

*IPMS FAME CITIES  
NEWSLETTER*

*AKRON/CANTON, OHIO*

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*MAY, 2007*

# Scale Scribblings

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## May News

This issue of Scale Scribblings is another large one, thanks to the great number of models brought into the April meeting for the Made In Japan contest. Bill Weckel's contest was a success beyond his hopes, as the photographic coverage inside shows. We almost ran out of space! Congratulations to winners Ed Kinney, Mark Smith, Andy Miday and Jack Norton.

IPMS Fame Cities has been nominated for Chapter of the Year. This would be a great achievement for us, and we will keep you advised.

Next meeting May 16

Green Public Library

**INSIDE**

Model and Contest Coverage

Hasegawa 1/32 P47D

F-100 Details Part two

## Next Club Contest

Mustangs and Thunderbolts

June

Sponsored by Larry Davis

Mike Meredith, Ed Kinney, Larry Davis, and Bob Ulrich met with the folks at MAPS to discuss the possibility of a Fame Cities hosted contest at the MAPS facility. The meeting was encouraging, in that MAPS has made some real improvements to their facilities since we stopped meeting there. After touring the museum and hangers, a contest looked quite feasible. However, time is too tight to organize a contest in 2007, especially since the Fall contest season is already crowded. The idea of a contest in 2008 is alive and well, and the club will continue to communicate with MAPS officials.

Congratulations to Larry Davis, who retired in April after 38 years as a Canton City firefighter. Larry plans to devote his extra time to continuing his writing and research efforts on aviation and racing history. Oh, and perhaps he'll build a model or two....

MADE IN **JAPAN**



Ed Kinney's First Place Rufe



For more on this weird group see Page 6.

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## April Models



Andy Miday's winning KI-84 Frank



Honorable Mention Zero by Jack Norton



What Made In Japan contest would be complete without Godzilla?

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## MADE IN JAPAN



Hinomarus galore!



Sponsor Bill Weckel displays the prizes.

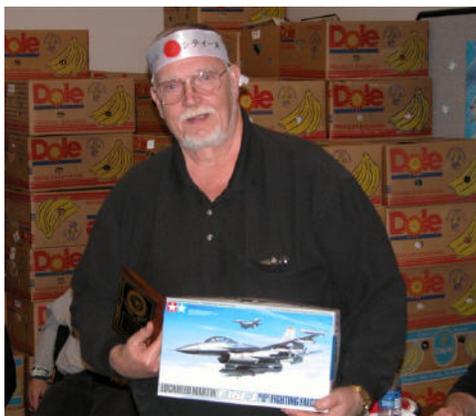


Bill contemplates what he wrought.

Kudos to all who brought a model for this contest or for display. We asked for a lot of participation, and you guys came through. This set a high water mark for the sheer number of models on the tables at one of our monthly meetings. Many thanks to Bill Weckel for his efforts organizing the contest and involving HobbyLink Japan to present a great selection of prizes. To all the winners, congratulations on a job well done. Now its on to June and Larry Davis' Mustangs and Thunderbolts contest.



Judging in progress.



Ed Kinney



Andy Miday

### The Winners



Mark Smith



Jack Norton

# *Seate Scriblings*

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## Department of Strange Phenomena



This photograph is impossible to caption.



The samurai invasion begins.



Samurai warriors attempt to intimidate their foes.



Two masterminds of the Yellow Peril.



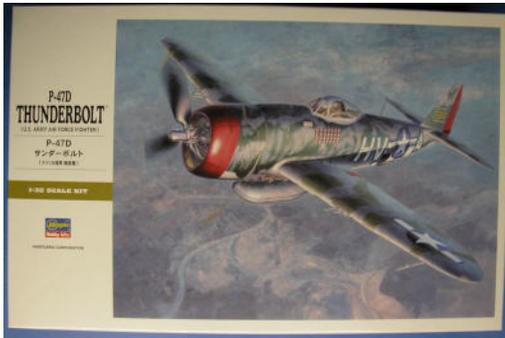
They've taken over!



The little known kamikaze ceremonial ball cap.

## First Look

### Hasegawa P-47D 1/32 Scale



Modelers have yearned for years for a new tool P-47 in 1/32 scale, so when Hasegawa announced this kit the wait began for its release. After tearing off the shrink wrap and fondling the contents of the impressively sized box, most will agree that the wait was worth it.

The box contains, by my count, 174 parts in Hasegawa's usual gray styrene, 13 clear parts, and two sprues of poly caps. The parts display crisp and beautiful surface details, with mostly recessed panel lines except where small panels were raised on the actual ship. Rivet and fastener detail is well executed and not overdone.

Hasegawa's 1/48 scale Jugs have a well earned reputation for fit problems, especially the fore and aft joints where the one piece lower wing mates to the fuselage. When Tamiya released their quarter scale P-47 they opted to provide separate left and right wings, with a spar assembly that supports the wings, sets dihedral and virtually eliminates fit issues. Hasegawa has wisely ditched their design and adopted the Tamiya approach. The result is a wing to fuselage assembly that looks to require only glue for an acceptable joint. Other Tamiya influences can be seen in the design of the droppable flaps, and the provision of insert panels on the lower wings to accommodate the dive flaps and relocated landing light of the later block number birds. Both sets of inserts are included in the kit, as well as the vertical fin extension, meaning that the basics are there for any bubbletop through the Block 40. The addition of a different engine reduction gear casing and perhaps a prop will create a P-47M – expect Hasegawa to release one down the road.



Detail abounds in this kit. Cockpit detail is fairly well executed, with a beautiful instrument panel, and separately molded throttle, trim wheel, hand pump, tail wheel lock, and headrest seat frame. Sidewall detail is reasonably good, but there is room for the super detailer and the resin boys. The seat is OK, albeit a little thick on the sides. A few minutes with a sanding stick should fix that. The oxygen hose attached to starboard sidewall is missing in action, though. An oxygen mask with hose is provided for the pilot figure. Another quibble is that Hasegawa chose to include only the late block smooth floor for the cockpit and not the earlier corrugated style. This means that two of the three markings schemes included are not right for the model as boxed. This can be rectified with some plastic strip to simulate the corrugations, or you could wait for the inevitable aftermarket correction. A nice touch is the separate molding for the area under the canopy on the fuselage top, which is detailed down to the chain which operated the canopy. Speaking of which, the clear parts are of typical Hasegawa quality, thin and crystal clear. Both a one piece and two piece canopy are provided. Both the early and late style gunsights are also included.



The landing gear wells are deep, and molded in three pieces each, allowing accurate detail to be provided on all interior surfaces. The struts are nicely done and feature separate retraction rods, scissors links and door closers. The doors themselves are molded in separate inner and outer halves, eliminating ejector pin marks on visible surfaces. Wheels and tires are separately molded, and the two piece tires are styrene and thankfully not vinyl. Both the smooth and spoked rims are included. The tailwheel features a separate strut and tire with integral door closers and the canvas dust cover often seen on P-47s.

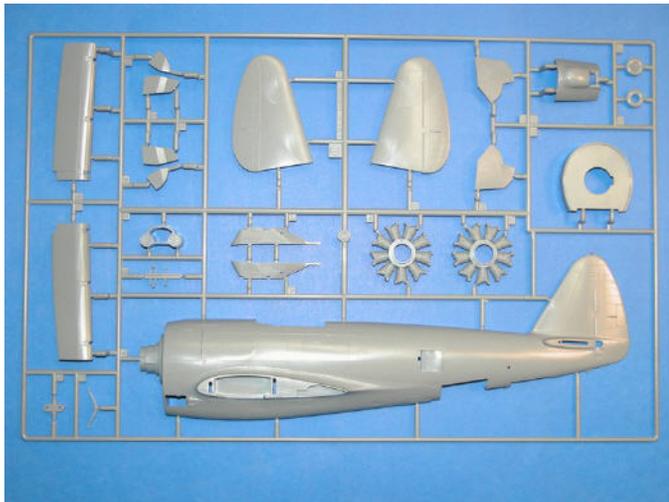
The engine consists of separate front and rear banks with superb detail molded on the fronts, but no detail on the backs. Pushrods, magnetos and the reduction gear casing are separate parts. In another example of type confusion, the magnetos are of the later type, not the flatter versions found on early aircraft. The engine cowling is split into four pieces, breaking down exactly as the real cowling did. These parts appear to fit perfectly, however, and an inner engine support ring is included, which should strengthen the assembly. Both open and closed cowl flaps are provided. Two propellers are included, both the Curtiss and Hamilton-Standard symmetrical paddle blade units. No early style prop is present, nor is the Curtiss asymmetrical prop. The vents and exhaust behind the cowling are nicely done and open, but no interior detail is present. The vents on the rear fuselage sides may be modeled either open or closed.

Stores include the flat type metal drop tank, two P-38 style metal tanks, and 500 pound bombs. The pylons are nicely detailed with petite sway braces. I was disappointed, though, that neither the popular paper drop tanks nor bazooka tubes were included.

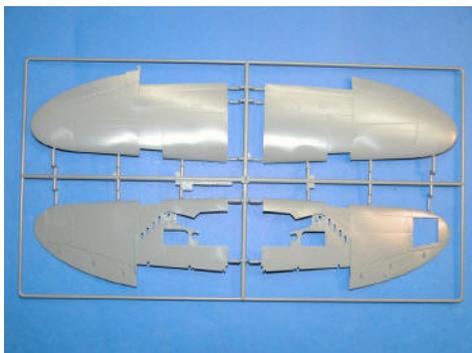
A quick dry fit assembly indicates no major (or even minor) fit problems. The shapes look very good compared to references, and dimensions also look good, although the wingspan may be a skosh long.

Markings are included for two of Francis Gabreski's 56<sup>th</sup> FG birds, and the bare metal aircraft briefly flown by Glenn Eagleston (none of kills marked on this plane were scored by it). With the staggering abundance of P-47 markings out there, I expect the decal folks to jump all over this kit. I can see Tarheel Hal now.....

Hasegawa has answered the prayers of Jug lovers world wide, instantly rendering all other 1/32 Thunderbolts obsolete and setting a high bar for Trumpeter's announced P-47 series.

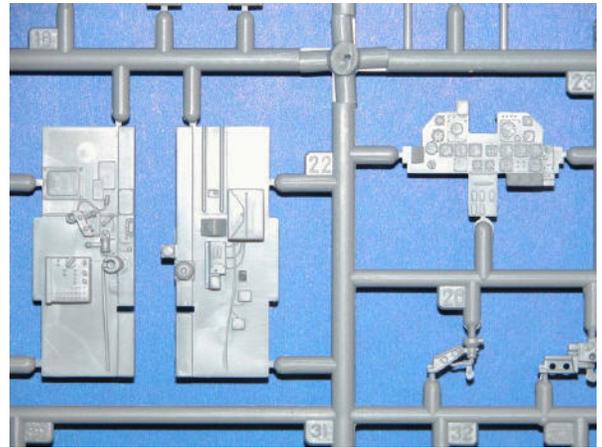
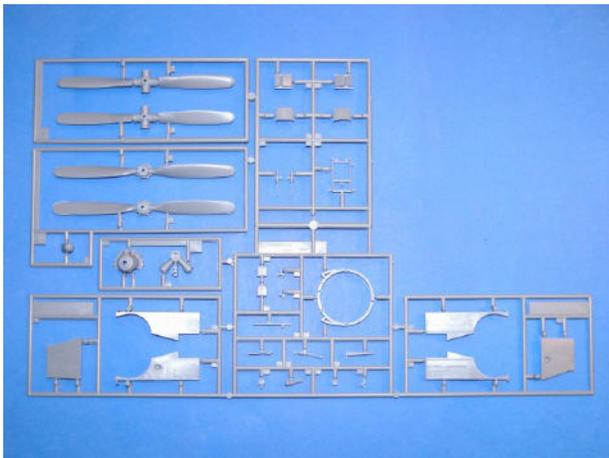
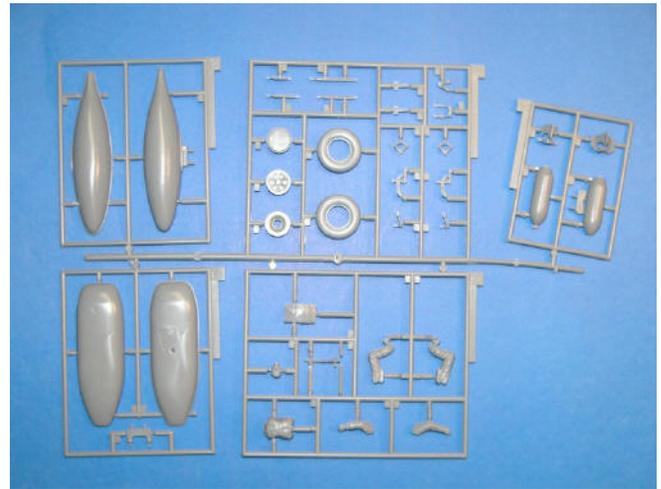
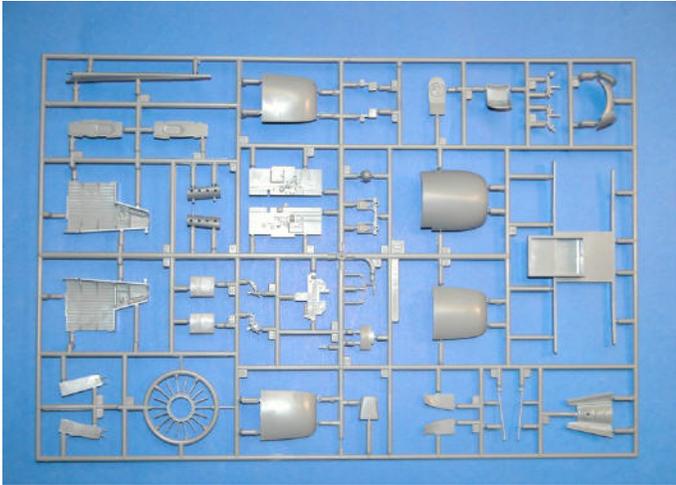


This kit is now in full distribution and readily available from the usual sources. MSRP is \$64.00, not really bad by 2007 standards considering what you are getting. Street price runs as low as \$45.00 from on line stores, which is really good and may put some price pressure on Trumpeter.

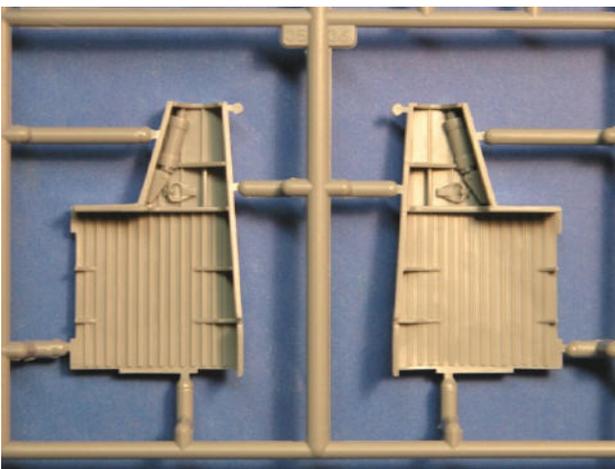
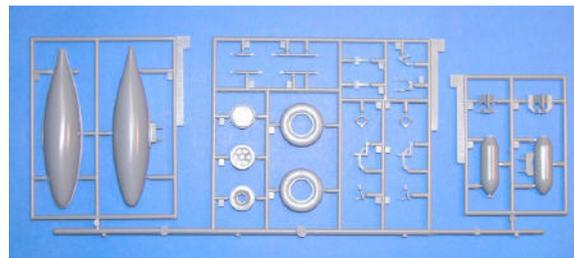


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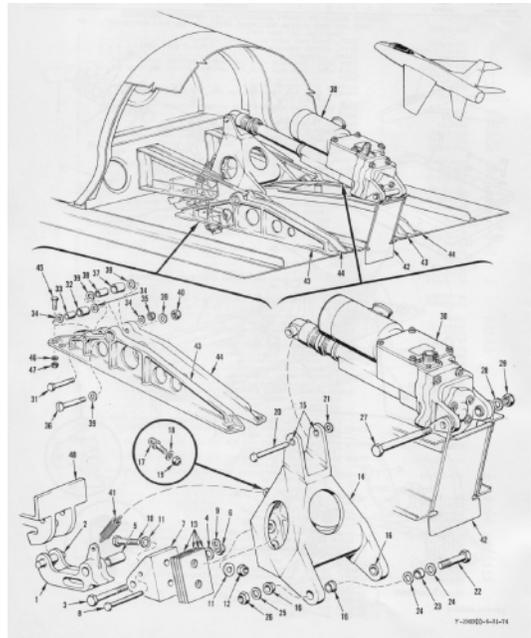
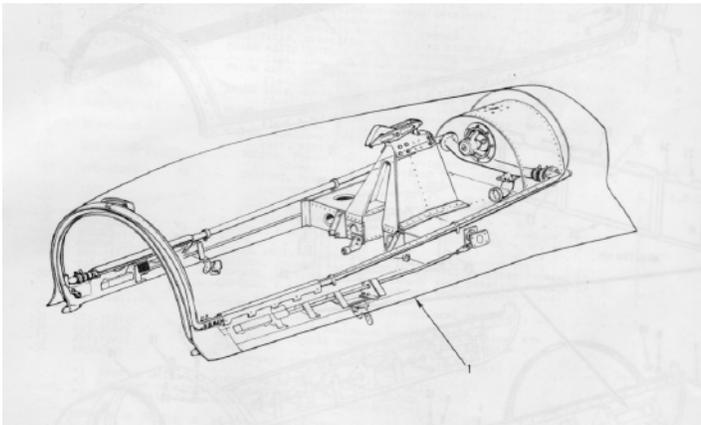
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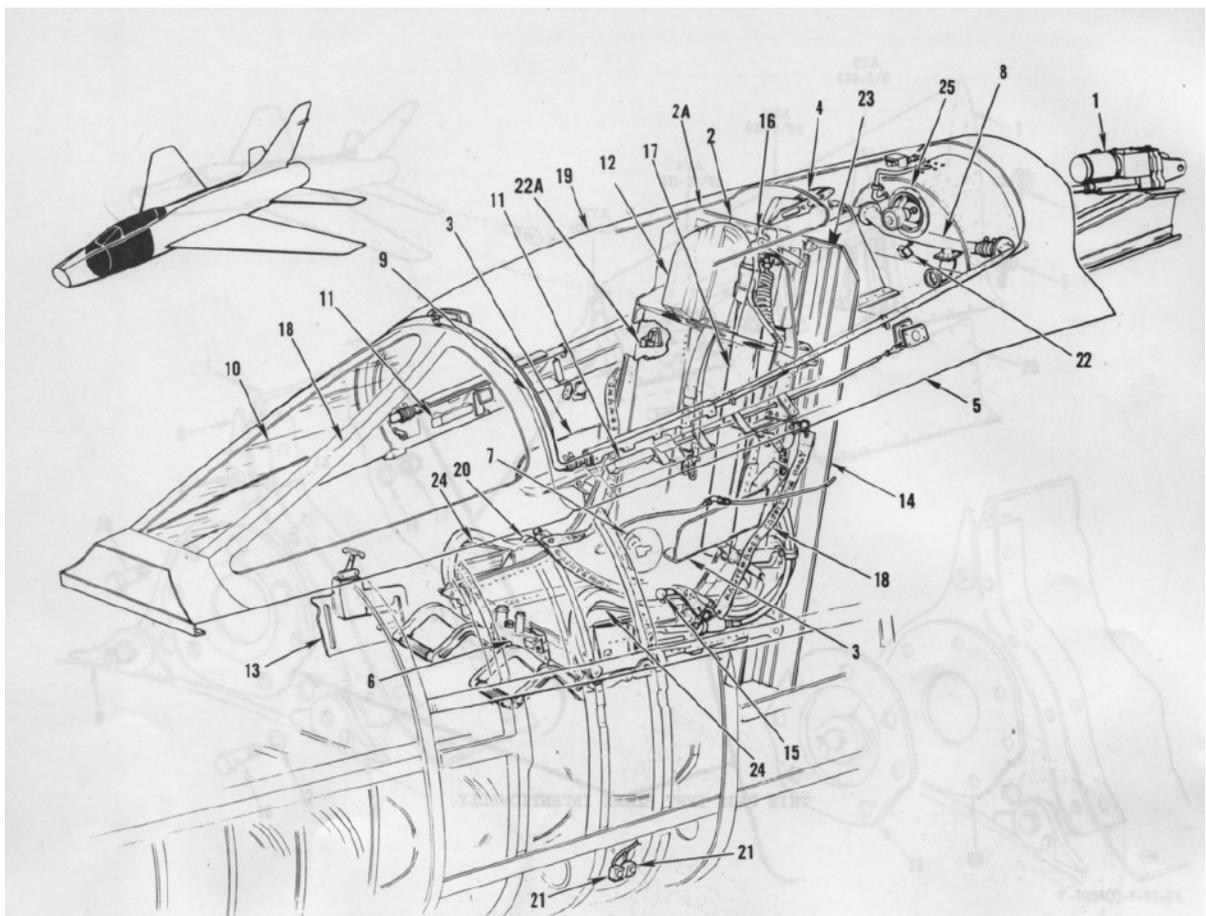
Sidewalls and instrument panel. Note the two styles of gunsight.

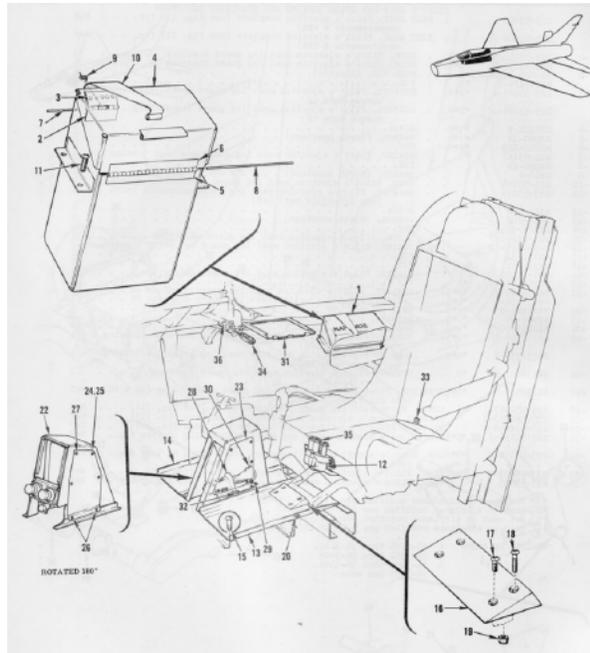


F-100 Super Sabre Part Two

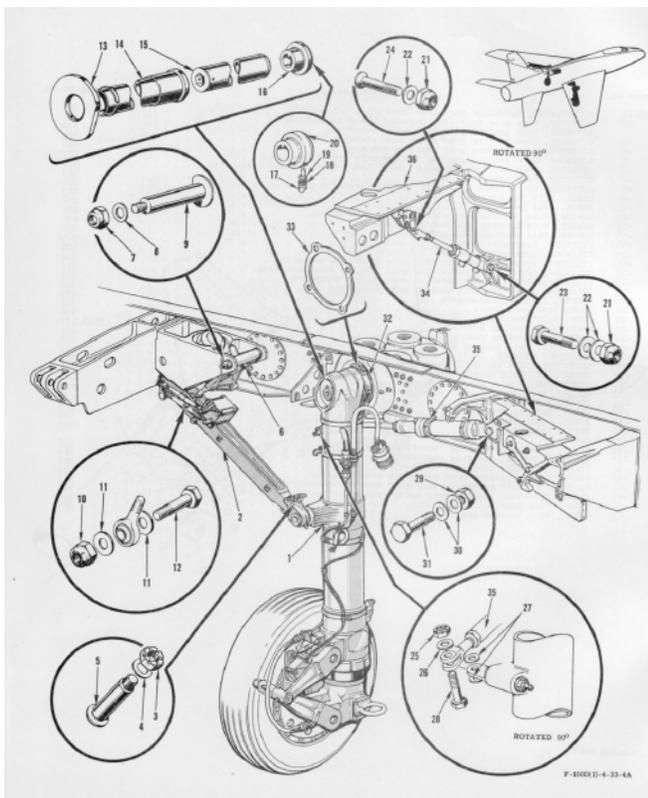
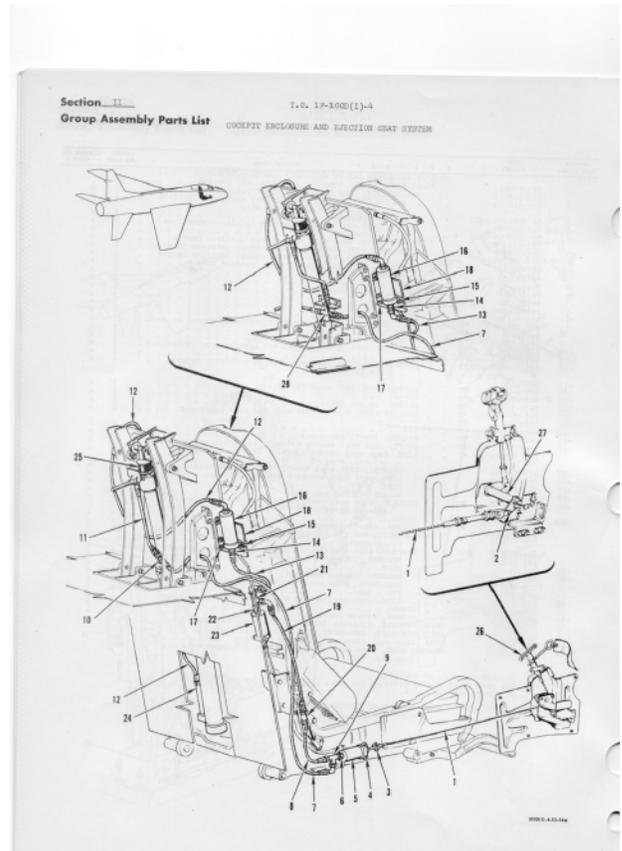


Details of the canopy area.

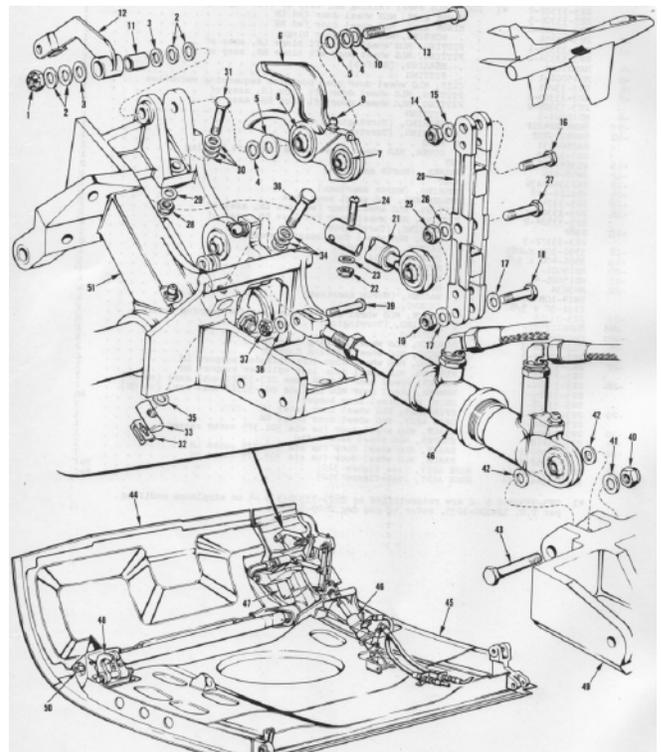


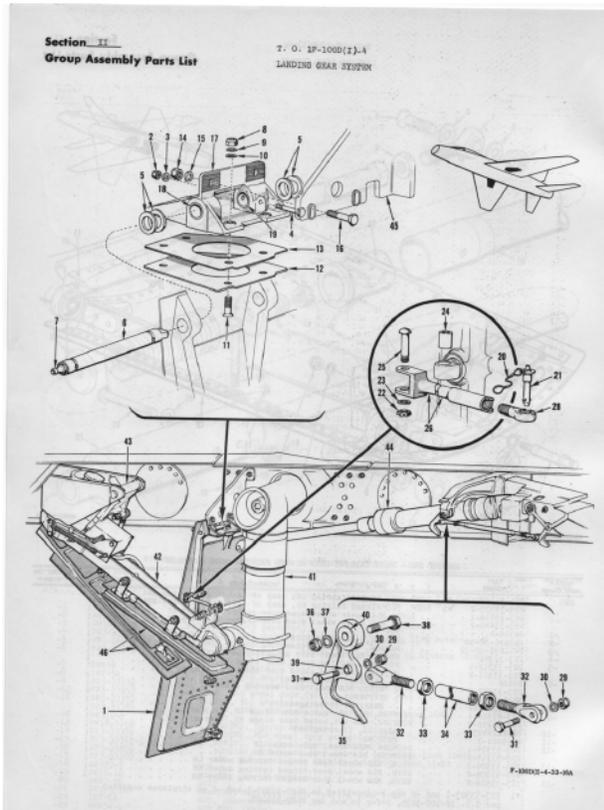


Seat and cockpit furnishings.

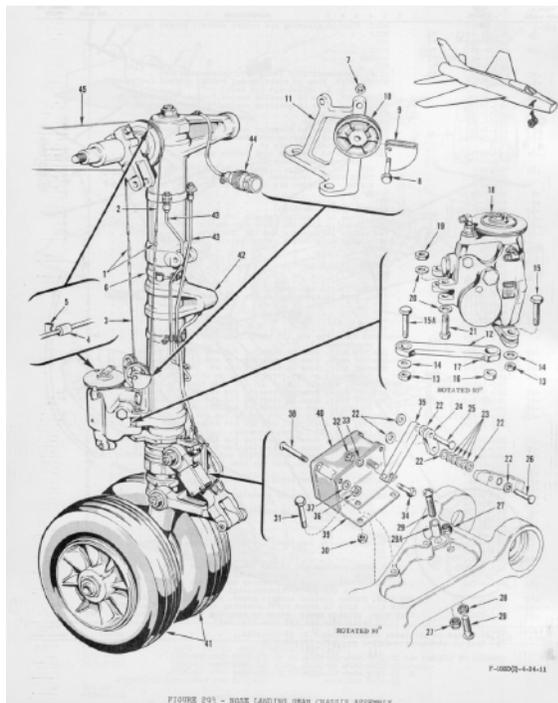
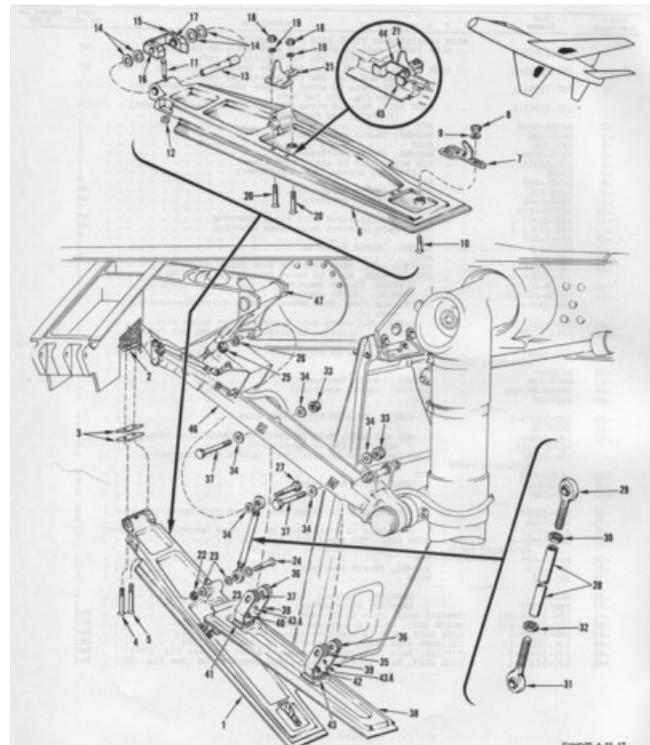


Main gear and door assemblies.

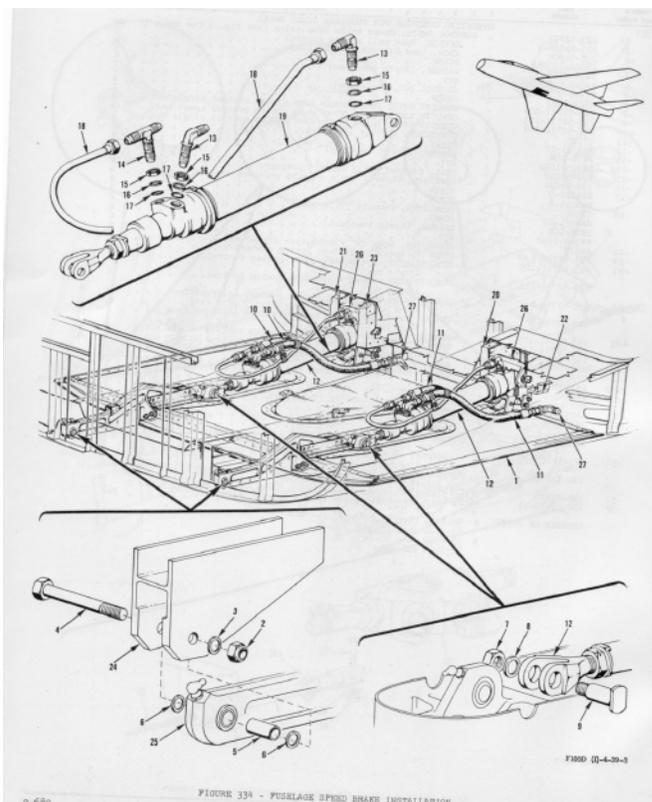




Main gear outer doors.



Nose landing gear.



Speed brake installation.