

**IPMS FAME CITIES
NEWSLETTER**

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Scale Scribblings

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March News

The March meeting was busy despite a light business schedule. Our wing fold group build was discussed again, and Ed Kinney showed the club samples of the laser cut deck sections that will be provided by Nautilus for our presentation. These deck sections are simple, and would probably not be the thing for a serious diorama, but for our purposes they will be perfect.

In other business, the club approved financial support for a IPMS Nationals trophy package.

Dave Morrisette gave us an important reminder about the upcoming Cleveland Region Four convention. If at all possible you are urged to pre register online before the April 18-19 event. Lakeland Community College requires all convention attendees to wear a name badge due to security considerations. If you pre register your badge can be made up in advance and will be waiting for you at the show. Otherwise you will have to wait for your badge to be made before entering the event. This promises to be a spectacular convention, so plan to attend.

Next meeting April 21

Cutler Real Estate

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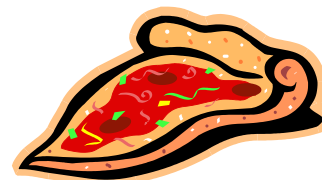
Ken Patterson's demo attracts a crowd. See Page 4 for details.



April Contest

Thatsa Eyetalian!

Bring out those Macchi's and Ferrari's for our April contest, sponsored by Ed Kinney. Anything Italian qualifies. Also remember that the club will be sponsoring awards for non theme models, so bring what you've got.



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March Models

Jerry Royer

Tamiya P-51C

Yes, it is that shiny!



JR Bruegger

Mongram 1966 Mustang



Stan Mikush

FW-190 (1/32)



Tamiya Frank Ki-84

Bill Weckel

Hasegawa George



Gary Wolfe

Hawk Dauntless (1/72)



John Shimek

Ace LAV-25 (1/72)

See John's weathering article on Page 5 featuring this model



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Larry Davis

Academy F-86



Dave Morrisette

Hasegawa RF-4B



Al Hubert
FW-190's (1/72)



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Dave Morrisette

Eduard FW-190



Our April meeting included a double feature by the Patterson brothers, Ken and Brian. Ken presented a demo on techniques for filling ejector pin marks (especially useful for those building Trumpeter kits), and Brian showed a video he made on the OV-1 Mohawk while serving in Desert Storm. Your editor had to leave early and missed the video, but those who saw it were all impressed.

Our thanks to Ken and Brian for their presentations.



Distressed Painting Techniques for Armor

By John Shimek

Hairspray for modeling? It sounds odd, but read the whole thing.

As those who were at the February meeting know, I am trying a weathering technique using a coat of hairspray over the base color of the subject. This is a technique I have been reading about on the Missing-Lynx.com website and also on PlanetArmor.com. In relation to snow and winter scenes the photos posted on those sites show a variety of really good results. This technique is also described in an article in Military Modeler International magazine, February 2007 (Issue 10), written by Phil Stutscinkas. The process is very simple and I thought I would try it on a desert subject rather than a winter scheme, so the process was applied to a 1/72 scale LAV-25 model produced by Ace.



I started out painting the LAV in the three tone NATO scheme as a base coat, using enamel paints. I sealed this coat with clear gloss. I didn't worry about having sharp edges on the camouflage, as it would eventually receive an over coat of USMC Desert Sand. I then sprayed two thin coats of hairspray, drying between coats, followed by the Desert Sand using acrylic paints.



Once all was dry, I used a soft paintbrush dipped in warm water and began soaking the Desert Sand in small areas to soften the paint. Most of the responses on Missing-Lynx suggested using a soft brush to abrade the paint, working in small areas, and that is the method I used. However, Phil's article recommends using an old, stiff brush. I will probably use that method on my next try. I researched the Internet for the weathering that took place in both Iraq wars, and used that as a guide. Just keep distressing the paint until you achieve your desired effect.



Once you have the look you want, seal the model with clear gloss again. Then you can continue weathering with oils or filter coats or whatever technique you normally use. I still have work to do in that regard in the photos, but this weathering stage and adding stowage to armored vehicles to help bring life to the subject is the most enjoyable aspect of modeling for me. (Editor's note: the final photo in this article is John's finished model from the March meeting.) Give it a try. There may also be some applications of this distressing technique for the 'zoomie' builders out there, too.



QUICK LOOK

Eduard F6F-3 Hellcat

Many of you have probably seen this kit, but Scale Scribblings will take a quick look for those who may not have or are debating buying one.

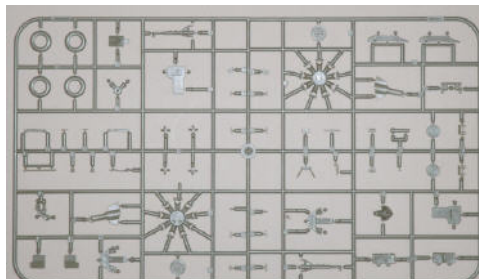
Eduard has risen into the top ranks of kit manufacturers, and it shows in this very nice kit. Using just four brown plastic sprues and one in clear plastic, they have managed to produce what this reviewer believes is the best Hellcat in 1/48 scale. Surface details are nicely done in fine recessed panel lines, restrained rivets, and a delicate rendering of the Hellcat's rear fuselage with its overlapped panels. The kit offers three different cowlings to cater to different versions (there will be an F6F-5 down the road), and the Hellcat 'smile' that has caused so much grief in other kits looks pretty good here. The mavens of the Internet forums may disagree, but it looks fine to me. All control surfaces are separate. The complex Hellcat flaps are molded separately, but cannot be lowered out of the box. I suspect Aires will address this at some point.



The kit really shines in the cockpit and wheel wells. The floor, sidewalls and rear bulkhead are well detailed within the limits of injection molding, but this is supplemented by inclusion of a fret of colored photetch providing instrument panel, seatbelt, placard and control handle details. The wheel wells are the best I've seen in any Hellcat kit. The actual F6F wells are very complex, and Eduard has captured that complexity better than anyone else. The PE fret includes parts to enhance this area as well. Yes, it isn't completely accurate. The actual Hellcat wells did not

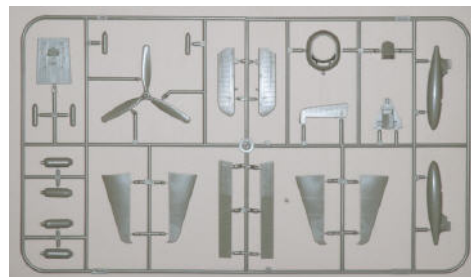
have sidewalls, and it is possible to look into the inner wing and see its structure. The kit does not have this feature, but that's small potatoes by any reasonable measure, especially for the price. If it bothers you Aires will gladly sell you a resin replacement for approximately the price of another kit. They also will sell you a new resin cockpit for the price of another kit. The economics are not encouraging here.

The engine consists of front and rear cylinder banks, separate gear case and magnetos, and PE wiring harness. There is even a tiny P&W badge for the gear case. Again, those seeking something better can substitute a QuickBoost resin engine made for this kit. The price of this engine is less daunting than the Aires stuff, and it would make a reasonable addition.



The centerline drop tank is provided, along with underwing pylons and bombs, but no rockets. The drop tank straps are provided in PE, which will look much more in scale than the plastic straps in most kits.

All this is topped off by a decal sheet featuring no less than five aircraft. These include Alex Vraiciu's famous number 19, Richard Stambook's VF-27 cat mouth bird, and Ken Hilderbrandt's 'Joan II'. Complete stencil detail is included, and the decal instructions are as well done as any and a lot better than most.



So what's the bottom line? This is the best Hellcat kit in 1/48 scale, and arguably the best in any scale. If you don't have a Hellcat kit, buy this one. If you have a stockpile of Hasegawa kits, it's a tougher call. Eduard's is better, but Hasegawa's ain't bad, especially if you replace the cowl.

The best part is that Eduard sells this magnificent kit for an MSRP of only \$34.95. That's a bargain these days, folks, and you can find the kit for under \$30.00 with very little effort. Highly recommended.

