

*IPMS FAME CITIES  
NEWSLETTER*

*AKRON/CANTON, OHIO*

*VOLUME 4, NUMBER 1*

*JANUARY, 2008*

# Scale Scribblings

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## December News

Our annual Christmas bash was once again the feature of the December meeting, along with Ralph Nollan's Guard/Reserve contest. Both events were great successes, and everyone should have had enough to eat. I personally could have made a meal out of Steve Dottavio's con queso dip.....

The big news in club business was the cancellation of planning for an Invitational contest in 2008 or 2009. This decision was taken with regret, but it appeared indisputable to the executive board that the interest was just not there amongst our membership. A week before the regular meeting a special contest meeting was held, which had three attendees. Three. This solidified a decision that was already close to being made. The door is open to try again later, but not without major membership support and participation.

With the current executive wrapping up its year of service, the business schedule was otherwise light. The new executive board will assume office at the January meeting, and do not forget that your \$12.00 yearly dues are now, well, due.

January's meeting should be worth making an effort to attend, as it will be beginning for our new executive board and will start the process of setting a 2008 agenda. Club contests, demos and any other activities are open at this time. If you have ideas for these activities, or for any not listed, come to the meeting and let us know.

Scale Scribblings, along with all IPMS Fame Cities members, wishes to thank the 2007 Executive Board for their service, and extend a welcome to new President Dave Morrisette and his officers.

Next meeting January 21

Cutler Real Estate

## IN THIS ISSUE

December Models Page 2 and 3

December Contest Page 4

SVASM Swap Meet Page 5

Israeli F-16 Page 6 thru 9



December's Contest Winner

## IN MEMORIAM

The name Merle Olmsted will be familiar to many of you as the official historian of the 357th Fighter Group and author of several books. Merle passed away January 9, 2008.

# Scale Scriblings

January 2008 Vol 4, Number 1

## December Models



Larry Davis  
*Hobbycraft F-94B*

**First Place**



Andy Miday  
*Hasegawa F-104A*

**Second Place**



Dave Morrisette/Ed Kinney  
*Hobbycraft F-94B*

**Third Place**



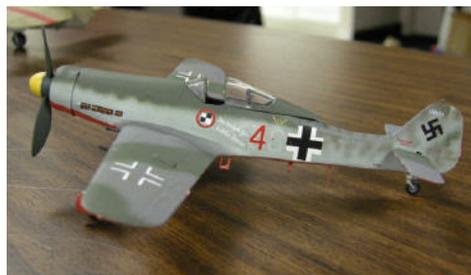
Dave Morrisette  
*Hasegawa A-7D*



Jerry Royer  
*Hasegawa A-7D*



Larry MacMillan  
*Revell A-10*



Al Hubert  
*Academy FW-190 D-11*

# *Scale Scribblings*

January 2008 Vol 4, Number 1



Dave Morrisette  
*Accurate Miniatures (Revell) Helldiver*



Rick Slagle  
*Academy Humvee*



Ralph Nollan  
*Matchbox Percival Provost*



Steve Reisch  
*Airfix Short Sunderland*



Steve Dottavio  
*Academy UH-60A*



Bob Ulrich  
*Hasegawa P-47D (1/32)*



# Scale Scribblings

January 2008 Vol 4, Number 1

## December Contest Results

National Guard and Reserves

2007's December contest was much better attended than last year's - Thanks to all who entered, and a special thanks to the contest sponsor Ralph Nollan



### First Place

Larry Davis took First with this 1/48 Hobbycraft F-94B, which includes parts kitbashed from several other kits, and a Alclad finish.



### Second Place

This nicely done 1/48 Hasegawa F-104A by Andy Miday took Second Place. Another Alclad finish with Victory Productions decals.



### Third Place

Dave Morrisette and Ed Kinney teamed up on this Kinetic 1/48 F-84F - apparently this kit so tough one man can't handle it! Alclad finish (is there a trend here?) with IPMS 1997 Nationals decals.



## 3<sup>rd</sup> ANNUAL FREE SWAP MEET

*The SHENANGO VALLEY AREA SCALE  
MODELER'S - IPMS*

**THE NORTH SHARON VOLUNTEER  
FIRE HALL**

469 Thornton Avenue Sharon, PA 16146

**January 19, 2008**

9:00 a.m. till 3:00 p.m.

Bring the stuff you no longer want or need...kits, vacs,  
resin, books, mags, & other fine esoteric debris

**We are allowing 2 table's at no cost to  
you...but only 2.**

Sorry, but we will be charging for refreshments...and

You must reserve your tables ahead of time!

Contact: Denny DeMartinis at:  
**chevykid7@verizon.net or 724-981-6093**

**Directions:** Driving Directions from I-80 are as follows...

***I-80 East Bound (From Ohio):*** You will need to take exit 4B - Formerly 1N (first interchange in PA) after crossing the Ohio line: **PA Rt. 18 North** to Hermitage.

***I-80 West Bound In (PA):*** You will take the *Last* exit in PA before crossing the Ohio line: **PA Rt. 18 North** to Hermitage.

Get on **PA 18 North**: From there you will pass Tam-O -Shanter Golf course (on Right) continue north approximately 2.6 miles, then...Make a sharp left turn at the McDonald's onto **US 62 South**...Go 3.1 miles and then bear Right onto **East Connely Boulevard (US 62 Business)**: Go .1 mile and turn Right onto **Sharpsville Avenue**, Go 1.3 Miles (Winner Steel is on your left)...Sharpsville Avenue makes a long bend to the right and becomes **Thornton**.

Go .1 mile more and the fire hall is on the left just past the baseball field.

**Remember this is free!!! free!!! free!!!**

## BUILDING AN ISRAELI F-16C

### Tamiya's 1/32 Scale Converted to an IAF Block 40

The basis for this build was the magnificent Tamiya 1/32 scale F-16CJ. I got this kit as soon as it was released, but didn't immediately start on it. I did from time to time open the box and fondle the sprues. When Isradecal released markings for the Israeli First Fighter Squadron, featuring their death's head insignia on the tail in camouflage brown, it was time to get to work.



The first issue that presents itself is that the kit represents an F-16CJ (Block 50) aircraft, while the latest Israeli jets are Block 40 birds (and not standard USAF Block 40's at that). Isracast, Isradecal's resin arm, came to the rescue with a comprehensive conversion set. Since the IAF Block 40's are powered by the same GE engine found in the kit the conversion is actually pretty easy. The biggest change is the extended lower tail fairing housing a drag chute. The rest consists primarily of bumps and bulges associated with the Israeli ECM systems. All these details are provided in the conversion set. My two major references for the build were the superb Daco F-16 book (for general detailing) and the Isradecals Publications book (for Israeli specific details). The latter book is almost indispensable for the IAF modeler. Armed with all this

Despite the availability of resin I chose to use the kit offering. The instrument panel is nicely done, but the still contains were given short shrift feature no raised detail for provided either (Tamiya corrected Thunderbirds boxing). I save every kit instrument panel decal I can, and have a collection of instruments from Mike Grant and others. I dipped into this collection, punching out the needed dial faces and covering them with punched discs of clear acetate. The consoles simply needed painting. F-16 sidewalls are fairly simple, and only minor small details were added. Note that Israeli F-16's, like many USAF birds, have black painted sidewalls for use with night vision goggles. The big job was adding the canopy seal lock to the forward port cockpit sill. This is the oddly shaped yellow gizmo that jumps out at you in any Falcon cockpit photo, and its absence is mystifying considering that Tamiya left no other stone unturned in its detailing. This item was fabricated from bits of styrene strip and rod following photos in the Daco book. It was left off until final assembly.



cockpits from several suppliers I Tamiya really did an outstanding additions can greatly enhance the panel is nicely done, but the still contains were given short shrift feature no raised detail for provided either (Tamiya corrected Thunderbirds boxing). I save every



The kit seat was also used, but I varied from box stock for the harness straps. Tamiya provides photoetch hardware (two sets, in fact - F-16D, anyone?), but the strap material is printed on what amounts to masking tape. Not liking the look of this I substituted straps fashioned from lead foil. Other additions included an oxygen hose and wiring leads on the starboard side and the G-suit hose on the port side. The final additions were a few added details to the canopy actuator mechanism and some of the associated wiring.

# Scale Scriblings

January 2008 Vol 4, Number 1



The cockpit sans canopy from the right. Note the yellow canopy seal lock.



A left front quarter shot showing the homemade oxygen hose .



From above - the canopy actuator wiring is shown to good effect here.



Port side with canopy installed.

The most difficult part of the airframe conversion is adding the extended drag chute housing (and its not that hard). Isracast's part is flawlessly cast and only requires that the kit be cut on a panel line and the new part glued in place.

Given that I can screw up even something this simple I took great care with this and all came out well. The other airframe mods are shown in the photos included here, and if you can use glue you can handle this part of the build easily. A note, however: check your references carefully for the particular aircraft and time frame.

The IAF F-16's were modified in Israel with the addition of four box-like ECM fairings arrayed about the rear fuselage just forward of the afterburner. During a periodic upgrade the box fairings were removed and the locations were patched with scab plates. Isracast's conversion set provides both the boxes and the patches. My bird had the patch plates, but the resin castings did not seem to match the fuselage curve well. Rather than fiddle with them I fabricated my own from styrene sheet.



IAF nose antennas are much larger than the US versions.



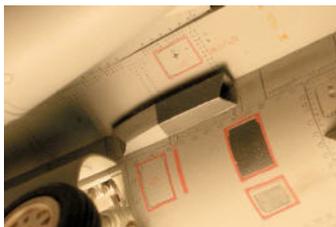
The homemade scab plates. The base plate is .005 sheet and the top plate is .015 stock.

# Scale Scribblings

January 2008 Vol 4, Number 1



Lower intake antenna fairing. Note that this antenna is offset to port.

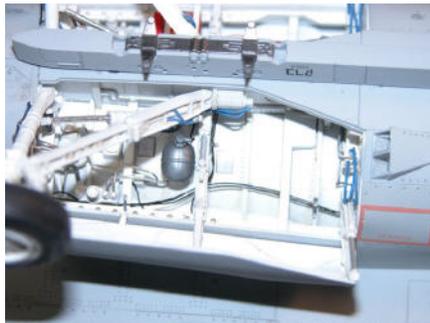


Israeli specific heat exchanger fairing located on the port side aft of the main gear well. I screwed up the white balance on this shot and didn't have time to re take it - sorry!



Extended intake antenna fairing. The kit formation light piece goes right on top of this.

The Tamiya kit has the best in box wheel wells of any F-16 kit, but due to injection molding limitations they still are considerably less busy looking than the real thing. Photos of actual wells are plentiful in both reference books, and you can add as much or as little as you like. I added quite a bit, but stopped far short of complete replication. I may be obsessed, but not that badly. The plumbing and wiring were added using various sizes of copper wire and solder wire. Solder wire in .015 and .022 diameters is readily available at Radio Shack, and works well for hydraulic hoses in particular since it bends easily to realistic shapes. Just use care, since solder is so soft that it can be unintentionally nicked by tweezers. The superb metal landing gear was similarly detailed with brake lines and wiring. The entire gear assembly is so well engineered that it is almost impossible to get it misaligned, and when done it is solid as a rock. Even the vinyl tires look good!



Starboard (left) and port (right) gear wells. Hydraulic hoses are .015 solder wire. The fittings were fabricated from Plastruct styrene hex stock. Wiring keepers are fine strips of lead foil.



Main gear struts, showing the added plumbing and wiring.



Nose gear strut and landing lights.



Nose gear well.



Port main well looking aft. Note the solder wire tubing and Israeli stencil on the centerline pylon.

Tamiya gives you the option of an open gun bay and open radar, as well as a complete GE engine and servicing cart. All these parts are top drawer, especially the engine. It is probably the best jet engine I've ever seen in a kit.



I chose not use any of this detail, since I had already complicated things enough and wanted to get the model built. The gun and radar parts were simply left out, and the only the visible portions of the engine were painted. The metallic parts were finished with Alclad, and the interior ceramic surfaces were Floquil Antique White with pastel weathering.

After studying photos in the Isradecal book I elected to arm the bird with wing tanks, JDAM's, Sidewinders and Python 4 missiles, with an empty pylon on the centerline station. All of the above can be found in the kit except the Pythons. The Pythons were sourced once again from Isracast. The Pythons are beautifully cast, and include clear nose pieces and a small decal sheet. Unfortunately, they are very, very 'fiddly' to assemble, and quite fragile once completed. They look neat, though.

Model Master and Floquil paints were used. There is some confusion about the Israeli F-16 camouflage colors, especially the pale green. The correct colors are FS33531 Sand, FS30219 Brown, and FS34424 Pale green. This color is actually World War II RAF Sky, a fact confirmed in the Isradecal book. Undersides are FS36375 Light Ghost Gray. The radome is FS36270 Gray. Decal are all from the Isradecal sheet IAF-41. These decals are printed by Microscale and performed flawlessly.



The Isracast Python 4 missile, with Tamiya's kit AIM-9M Sidewinder and JDAM.

Final assembly was mostly a breeze due to Tamiya's first class engineering. Just be careful with those fragile Pythons.

Building a kit like the Tamiya F-16 is simply a joy. Although I admittedly complicated things with the conversion and added details, this kit is so good that very few problems surfaced. Build this kit as a USAF bird as it comes in the box, and you should have no problems. By now there are aftermarket replacements for the cockpit, wheel wells, gun bay and more. I have some of these, and they are very nice (especially the CMK stuff), but all are really just incremental improvements over the kit offering. I will build at least one more of these gorgeous kits, probably with more things opened up. Now if Tamiya would just give the new F-22 Raptor the same treatment!

