

**IPMS FAME CITIES  
NEWSLETTER**

**AKRON/CANTON, OHIO**

**VOLUME 2, NUMBER 6**

**JULY, 2006**



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Next meeting July 19

Green Public Library

Despite the absence of President Al Imler due to other obligations, June's meeting was a smashing success. Larry Davis' twin contest brought out a lot of models - 23 by my count - as well as two works in progress. The quality of the models on display was up to Fame Cities' usual standards, as the following pages will attest. For the first time in the history of this newsletter it took two full pages to cover all the models, which is very gratifying, to say the least. Let's keep it up!

Vice-President Ed Kinney ran the short business meeting. The most pressing matter discussed was the fact that our dates with the library are exhausted and as of June 21 we had not arranged dates for the balance of the year, nor had we arranged an alternate location. This situation has been addressed, and we now have library dates set for the balance of 2006. The possibility of a new meeting venue is very real, though, so stay tuned.

Inside this month's Scale Scribblings is the first installment of my new column 'Sweating the Details', the first of what I hope will be a collection of articles by club members with special knowledge or expertise.



First Place in the 'US Aircraft in Foreign Colors' went to Ed Kinney, awarded by contest sponsor Larry Davis.



Larry congratulates JR Bruegger for his First Place finish in 'Cars of the Sixties'.



A great turnout of models for June's contests!

As noted above, June's twin contest had the tables full with models. In the 'US Aircraft in Foreign Colors' portion, Ed Kinney took First with his 1/32 scale Curtiss Hawk 75 in French markings. Second went to Bob Ulrich's 1/48 F-104S in Italian markings. First Place in the 'Cars of the Sixties' contest was taken by JR Bruegger's 1969 Olds 4-4-2, with Second Place going to Doc Scarponi's Corvette (see page two for Doc's interesting choice of colors for his 'Vette').

# Scale Scribblings

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## June's Models



Ed Kinney's First Place Hawk 75 conversion in 1/32 scale.

J.R. Bruegger took First Place in the 'Cars of the Sixties' contest with this '69 Olds 4-4-2.



Doc Scarponi won Second in the car portion with this Corvette he finished in 'Cheating Slut Purple' - not a factory color option.



Second Place in The aircraft contest went to Bob Ulrich's 1/48 F-104S



The US Aircraft in Foreign Colors contest was made to order for Steve Reisch, who brought these seven entries. (Top) An El Salvadoran T-33, an Iranian F-14, and an F-86 the provenance of which I missed. In the middle row, a Nationalist Chinese F-104G, a T-6, and Turbo Mentor. At the right is Steve's RAF F-4 Phantom.



# Scale Scribblings

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Norwegian F-104G by Jerry Royer



An F-4J by Bob Ulrich (not a contest entry)



Rick Slagle's M151 Mutt in IDF livery.



(Left) A 1/48 Avenger; (Middle) A 1/48 Me-109; (Right) two 1/72 birds, an Me-109 and an FW-190  
All by Mark Smith



Jim Bates brought two models (!! ) - a P-51 and a P-47



John Shimek's amazing 1/72 M48 Patton - a detailed build article on this model is coming in a future newsletter.



Treasurer Joe Staudt's '65 Mopar



Larry MacMillan had this T-28 in VNAF markings

## Works in Progress



Rick Green's 1/72 P-47D



A Dassault Rafale by Dennis Ankeny



A Schnellboot by Mike Meredith

**SWEATING THE DETAILS**

By Bob Ulrich

As most who know me are aware, I love detail. I am always on the look out for detailing techniques, materials, and references. This new column, which will appear from time to time but not in each newsletter, is a way to share some of my accumulated knowledge. In this initial offering I will be discussing a neat detailing product that I just came across.



One common problem super detailers encounter is simulating small cables, wires, hoses and tubing. This tends to cut across most genres of model building, but probably presents itself most often in aviation and car modeling. In both cases wiring and fluid lines are readily visible on the actual vehicles, especially when hoods or access panels are open, or when looking into aircraft landing gear wells. The various hydraulic actuators that operate landing gear and doors are often quite prominent, and so are the hoses that get fluid into and out of them. Car modelers have products available from companies like Detail Master, and these products also have applications in other types of modeling. This automotive detailing wire is typically a thin metal core covered with a plastic insulation type material. The wire is available in various colors and diameters, aimed specifically at the scales and needs of car models, but applicable in other scales and models as well.

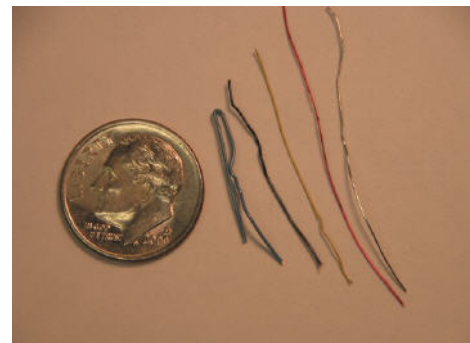
The downside of this type of wire is the fragile nature of the plastic outer covering. Bending and manipulating the wire to get it into place usually involves using fine tipped tweezers which can very easily damage the soft plastic, and sometimes completely strip in spots. This specialized wire is also not inexpensive.

An alternative is to use ordinary copper wire and paint it to suit. There are numerous sources for this wire, old lamp cords and old electronic devices being two common ones. I have a large collection of such wire assembled from those sources. Copper wire is very flexible, but also strong enough to hold it's shape. The real problem (at least for me) is in the painting. If you paint it before installing it you will almost certainly ruin the paint while positioning the wire. Painting tiny wires after they have been installed, usually in cramped locations, is no picnic. It can be nearly impossible to avoid getting paint on things you don't want it on, which leads to touchups, repaints, more touchups.....

I recently saw a reference on one of the modeling web forums to a California company called SoftFlex, and a look at their website got me very interested. SoftFlex deals in jewelry supplies, so much of their product line is of no use to us. But among their products is a line of beading wire called 'Artistic Wire'. Beading wire is most useful stuff. It needs to be very flexible yet strong, and beaders need it in a wide variety of sizes. Typically it comes in all sizes from 20 ga. (big) to 34 ga. (hair thin). Most craft stores (and even Wal-Mart) carry it, but in a limited range of sizes and only in natural copper, tinned copper (which is silver), and sometimes in gold. The silver is obviously useful, and I have used it often to simulate unpainted steel tubing in aircraft plumbing systems. SoftFlex Artistic Wire is different in that it comes in a wide variety of colors, and sizes. Colors include black, primary colors like red, yellow, blue, and green, various browns and tans, and some less useful colors like lavender. I will resist the urge to make the obvious joke here. The coloring is achieved by a special process which results in a tough but flexible coating, and since the base wire is copper, flexibility is a given. The smaller gauges can actually be tied in knots without cracking the coating.

My initial impressions of this product are very favorable. The color coating has stood up to intentional abuse inflicted to see how tough it is, much greater than any abuse it might see in normal modeling use. The wire cuts easily, bends easily, and holds it's shape. Note in the photo with this article how tightly bent the wire can be without damage to the color coating.

SoftFlex Company's website is [www.softflexcompany.com](http://www.softflexcompany.com). They offer secure on-line ordering and fast service. On the website homepage find the "Shop For" pulldown in the upper left corner and click on "Soft-Flex Wire".





A final note on prices. The per spool price varies with gauge size, smaller gauges being more expensive. The prices may seem steep, but the spools in these smaller sizes contain 100 to 125 yards of wire! Yes, you read that right. Two or three people could split the cost of a spool and still have enough wire for many projects. SoftFlex also offers a 25% discount on orders of twelve spools or more, and in my experience the service has been exceptional.



## Air Force Announces Name For F-35 Joint Strike Fighter

On July 7, 2006 the US Air Force officially announced that the F-35 Joint Strike Fighter would be named the Lightning II, after the legendary P-38 Lightning of World War II. The photos of the naming ceremony you see here are courtesy of the Air Force website ([www.af.mil](http://www.af.mil)). You can spend hours looking at this site.



The F-35 Lightning II will ultimately replace the F-16, the A-10, the F-18 and the Harrier in service with the USAF, US Navy, USMC and the RAF. It is a 5th generation stealth aircraft, with supersonic speed and highly advanced avionics. A vertical take-off version will serve the USMC and British forces.

OK Hasegawa, let's get with it!

