Belle", and a comparison to the B-24 is interesting.
Because of the tricycle landing gear, the nose compartments of the B-24 are much more cramped than the B-17, especially the bombardier and navigator's compartment, which in the B-24 is quite small (it also houses the nose turret. Conversely, the B-24 bomb bay is much larger (the B-24 carried a larger bomb load), and the aft fuselage is much more spacious.
Both aircraft are loud, but not oppressively so (not like a P-51 or T-28), as the turbochargers muffle much of the exhaust noise. In the waist positions of the B-24, there is an impressive exhaust bark from the engines though, due to the high wing placement. The B-24, with its 14 cylinder radials, has quite a different sound than the B-17. It sounds quite a lot like a DC-3 (which uses the same engines).

Pratt R-1830-43

Main gear

I was not overly impressed by the performance, the climb rate seemed pretty leisurely, but I'm sure the crew is trying to take it easy on the engines. They do use the turbos for takeoff (there are large wastegate control levers on the console), but I didn't see what manifold pressure setting they were using.
My overall impression was very much the same as the B-17, an that is what brave young men crewed the bombers, riding for 8 to 10 hours in a cold, loud, drafty machine with only 0.030 inches of aluminum between you and the flak and bullets. The Greatest Generation indeed!
If you get the opportunity to fly in one of these great old bombers, take it! You won't regret it.

Calendar

7/14/2019	Kit Collector's Expo and Sale	Garden Grove Community Center 11300 Stanford Ave. Garden Grove, CA
8/7-10/2019	IPMS USA Nationals	Chattanooga Convention Center Chattanooga, TN
9/7/2019	IPMS Reno 20th Anniversary Contest	Desert Heights Elementary School 13948 Mt Bismark, Reno, NV
9/7/2019	REDCON 2018	Orleans Hotel and Casino 4500 W. Tropicana, Las Vegas, NV
10/12/2019	Orangecon 2019	Hotel Fullerton Anaheim 1500 South Raymond Ave., Fullerton, CA
.10/26/2019	Desert Classic XXIII	Antelope Valley College Cafeteria 3041 W Ave. K, Lancaster, CA
11/17/2019	Kit Collector's Expo and Sale	Garden Grove Community Center 11300 Stanford Ave. Garden Grove, CA